

Jeff Waite

9101 E. U.S. Hwy. 14
Janesville, WI 53546
(608) 247-1382

4th June 2016

Dave Navecky

ATTN: Docket # FD 35952
Surface Transportation Board
395 E Street SW
Washington, DC 20423-0001

Dear Mr. Navecky,

The Great Lakes Basin Railroad is a proposed 278-mile-long railway whose route extends from La Porte, Indiana, around metropolitan Chicago, and into Milton, Wisconsin. According to an Environmental Impact Statement, the primary purpose of the proposed railroad is to “relieve Chicago-area shipping congestion by creating a bypass for through traffic.” If commencement of the project is permitted by the Surface Transportation Board, the construction and presence of the Great Lakes Basin Railroad (which will herein be referred to as the “GLBR”) would yield multiple undesirable side effects, negatively impacting the affected area’s agriculture, economy, and environment as a whole.

Upon completion of its construction, the GLBR will have disturbed or destroyed over 6,670 acres of land, including roads, tiling systems, and farmland, that would otherwise generate revenue for local communities. News station WIFR of Illinois reports that farmers of Belvidere, IL, “bring in 386 million dollars in revenue, and the freight train would cause them to suffer economically.” Many people have also observed that the GLBR will effectively achieve nothing beneficial for the affected areas. The author of an open letter to the Surface Transportation Board claims that there is “no evidence that the proposed GLB Chicago bypass has been identified as a solution to the Chicago bottleneck, a public convenience, or a national transportation priority.”

Great Lakes Basin Transportation, Inc. co-founder Frank Patton is hopeful that the railroad will be built and would like to start construction of the GLRB in 2019. However, there has been an overwhelming amount of opposition to the railroad: “seven of the eleven counties involved have passed resolutions

opposing the [GLBR],” and two major railroad companies, Union Pacific and Norfolk-Southern, have publicly stated that they have no interest in the GLRB. With this amount of opposition and counter-arguments to the GLRB, it would be difficult to see how the Surface Transportation Board would approve such a project or, if approved, how the GLRB would be advantageous to Great Lakes Basin Transportation, Inc. or any other affected persons or organizations in any respect.

Sincerely,

A handwritten signature in blue ink that reads "Jeff Waite". The signature is written in a cursive, flowing style.

Jeff Waite



Mr. & Mrs. Jeffrey L. Waite
9101 E US Highway 14
Janesville, WI 53546-9736



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