

Ms. Rutson, Mr. Navecky

As of today, July 15, 2016;

- GLBT Inc. has not filed a formal application to construct and operate a railroad
- There is no factual information re. the financing of this project
- There is no information which of the six Class I railroads will use this bypass. We only know that Union Pacific and Norfolk Southern are not interested and that Canadian National already operates their own bypass.
- There is no publicly available business plan, no data to support GLBT's claims of increased efficiency.
- There is no information re. the toll payments that shippers would have to pay to utilize the proposed rail. So no way to judge if the purported time savings are worth the extra cost.
- There no means to evaluate the viability of the proposed project.
- There is no set route, there is a line on the map that can move 30 miles either side
- GLBT Inc. is a company that has no proven track record of any kind

Yet we have been asked to meaningfully comment on this project and provide alternate routes.

All the public has to formulate an opinion on is a pretty website.

A website;

- sorely lacking in factual information.
- that boast about the wonderful compensation package but does not provide the fine print to those offers.
- that provides a route but also states that the route may change.
- that provides no information regarding the proposed use of a 24 square acre rail port in Kankakee County.
- that indicates GLBT requests 50 feet of Right of Way for undescribed 'utilities'
- that does not provide any of the factual information mentioned above

Public scoping meetings have not provided answers because it appears the Surface Transportation Board has not much more information than the public has. Either way the Scoping meetings were not meant to provide answers to the public, they were meant for the public to ask questions about the process and give input on the proposed project.

Mr. Patton's few public appearances did not provide information other than what was already provided on the GLB website, if anything his public answers created confusion because they differed from earlier comments. For example re financing, we heard only private investors but also read and heard about government loans.

Meanwhile for the last 4 months people from NW Indiana to Southern Wisconsin have seen their lives and dreams put on hold. One man's dream (Mr. Frank Patton) has caused enormous amounts of stress and strain on individuals and families. The amount of letters, with concerns and pleas to deny the proposed project, you have received attest to how overwhelming this has been for ordinary people. People who want to live their dream, people who do not need additional worries about water, safety, income, taxes and all the other things they have written the STB about.

So what is next, the STB has their work cut out for sure, but what about the public, the people who are impacted the most by the proposed GLBT project. They will be left in limbo, the uncertainty about their homes, their farms, their businesses will remain. There will be no relieve

for them. They will have to make choices in the coming years about investing in their farms, businesses, homes and communities. They will have to disclose the proposed GLBT project to potential buyers, developers, clients. Contrary to what Mr. Patton said there is no research that indicates properties adjacent to or near freight rails increase in value (unless it goes through an industrial park, which the proposed project does not). All this will negatively impact the lives of people and their communities in many ways for who knows how many years.

I ask you kindly to please consider if the process that is taking place is remotely fair. The power that the STB has given one man , Mr Frank Patton, to negatively impact the lives of so many without having to prove anything himself is astounding to say the least. I believe it was a mistake to let the process get as far as it has. I know this is unprecedented (but so has been the process thusfar), but it is my hope that the Surface Transportation Board will do whatever is in its power to stop this process now. The absence of any relevant factual information, the obvious lack of public convenience, the increased dangers of the many new farm and public crossings that cannot be adequately mitigated should provide reasons enough to consider halting the process now and spare ordinary hard-working people the unduly stress and strain that you have put them under.

Sincerely,

Mirjam Melin
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