

I am Richard Beuth, president of the Winnebago-Boone Farm Bureau. Our Board of Directors voted unanimously "to oppose this project at this time".

W-B FB and all Landowners who could be impacted by this project have many unanswered questions. We understand that you can't answer questions but the STB is responsible for reviewing the merits of this proposed project and the W-B FB requests that the STB conduct a Full review of the transportation merits of the project.

We understand that the STB typically grants exemptions from the full transportation review process when requested by applicants. This is not the typical applicant or project. GLB is not a railroad, in fact, it's a start-up company, with no freight rail experience. The current proposed route is now 280 miles long and most of that cuts through highly productive farmland which cannot be replaced.

We know there is rail congestion in Chicago, but the panels created to study the problem haven't suggested that a 281 mile bypass is the answer.

GLB included a 50 foot corridor for possible future use by utilities in its current plan. In GLB's Route Narrative, it Provides a utility corridor for improved electricity, water, natural gas, fiber optics, and wireless coverage, both to support railroad operations and to provide new options for our neighbors. Railroad don't need a utility corridor to support their railroad operations and the STB doesn't have authority to approve these utilities.

GLB says that this 50 foot utility corridor would be another source of revenue for GLB. I'm sure it would be, but we believe that it's Unconstitutional for a private company to take our land for a railroad

and then turn around and sell it off or grant easements for uses which have nothing to do with a railroad. Should GLB request authority to exercise eminent domain, the State F.B. will oppose such a request.

On a map it shows we will lose 270 acres of farmland in Winnebago County. But we will really lose around 1500 acres when you count land lock and severed parcels.

In addition to removing a valuable natural resource, which cannot be replaced, this project will cause both surface and tile line drainage issues, result in increased daily travel by impacted residents, school buses, emergency responders and farmers with farm machinery and poses public health and safety issues.

I encourage every Winnebago and Boone County farmer to write a comment to STB and tell them how your farming operations will be affected.

The Farm Bureau strongly recommends to the STB that there be a full review of the transportation merits of the GLB project and **NOT** grant an exemption for this project.