



Please correct any errors you see?

Mary Hillberg

to:

David.Navecky

09/11/2015 06:40 PM

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To: <David.Navecky@stb.dot.gov>

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Hi David,

Thank you very much for calling me and spending your important time explaining some issues to me. They are quite different than those I had been hearing from both sides. I tried to take accurate notes during our conversation.

I have crafted the most important ones (I think) into a note to send out to those very interested and active in the Port Freight Train issue – in an effort to calm the waters. Remember these people are very environmentally active and they are extremely anxious the environment and their home will be permanently damaged by this freight train.

If you will be so kind as to read through the below and correct any errors I have made, I would be very grateful. I think we both want what is best ad fair for all. With your corrections, I will send out this note to see if I can reduce the angst in our community.

Thank you,
Mary

Hi Friends & Neighbors,

After a conversation with Mr. Navecky of the STB today, I have the following info to share.

The STB is not working for the CPA. Due to the amount of detail and scope of environmental research and work involved in this issue, the EIS is prepared by a 3rd party contractor who is prohibited from having topical/social contact with the Port. This contractor has highly technical staff that does work under Dave Navecky, who is their Contracting Manager. They report to him.

The STB is a Federal agency whose job it is to identify a reasonable range of alternatives to construct rail into the port, including the NO ACTION alternative. Each alternative is evaluated equally and without bias. They are not lobbied by anyone either. They somewhat resent the implication they are influenced or subverted by anyone and have other than objective and honest views in evaluating the environmental issues involved. They are not pleased with exaggerations by either side of this item and wish they would cease.

One point that may help – the “filled berm “ that was initially proposed ½ way through the upper Banana River and then changing to trestle in the original “preferred route 3a”, has been withdrawn by the Port. There is no filled berm or causeway proposed in that area.

One point that may hurt – If the 528 route is used, it will be either down the middle of the 528 causeway or on the North side of the 528. Either way, it appears there will be a need to add from 5 to 25 feet of fill to widen the 528 causeway to accommodate a freight train along with the auto paths.

Let's take deep breathes and blow out slowly a few times. Please bring thoughtful questions to the September 19th LWV Educational Forum and see if they can be answered. If they cannot by the folks we have there, we/I will get the correct answers from the STB – not from the Port or any other party in the process. Hopefully we may provide these data in our following issue of **The Voter**.

Does this sound fair? Please encourage everyone you know to come and listen and learn. The venue can accommodate a lot of people. Let's fill it. - and also encourage joining the best organization in the county; the LWVSC!

Mary



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