

April 1, 2025

Surface Transportation Board
395 E Street
Washington, DC 20423

Dear Members of the Surface Transportation Board,

I am writing to voice my strong opposition to the proposed 26.9-mile railway project by Texas Materials Group. An Environmental Impact Statement must be prepared for the proposed new rail line through Burnet and Lampasas Counties because the rail line is a major Federal action significantly affecting the quality of our human environment. Per 42 U.S.C. 4331(a), Section 102 of NEPA, the Office of Environmental Analysis on behalf of the Surface Transportation Board is required to perform an Environmental Impact Statement to address the devastating effects the action will have on the area.

Many landowners, including myself, will be directly affected by this proposed railroad crossing our property and destroying some of our most productive land. We are additionally concerned about train derailments that could contaminate major creeks. The proposed routes crosses and then follows along, in close proximity, to Mesquite Creek for approximately 7 or 8 miles. It then crosses Sulphur Creek. The proposed routes are within 100 to 400 yards of my home and the noise of the 1-1/4 mile long trains carrying aggregate will destroy my family's peaceful ranch and our wildlife that depends on the creek as a source of water and shelter will be cut off from our property. Many landowners' properties will be cut in two, requiring them to lose direct access to portions of the property and homes.

Adverse effects that cannot be avoided include the destruction of 200-year-old live oak trees which are currently suffering from extended drought that has plagued this area. The ones that are not in the direct path of the railroad and its construction will have additional stress from change to their water shed. Also, there will be destruction of habitat for many wildlife species including some that may be endangered plus the loss of cultural and historical sites.

The proposed railroad line will destroy the productivity of the land it goes through and adversely affect the community. This affects the local businesses, feed stores, banks, land valuation, increases bus routes for kids getting to school and their safety crossing the new railroad on many county roads and major highways.

Texas Materials has been using the exiting railroads for many years and this proposed new route is only for their convenience. The alternative to this new railroad is for them to continue to use the existing railroad system and to expand it if needed.

I urge the Surface Transportation Board to consider these concerns and stop this project and its significant threat to the local environment.

Sincerely,

Robby and Leigh Vann