

#### VERIFIED STATEMENT

#### OF

#### GARY E. CURMODE

My name is Gary E. Curmode, Fire Chief, Sedgwick County Fire District #1, with an office at Fire Station #37, 4343 N. Woodlawn, Wichita, Kansas, 67220. A resume of my education, professional background, and years of experience in the field of emergency service is set forth as Exhibit GEC-1.

I would like to take this opportunity to convey to the Board the concerns our Department has about having the proposed twelve mile-long rains on UP's Herington-Fort Worth line through Sedgwick County. The edgwick County Fire Department offers first emergency response for e, medical, and rescue situations. The Sedgwick County Fire District vers 640 square miles with seven stations located outside the iporate limits or the City of Wichita. In 1995, the department ponded to 4788 alarms including, 2646 requests for medical stance, 92 hazardous material responses, and 145 structure fire inses.

The route the twelve trains would take would cut through the lick County communities of Furley, Kechi, and Haysville. This route passes over more than twenty-five grade crossings while in Sedgwick County and outside the City of Wichita. A map has been included portraying the placement of fire stations in Sedgwick County in relation to the railway in question, this map is set forth as Exhibit GEC-2. I've also included maps of Furley, Kechi, and Haysville and these are set forth as Exhibit GEC-3, Exhibit GEC-4, and Exhibit GEC-5.

The twelve long trains will greatly affect the response time of the Sedgwick County Fire Department. The department is a urban/rural department that utilizes its station locations with the utmost efficiency to cover 640 square miles. For 1995, the average response time for medical alarms was 8.7 minutes. Any delay in response time will put human life at a greater risk as well as increase property losses as a result from ielayed extinguishment practices. Any thoroughbred is expected to run ta peak performance level and the potential delay that the twelve long ains would have on our Department would definitely increase our sponse time. When we ask the citizens to weigh the risks and benefits this issue it is clear that these twelve long trains would not be in their t interest. Its truly hard to slow a thoroughbred down.

Presuming that the long trains cannot be rerouted or stopped, the Wick County Fire Department will promote that under or overpasses b provided. With these under or overpasses, the communities like Haysville that experience a trip load of greater the 10,000 per day, will not be adversely effected. Without the passes, there will be serious problems for emergency vehicles trying to reach emergency scenes.

I support a requirement that any UP/SP merger approval by the Board be conditioned, in the public interest and for environmental reasons, on the requirement that UP's proposed twelve trains not go through Sedgwick County/Wichita.

The Board must restrain UP/SP from running long heavy trains through major urban areas at grade without fully considering the interest of the residents in their public safety, the absence of noise (air horns at each crossing, as well as train "rumbles"), and the needs of the County fire Department to perform its mission to help victims who need "first esponse" medical attention and to have fires put out.

#### VERIFICATION

STATE OF KANSAS

) SS.

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COUNTY OF SEDGWICK )

I, Gary E. Curmode, being duly sworn, depose and say that I have read the foregoing, know the contents thereof, and the same is true and correct.

Cang. Curmode

Gary E. Curmode

Subscribed and sworn to before me this 25th day of April, 1996.

PAULA A. SMOTHERMAN NOTARY PUBLIC TE OF KANSAS v Annt Fyn

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**Notary Public** 

#### **Exhibit GEC-1**

#### GARY E. CURMODE

#### **Education and Work Experience**

**College Degrees:** 

AA Fire Science, Hutchinson Jr. College (1976)

BA Secondary Education, Wichita State University (1974)

MAJ Administration of Justice, Wichita State University (1981)

MPA Public Administration, Wichita State University (1983)

#### **Emergency Services Experience**

1995 - Present Sedgwick County Fire District #1, Wichita, KS. Position: Fire Chief.

72 - 1995 Wichita Fire Department, Wichita, KS. Achieved the following promotions: Firefighter, Lieutenant, Captain, Battalion Chief, and Division Chief.

#### **Specialties Include**

- Administration
- Finance/Budgeting
- Personnel Management
- **Risk Analysis**
- Conflict Resolution/Negotiation

Incident Command

**Emergency Responses:** 

Hazardous Materials, Fire Suppression, Emergency Medical Fire Prevention/Public Education/Inspection/Investigation Federal Rules, Regulations, and Standards

### urrent Affiliations

Vice-Chair, LEPC (Local Emergency Planning Commission), Sedgwick County, Kansas.

Vice-Chair, 9-1-1 Advisory Board, Wichita-Sedgwick County, Kansas.

Chair, State of Kansas SERC (State Emergency Response Commission), 1986-Present, Hazardous Material Training Committee of Course Development.

- Firefighter Safety Study Act Committee, United States Fire Administration, Emmitsburg, Maryland.
- Member, International Association of Fire Chiefs.
- Adjunct facility, National Fire Academy, Hazardous Materials Tactical Consideration.



Exhibit GEC-2

Serie Contraction

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#### VERIFIED STATEMENT

OF

#### LAWRENCE D. GARCIA

My name is Lawrence D. Garcia. Fire Chief, Wichita Fire Department, with in office at City Hall, 455 North Main Street, Wichita, KS 67202. A resume of my education, professional background, and thirty-nine years of experience as a fire professional is set forth as Exhibit LDG-1.

The purpose of my testimony today is to describe for the Board the adverse impact of Union Pacific/Southern Pacific's proposal to route as many as ten additional trains of coal and train per day through Wichita and Sedgwick County on the north-south former Rock Island line now part of Union Pacific) from Herington, Kansas through Sedgwick County. These trains, any of 110 cars in length or more, would split Wichita from north to south.

East-west travel is essential for the timely response of emergency apparatus from the thita Fire Department. Response by our fire/rescue vehicles has to follow the grid patterns of anajor streets. Currently, the Wichita Fire Department responds to 27,000 alarms per year or eximately 75 alarms per day; 54 of these daily responses are medically related incidents and fire related. A large percentage of these incidents require multiple fire/rescue e response that use east-west streets. For example, the response from Stations 1, 2, 3, 4, 5, 11 and 12, to the report of a fire in a commercial building, would be affected by any blocked crossing in the core area. Even though there are 17 fire stations located strategically throughout the community, those listed above would be impacted in a negative sense almost immediately by the increased daily train traffic.

A response time of four minutes or less is desired to enable our fire crews to provide an adequate, timely medical response. Our current average response time is 4.05 minutes. We have been able to successfully operate at or near this desired response time for several years. Anything that would increase our average response time would be critically detrimental to the health and safety of the citizens of Wichita. A threefold increase in the frequency of train travel through Wichita would result in an increase in the number of times that the response of one or more of our fire/rescue vehicles is delayed or in some cases prevented. This problem is greatly compounded by the length of the train. For example, a mile long train would block all of the intersections from Central to 13th at one time. We believe the blocking of those crossings will result in critically extended response times for our responding units.

There are only a few routes in Wichita that allow east-west movement of apparatus if rossings are blocked. These include I-235 North and South, Kellogg Street, Douglas, First and Second Streets (only certain apparatus). This would especially have a negative affect on the core rea of Wichita from Central Street north to the city limits. Currently, one or more of our re/rescue units are blocked by a train each month. The threefold increase in the frequency of ins and the expected mile long length of each train will greatly increase this occurrence, bably to eight or more times each month.

On average, Wichita experiences one train derailment every 18 months. In theory, the **ber** of derailments would potentially increase with the frequency and length of trains that are

anticipated. While most of these derailments are minor in nature, without exception they will require a response from the Fire Department. With increased train traffic there will be a greater possibility of motor vehicles and trains becoming involved in accidents. This will create an increase in the number of vehicle/train accidents we would respond to.

The Wichita Fire Department does not formally track response delays or apparatus response changes caused by trains blocking major streets. Therefore, I cannot provide a complete listing of these types of situations. However, from an informal survey of our Command Staff, I was able to list some incidents that are typical of the types of delays that we have historically encountered. The following are examples of our experiences:

While responding to a church on fire, one of our Battalion Chiefs was blocked by a train for two minutes. By the time he arrived on scene the fire had already escalated to a second alarm.

While enroute to a medical alarm for the report of a baby not breathing, one of our engines was stopped by a train. As that unit was attempting to turn around to avoid the delay caused by the train it was involved in an accident with a vehicle caught in the traffic congestion created by the blocked crossing. This resulted in another apparatus having to respond. Upon arrival the second apparatus the baby was found to be breathing, but the results could easily have been disastrous.

An engine and a squad were blocked by a train while responding to the report of **destrian** that had been struck by a car. There was not another apparatus available to make a **dy response** on the other side of the train, to the two apparatus had to make a three mile **which** resulted in a five minute delay. The pedestrian had serious, but not life threatening

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injuries. It is difficult to determine if patient treatment was compromised by the delay.

While enroute to the report of a child choking, one of our rescue squads was stopped by a train, and another rescue unit was dispatched. We were fortunate that the child's airway had been cleared prior to the arrival of the second apparatus.

One of our stations (an engine and a rescue squad) responded to a trash/lumber fire. The first responding apparatus crossed the tracks before a train arrived, but the second unit was delayed one to two minutes. Because of high, shifting wind conditions the first crew encountered an extremely dangerous situation until the second apparatus arrived.

A squad was responding to an obstetric medical alarm when their response was delayed by a train for approximately three minutes. Upon their arrival the crew found that the patient had just delivered a baby without the benefit of the medical assistance she had requested and deserved.

While responding to a building fire, our ventilation team, normally tasked with venting he building of heated gases and smoke, was delayed by two trains. They were routed around ch of the trains; this caused a considerable delay. The fire was not of an extremely serious hure, however, any delay in providing ventilation will cause additional fire loss and would ce firefighters and/or building occupants in extremely dangerous interior situations.

One of our stations (an engine and a squad) responded to a house fire just a few blocks their station. Both units were blocked by a train that stopped after the fire units approached acks. These fire units were then blocked from turning around by the congestion that was d by the large number of vehicles traveling on that busy street. These units were delayed ximately 10 minutes, unable to seek an alternate route, and they were mere blocks away from a working fire. This delay may have contributed to extensive fire loss to the house.

While responding to the report of a shooting, the response of one of our apparatus was blocked by a train. Crews to the west of the tracks were involved with a working fire and were unable to respond to the shooting incident. The train was stopped and delayed the unit's response to this critically injured patient by approximately three to four minutes.

While assisting Sedgwick County Emergency Medical Service (Ambulance) during the transporting of a critical burn victim; the ambulance was delayed by a train for approximately five minutes. Any delay in providing advance life support that is available at a burn center can seriously decrease the prognosis of the patient.

This Board must restrain UP/SP from running long, heavy trains through Wichita at grade without fully considering the PUBLIC SAFETY needs of this community. If relief in this matter is not provided to the citizens of the community, any increase in fire/rescue emergency service response times will result in an increase in negative response outcomes.

#### **PROFESSIONAL BIOGRAPHY**

Lawrence D. Garcia Fire Chief 6804 Pepperwood, Wichita, Kansas 67226 (316) 684-9662

### PROFESSIONAL FIRE SERVICE EXPERIENCE

Wichita Fire Department

Fire Chief, October 1987 (interim), Permanently Appointed 3/1/89, to Present.

Provide daily administrative supervision over each of the department's three divisions. Manage the various functions and activities of the Wichita Fire Department which includes: a \$20.4 million annual budget; 378 member, fully paid work force, and emergency medical, fire prevention and suppression services within a 120 square mile jurisdiction.

Chief Training Instructor (Drill Master), August 1980 to October 1987.

Responsible for the preparation and maintenance of comprehensive training records and reports; development and implementation of training programs. Supervised the entry level process for fire recruits; develop and administer an annual fire officer promotion examination; Manage the department's Affirmative Action/Equal Employment Opportunity Program.

Special Assistant to the City Manager, September 1977 to August 1980

Primarily responsible for all aspects of the City's Equal Employment Opportunity Program (EEO) which included the administration of a city-wide plan of EEO, implementation of an Executive Order; supervise and/or monitor the progress of departmental affirmative action programs and goal attainment.

lef Fire Alarm Dispatcher, June 1975 to September 1977

consible for the administration of the fire alarm office including the development and itenance of records and reports. Supervision of the eleven member alarm office staff.

Fire Alarm Dispatcher, August 1965 to June 1975 Firefighter, June 1957 to August 1965

#### NATIONAL SERVICE

Metropolitan Fire Chiefs Association Cultural Diversity Course Development Committee Committee Member

National Fire Protection Association Codes and Standards Development Process Review Committee Member

International Fire Chiefs Association National Fire Service Accreditation Program Peer Evaluator

Diversity in the Fire Service Task Force Task Force Member

## PROFESSIONAL TRAINING AND EDUCATION

Wichita State University Fire Science Technology (24 hrs.)

Butler County Community College Associate of Applied Science Degree (Fire Science Technology)

National Fire Academy Numerous Upper-level Courses

Numerous other management/supervisory oriented workshops and seminars including attendance at the Center for Management Development, Wichita State University.

## MILITARY SERVICE

U.S. Marine Corps (3 yrs.) Honorable Discharge as Sergeant.

## VERIFICATION

STATE OF KANSAS

) SS.

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COUNTY OF SEDGWICK )

I, Lawrence D. Garica, being duly sworn, depose and say that I have read the foregoing, know the contents thereof, and the same is true and correct.

Lawrence D. Garcia

Subscribed and sworn to before me this 26th day of April, 1996.



Notary Public

#### VERIFIED STATEMENT

#### OF

#### THOMAS W. POLLAN

My name is Thomas W. Pollan, Director, Sedgwick County Emergency Medical Service (EMS), with an office at 538 N. Main, Wichita, Kansas, 67203. A resume of my education, professional background, and years of experience in the field of emergency and health care service is set forth in Exhibit TWP-1.

I appreciate the opportunity to express my concerns about the impacts of the proposed 12 long trains on the EMS response capabilities in Wichita and Sedgwick County, Kansas. Sedgwick County EMS has iperating responsibilities in both the City of Wichita and Sedgwick ounty. Sedgwick County EMS provided ambulance/health care ervices to 33,597 requests during 1995. Emergency pre-hospital dvanced Life Support (ALS or Paramedic) and non-emergency quests were 28,365 and 5,232, respectively. EMS currently covers 08 square miles and over 425,000 people with 13 mobile intensive

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care units during the day time, 7am to 7pm, and 12 units during the night, 7pm to 7am.

It is my understanding that Union Pacific and Southern Pacific seek approval to merge and to in turn increase the number and type of trains to twelve (12) that will bisect Wichita and Sedgwick County on a daily basis. This addition of ten "unit" trains will have an economic, environmental, and quality of life impact on Sedgwick County. I will point out some of the levels of risk that will jeopardize the quality of life in the health care arena.

EMS as a health care provider performs services that are time critical if the death rate of the critically ill and injured are to be reduced and give victims any chance to return to a reasonable quality of life. For example, according to the American Heart Association, if a person suffers a sudden cardiac arrest, the victim has only four minutes before lireversible brain damage occurs.<sup>1</sup> In this very short period of time a "chain of survival" must be organized and responders quickly sent if there will be any chance for victims to be resuscitated. The clock starts "the onset of cardiac arrest, a witness of the event must then dial 911 get help. Medically trained first responders must arrive and begin cardiopulmonary resuscitation (CPR) within four minutes. In Wichita and Sedgwick County our fire department first responders are trained

in CPR and are

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from the time of arrest of the victim to improve their chances of survival (See Chart).<sup>2</sup> The EMS average response time in Wichita is 5.70 minutes and less than eight minutes in rural and suburban Sedgwick County. Since 1976, EMS has maintained an excellent cardiac arrest resuscitation rate and is only matched in a few regions of the United States. This level of success correlates with the excellent response times and advanced levels of care by fire department first responders and EMS paramedics.

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Another example of the requirements for timely EMS response is with the acutely injured victims. Unlike the non-traumatic cardiac arrest, pritically injured victims require in-hospital surgical intervention to survive. Not only do trauma victims require rapid response times, they must also be treated and transported to a trauma center as quickly as possible. A trauma system was developed for Wichita and Sedgwick county in the late '80s to facilitate rapid access to surgical care. This ystem contains two Level I and one Level II facilities verified by the merican College of Surgeons within Wichita. In one text the term Eolden Hour" was defined to indicate the time a critically injured ctim has from the onset of injury to intervention of a surgeon, if the

victim is to be given any chance to survive.3 Under normal circumstances, EMS will use about half of that time in responding to, extricating, and transporting critical trauma victims. This critical time frame will be exacerbated when the accidents occur in the far reaches of Sedgwick County where speed limits are generally higher and most railroad crossings are not protected with flashing lights and/or control gates. A local hospital does operate a helicopter that is used to assist in reducing the transport time, but due to weather and uses in other counties this unit is not always available. The success of our trauma system depends greatly on the timeliness of our pre-hospital response, care and transportation system. Any adverse affect on the EMS system vill diminish the outcomes our excellent surgical care professionals can rovide and the ability to return trauma victims to a quality of life they nce enjoyed.

I can not think of anything that will frustrate emergency responders ore than delaying their response to, care, and transportation of tically ill or injured persons. Here are three actual incidents that strate my point that are taken from our current experience with train fic: "We were transporting a critically ill overdose victim from the northwest part of Wichita to St. Francis Regional Medical Center (Now a part of the Via Christi Health System). At Broadway and 17th Street North, we were blocked by a slow moving southbound train. All attempts to divert around the train failed and we diverted to Riverside Hospital taking us five to six minutes longer to get the victim to physician care. Just as we approached Riverside the victim went into cardiac arrest."

"We responded to a pedestrian/auto accident at 9th and Cleveland and found a female victim that had been pushed out of a car and then run over as a part of an assault. The victim was critically injured with multi-system trauma and a 'Code Red Trauma Alert' was called to St. Francis Regional Medical Center (One block west of the tracks UP intends to use for the additional unit trains). As we approached the tracks from the east on Murdock, a slow southbound train blocked the crossing. We were forced to cancel the alert to St. Francis and divert to Wesley Medical Center. This delayed our transportation by four to five minutes.

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"Our unit responded to 13th and Emporia to a multiple victim house fire as a 'second in' unit. We were at Wesley Medical Center (Two miles east of the tracks UP intends to use for the unit trains) and the unit on-scene reported that six patients were injured, three were in cardiac arrest and three were critical (The cardiac arrests were all children). As we crossed 13th and Mosley, a train cut our only access to the incident location. We were two blocks from this tragic scene, but we couldn't get there. Two other units were sent from west of the tracks as we were not able to continue."

The quality of life for the relatives, friends, and yes, even the emergency responders, were not the same following these events. EMS data indicates since 1991 that EMS crews are delayed by trains 13 times innually at the present low levels of train traffic. Our data is not specific o the actual amount of time lost, but as the above anecdotal reports emonstrate, they leave an indelible mark on the victims and EMS \$ponders.

I urge you to look for balance between the positive and negative acts of the merger by UP and SP. These unit trains of some 110 cars be considerably longer and more numerous than those that have already created economic, environmental and quality of life issues for our citizens. There will be no economic benefit to residents of Sedgwick County from these trains and as demonstrated there will be negative impacts. If utilitarianism is the basis for your final decision, I would ask that you balance that ideology by inflicting the least harm to the least number of people. There appear to be other options that would provide such a balance. These should be considered irrespective of the economic impact to UP/SP.

Thank you for your time and consideration of the information that I have provided.

Advanced Cardiac Life Support (Texas: American Heart Association, 1986 & 1994), p. 4. Eisenberg MS, Horwood BT, Cummins RO, et al: Cardiac Arrest and Resuscitation: A ale of 29 Cities. Annals of Emergency Medicine 1990; 19:179-186

Pre-hospital Trauma Life Support, 2nd ed. (Ohio: ETI, 1990), p. xix.

#### VERIFICATION

STATE OF KANSAS

COUNTY OF SEDGWICK

)SS.

I, Thomas W. Pollan, being duly sworn, depose and say that I have read the foregoing, know the contents thereof, and the same is true and correct. gement

Thomash Thomas W. Pollan

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Subscribed and sworn to before me this  $25\pi$  day of April, 1996.



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Karen & Sailen Notary Public

Exhibit TWP-1

## Thomas W. Pollan

## SUMMARY OF QUALIFICATIONS

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- 28 years experience as a practitioner in emergency medical rescue technology
- 21 years experience in emergency medical service field management including project planning, implementation, and evaluation; personne resource allocation, training, and performance evaluation
- 12 years experience in emergency medical service administration including annual budget and program development, implementation, and analysis of expenditures and revenues; personnel management of an executive staff responsible for field operations, public education, medical training, patient care, quality assurance and facilities (supplies, equipment, vehicles, and buildings)

## PROFESSIONAL EXPERIENCE

# 1975 - Present: Sedgwick County Emergency Medical Service

My involvement with the Sedgwick County Emergency Medical Service began prior to my actual employment. I was a part of the **implementation task orce**. The responsibility of the task force was to take the EMS plan from the irawing board and set up a structure that would support a progressive dvanced life support system. I was involved in the initial establishment of the fiscal budget, salary plan, hiring and training of personnel, and focurement of supplies and equipment.

hce the service was operational, I was appointed as a **shift supervisor** for ght stations and sixteen paramedics. This position was a combination of tensive personnel management, resource allocation, and minimal technical plication. As shift supervisor, I was responsible for all activities of field erations during my shift. Additionally, I was responsible for the pourement of medical supplies, central inventory, and station resupply. In 1979, I was appointed as Logistics Officer. This was an administrative position. I was responsible for the maintenance of eight stations, \$500,000+ vehicle inventory and \$250,000+ annual operating expenditure, \$200,000+ equipment inventory with \$20,000+ annual expenditure, and \$40,000+ medical supply inventory with \$100,000 annual expenditure. During my tenure as logistics officer, I developed and implemented several innovative programs. They are as follows:

- 1. Vehicle replacement program that ensured the replacement of all vehicles at 60,000 miles;
- Computerized medical supply and equipment inventory program to monitor costs and project future replacement needs; and
- Acquisition and remodeling of six EMS stations.

In 1984, I was appointed Assistant Director of the department. As Assistant Director, I was directly responsible for financial and operational programs of the department. The financial aspects included budget preparation and administration, supervision of billing and collection of user fees. The operational aspects included the monitoring of daily activities and functions of the field personnel, initial and continuing education, public education, and the support activities of the logistics division.

Currently, I am **Director** and administer an annual budget of over 7.4 million, one full-time and two volunteer services and the activities of 140 subordinates and 100 volunteers. These volunteer services are providing emergency and hon-emergency care to over 33,000 ambulance calls annually. This call volume represents 1 out of every 5 ambulance calls responded to within the State of Kansas. The average response time of the service is under 6 ninutes to a service area of approximately 425,000 citizens and 1,008 square niles. Additionally, these services have constantly supported a cardiac esuscitation rate of 1 out of 4 cardiac arrest victims. In 1986, these services ficient service studied" in a review of 20 top rated services across the ation.

# 1974 - 1976: Wichita State University

As Associate Faculty Member for the Emergency Medical Training program, I assisted in developing course content and instructing students in a fully accredited program. My primary responsibility was to train and evaluate students in pre-hospital emergency care of the sick and injured. With strong emphasis on skill labs supported by didactic instruction designed for adult education, this program graduated approximately 70 students per semester. The student pass rate of the state registry exam was consistently high.

During my tenure, I was involved in the development of the University's first paramedic program, consisting of over 1,200 hours of instruction. Further, I assisted in developing a program tailored to provide training to Sedgwick County EMS personnel.

## 1968 - 1975: Wichita Fire Department

During my seven years with the Wichita Fire Department, I progressed from the beginning rank of Firefighter, 4th Class, through Firefighter, 1st Class. As a firefighter, I responded to fire, rescue, and medical calls. I was one of the first nationally and state certified Emergency Medical Technicians to provide Rescue/First Response service for the department. involvement in First Aid and Emergency Medical training directly resulted in My interest and my involvement in department medical training and operational procedure development.

## Summary of Work Experience

1987 - Present 1984 - 1987	Director, EMS
1983	Assistant Director, EMS
979 - 1982	Operations Officer, EMS Logistics Officer
975 - 1978	Shift Supervisor, EMS
976 - Present	Emergency Mobile Intensive Care
075 1075	Technician, EMS
975 - 1976	Emergency Medical Technician, EMS
974 - 1976	Emergency Medical Training Instructor, WSU
69 - 1975	First Aid Instructor, American Red Cross
68 - 1975	Fire Rescue, Wichita Fire Department

#### EDUCATIONAL BACKGROUND

Wichita State University Wichita High School North

#### Summary of Related Training

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Wichita Fire Department Training School Red Cross Advanced First Aid Red Cross Advanced First Aid, Instructor Red Cross Advanced Emergency Care Red Cross Advanced Emergency Care, Instructor Wichita State University Fire Administration A.A. Program Medical Society of Sedgwick County Immediate Care of the Sick and Injured

#### Summary of Related Training (continued):

Respiratory Therapy Technician AHA Cardiopulmonary Resuscitation HA Cardiopulmonary Resuscitation, Instructor Vichita State University Emergency Medical Technician Vichita State University Emergency Mobile Intensive Care Technician inois State Rescue Training Institute arst Tool Extrication School palachian State University Emergency Vehicle Operation Course palachian State University Emergency Vehicle Operation Course palachian State University Emergency Vehicle Operation Course palachian State University Emergency Vehicle Operation Course, Instructor hicle Accident investigation, Sedgwick County Sheriff's Academy A Advanced Coronary Life Support fironmental Protection Agency Hazardous Materials School as A & M Hazardous Materials Response Academy EMT Pre-Hospital Trauma Life Support

essional Seminars on Personnel Management and Supervision

#### PROFESSIONAL ORGANIZATIONS

Chairman Kansas EMS Administrators Chairman Kansas EMS Region III Legislative Liaison Kansas Emergency Medical Technicians Association Chairman Kansas State Fair EMS Committee Board of Directors - Kansas EMS Magazine

#### PERSONAL ACCOMPLISHMENTS

Assisted in the development and implementation of the largest Ali-ALS Full Service Emergency Medical Service system in the State of Kansas. This service has responded to over 400,000 ambulance calls with an average response time of under 6 minutes.

Involved in one of the first Emergency Medical Technician and Mobile Intensive Care Technician training programs in the State of Kansas. These programs were produced by the Wichita State University and were one of the most extensive in the nation. I graduated with top honors in both classes.

During the 1988 legislative session, I was able to develop a strong working relationship with the Sedgwick County delegation and legislative leadership during the redrafting of the legislation on EMS and Automated defibrillation.

Current member of the following local, state, and national professional organizations: American Standards for Testing and Measurements (ASTM), National Association of Emergency Medical Technicians (NAEMT), Kansas Emergency Medical Technicians Association (KEMTA), Kansas Association of Emergency Medical Service Administrators (KAEMSA), Region III Emergency Medical Services Council, Wichita/Sedgwick County Emergency Communication Advisory Board, and the Directors Association of South Central Kansas. Progressed through the service from the position of technician providing patient care to Director with management responsibility for the entire service. The experience I have gained through each position and how this experience relates to the next level of management has been extremely valuable.

Involved in an EMS service that has received recognition as an outstanding service provider on local and national levels.
### VERIFIED STATEMENT

OF

### LEROY E. RHEAULT

My Name is LeRoy E. Rheault. I am the President and Chief Executive Officer of Via Christi Health System. Via Christi Health System is a not-for-profit corporation jointly sponsored by the Sisters of the Sorrowful Mother and the Sisters of St. Joseph of Wichita and is located at 929 North St. Francis, Wichita, KS 67214. Our mission at Via Christi Health System is to further the health care ministry of the sponsoring congregations and provide quality health care to all people, particularly the poor and underserved members of society. We are also committed to protecting the citizens of Wichita-Sedgwick County from conditions that pose a threat to good health.

The purpose of my testimony is to express my concerns about the adverse impact of Union Pacific/Southern Pacific's proposal to add ten daily trains of coal and grain traffic through Wichita and Sedgwick County. One of our facilities, the Via Christi-St. Francis Campus, adjoins three rail tracks. Existing rail traffic has resulted in serious delays and congestion. Additional rail traffic may well affect the health and medical care of patients at our St. Francis Campus.

The Via Christi-St. Francis Campus is certified as a Level I Trauma Center, which means the most serious victims of trauma are taken there for specialized care. In many trauma cases, the first hour after the trauma event is known as the "golden hour" and treatment within that time greatly improves the quality and possibility of recovery. Last year about 440 trauma victims arrived at the Via Christi-St. Francis Campus by ground transport. I do not know the number that had to cross the rail lines, but the number could be substantially more than one-half. Recently, a trauma victim was diverted to another acility because of rail traffic. I do not know how much of that particular trauma victim's golden hour" was spent waiting and then traveling to another facility - it is not an inusual event. Increased rail traffic will interfere with providing prompt medical care.

s a resident of the community, I can testify that, in addition to the health risk, the listing rail traffic causes substantial congestion, aggravation and inconvenience. It puld be unfortunate to compound this situation.

alize many factors will affect this decision. I urge you to give the health and safety of community a top priority. Our facility at the St. Francis Campus has 3,392 ployees and together with Via Christi Regional Medical Center, Via Christi Health tem employs over 8,000 people.

sumé of my education, professional background and twenty-nine years of experience le field of health care is set forth as Exhibit LER-1.

### VERIFICATION

STATE OF KANSAS

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COUNTY OF SEDGWICK

I, LeRoy E. Rheault, being duly sworn, deposes and says that he has read the foregoing, knows the contents thereof, and the same is true and correct.

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LeRoy E. Rheavet

Subscribed and sworn to before me this 30 Aday of April, 1996.

PATSY P. WISDOM ary Public - State of Kar My Appl. Expires 5/16/99

Patsy P. Wisdom Notary Public

### **EXHIBIT LER-1**

## RÉSUMÉ

## LeRoy E. Rheault, President and Chief Executive Officer Via Christi Health System

929 N. St. Francis Wichita, KS 67214-3882 316/268-5102 316/291-4673 (FAX)

### EDUCATION

uly, 1980	Master of Hospital Administration School of Public Health, University of Minnesota
une, 1977	Bachelor of Arts Mount Marty College, Yankton, SD
une, 1962	School of Medical Technology Minneapolis, MN
ne, 1960	Associate of Arts Divine Word Seminary, Duxbury, MA

### FESSIONAL BACKGROUND

ber, 1995 to	President and Chief Executive Officer
ent	Via Christi Health System, Wichita, KS
ary, 1988 to	President and Chief Executive Officer
ber, 1995	St. Joseph Medical Center, Wichita, KS
ry, 1981 to	President and Chief Executive Officer
ry, 1988	Good Samaritan Health System, Kearney, NE
0 1988	Chief Operating Officer Sacred Health Hospita!, Yankton, SD
y, 1970 to	Administrator
977	Coteau Des Prairies Hospital, Sisseton, SD
1970	Administrator Veblen City Hospital, Veblen, SD

## OTHER ACTIVITIES

Fellow	American College of Health Care Executives
Board Member	Kansas Hospital Association
Board Member	Regiona' Policy Board - American Hospital Association
Board Member	Wichita Area Chamber of Commerce
Board Member	United Way of the Plains, Wichita
Member	Downtown Rotary Club
Adjunct Faculty	University of Minnesota - Program in Health Care Administration
Affiliate Faculty Member	Trinity University - Graduate Program in Health Care Administration

(SEDG-11)

### SUPPLEMENT TO THE PREVIOUSLY SUBMITTED STATEMENT OF WILLARD L. ("BILL") STOCKWELL

I find it necessary to supplement my previous testimony of March 26, 1996. Since that time I have received the Environmental Assessment documents (5 volumes) prepared for the Surface Transportation Board (STB) in their consideration of the proposed merger between the Union Pacific Railroad and the Southern Pacific Railroad.

I wish to add the following comments which are based on data prepared by me or prepared under my direction.

## VEHICULAR TRAFFIC BLOCKED BY TRAIN TRAFFIC

With the proposed merger of the Union Pacific (UP) and the Southern Pacific (SP), the UP has identified in its merger documents that it will increase the number of trains in Wichita and Sedgwick County by sending ten additional unit trains per day through the area. Because of the increased train traffic, it is necessary to determine its impact on blocking vehicular traffic at he railroad crossings. The following describes the assumptions to analyze this impact. assumptions for determining the time period that a unit train would block a railroad crossing.

 We have, through Lloyd E. Stagner, timed Union Pacific unit trains in the Topeka area. On average, a 110 car unit train blocks a railroad crossing for approximately three minutes when the train is going 50 miles-per-hour and an estimated seven minutes when the train is going 30 miles-per-hour.

For the purposes of our analysis, since the UP's, former Rock Island Railroad, rail in Sedgwick County will be upgraded to handle unit trains, we have assumed that: 1) a

unit train will block a railroad crossing for three minutes in the rural areas in Sedgwick County; and 2) in the incorporated areas of Kechi, Wichita, and Haysville where the unit trains will have to slow down to 30 miles-per-hour, they will block railroad crossings for seven minutes. It is important to note that when a unit train blocks a crossing for seven minutes, unit trains equates into blocking a crossing for a total of one hour and ten minutes over a 24-hour period.

### Assumptions for determining the number of vehicles blocked by the ten unit trains.

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To determine the number of vehicles blocked by ten additional unit trains, the following information was used: 1) the most recent average daily traffic volumes for each crossing was collected and identified on the attached map (1994 for Sedgwick County and 1995 for Wichita); 2) the average daily traffic volumes were converted to peak hour traffic volumes and off-peak hour traffic volumes; and 3) the peak hour and off-peak hour traffic volumes were converted into the number of vehicles blocked by using the percentage of average daily traffic volumes based upon the hourly distribution of traffic volumes at the railroad crossings. Since the schedule of the ten additional unit trains is not available, it was assumed that out of a 24-hour period, traffic would be blocked, once during the peak hours of 7:00 a.m. to 9:00 a.m., twice during the off-peak period of 9:00 a.m. to 4:00 p.m., twice during the peak hours of 4:00 p.m. to 6:00 p.m., and five times during the off-peak period of 6:00 p.m. to 7:00 a.m. (See Table 1.)

To understand the magnitude of the impact of vehicles being blocked by a unit train, the Surface Transportation Board must understand that when Pawnee Street, a major

# 1995 Traffic Volumes Across U P Tracks in Sedgwick County



### Table 1

Number of Vehicles Blocked by 10 Daily Unit Trains on the Union Pacific Railroad

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	Daily	Time Delay	A.M. Peak	Off-Peak	P.M. Peak	Off-Peak	Total Cars
	Traffic Volume	by Train ( minutes )	7 a.m9 a.m.	9 a.m4 p.m.	4 p.m6 p.m.	6 p.m7 a.m.	Blocked
- Decised ( min )			120	420	120	780	
Time Period ( min )			1	2	2	5	
Unit Trains				43.68%	16.57%	28.30%	
% of ADT			11.45%	43.00%			
			2	5	6	4	18 12
Greenwich	784	3	2	3	4	3	
101th North	527	3	0	õ	1	0	2
85th North	75	3	U	v			
oburnorun				29	39	26	107
61st North	2,009	7	13	23	29	19	79
	1,491	7	10		46	30	126
Oliver	2,366	7	16	34	62	40	170
45th North	3,185	7	21	46	64	42	177
Hillside	3,327	7	22	48	04		
37th North	3,321					176	738
		7	93	202	268	50	209
21st North	13,853	7	26	57	76		821
17th North	3,916		103	225	298	196	553
13th North	15.420	7	69	151	201	132	869
Murdock	10,376	7	109	237	315	207	203
Central	16.309	7	109				
O CHINE				164	218	143	601
Incoln	11,282	7	75	206	274	180	754
arry	14,150	7	95	83	110	72	302
	5,676	7	38		490	322	1,350
Vernon	25,338	7	169	369	278	182	765
wnee	14,358	7	96	209	236	155	650
c Arthur	12,198	7	81	178		59	247
h South		7	31	68	90	55	
at South	4,643					72	301
		7	38	82	109		548
South	5,651	7	69	150	199	131	540
South	10,281	1					22
			3	6	8	5	22 29
South	980	3	4	8	11	7	18
d South	1,289	3	2	5	7	4	
lan	786	3	20	1	1	1	3
South	148	3				2,258	9,471
hai	180,418		1,188	2,589	3,437	2,208	

d: (Daily Traffic Volume x % of ADT x Number of Unit Trains x Time Delay in minutes ) / (the Time Period in minutes )

arterial in the heart of Wichita, is blocked for seven minutes during the peak hours of 4 p.m. to 6 p.m., it results in 61 vehicles being blocked in each of Pawnee's four lanes. This blockage backs cars up for 1,225 feet per lane, a blockage of four full city blocks. This is not merely a mathematical exercise. This type of blockage has happened in Wichita and would happen at least twice per day under the applicants' proposal.

In conclusion, it can be seen from the traffic data displayed in Table 1, that approximately 9,471 vehicles per day will be blocked by the ten proposed unit trains.

### ACCIDENT DATA

Recorded accident data for auto-train collisions within Wichita and Sedgwick County add to 15 accidents over a five year period on the UP tracks in question (former Rock Island Railroad). This number of accidents reflects two factors: 1) UP freight trains on this line have been limited over the past five years; and 2) train operation speeds have been very slow due to the poor condition of the tracks.

The proposed upgrade of this line will both increase the number of trains and their erage operating speeds. Thus, motorists who have been lulled into believing "that there never any trains on those tracks" are candidates for serious accidents. Statistically, if the number of as increase six-fold, then the number of accidents and fatalities could increase six-fold as

### **EXPOSURE RATE**

The Kansas Department of Transportation (KDOT) uses an exposure rate to determine when an "active system" (flashing lights or a gate) or grade separation is required for a highway that crosses a railroad track. The exposure rate that KDOT uses is calculated by multiplying the average daily traffic volume times the number of trains. An exposure rate greater than 3,000 requires an "active system" and an exposure rate greater than 12,000 requires grade separation for rural highways with a speed limit of 55 miles-per-hour.

Table 2 shows the exposure rate, using the KDOT methodology, for arterial streets crossing the Union Pacific Railroad (UP) in Wichita, Haysville, Kechi, and rural Sedgwick County. The exposure rate was calculated by using the number of trains identified by the UP in its merger documents (an increase of 526 percent in trains from Lost Springs to Wichita and an increase of 168 percent in trains from Wichita to Chickasha).

While KDOT's exposure rate was developed for use on rural highways having posted beeds of 55 miles-per-hour or higher, I have chosen to adapt the rating method for urban terials. Urban arterials have higher traffic volumes (10,000 to 26,000 average daily traffic ume) crossing railroad tracks, than the rural highway crossings (3,000 to 4,000 average daily fic volume). Since the number of trains remains the same, whether urban or rural, the only erence between the two would be the approach speed of vehicles, which, could vary inding on the posted spee ts. Arterials are frequently posted at 40 miles-per-hour in Wichita's a areas, which compares to the 55 miles-per-hour posted speed of rural highways. Referring to Table 2, it can be seen that 20 out of 26 at-grade arterial railroad crossings Sedgwick County will require separation to provide adequate safety to motorists. Twelve

of these overpass/underpass solutions will be needed in Wichita, while 6 more would be needed in rural sections of Sedgwick County and 1 each for Kechi and Haysville. In addition, the calculated exposure rate identifies 4 rural crossings where "active systems" would suffice (exposure rate over 3000) and only 2 crossings would be protected with passive RR crossing devices.

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A STREET

In conclusion, the community faces large scale construction costs to protect citizens from the forecasted UP unit trains.

# Table 2

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	Daily Traffic Volume	Proposed Number of Unit Trains	Proposed Exposure Rates
	704	12	9,408
reenwich	784	12	6,324
01th North	527 75	12	900
5th North		12	24,108 (a)
1st North	2,009	12	17,892 (a)
liver	1,491	12	28,392 (a)
5th North	2,366	12	38,220 (a)
Hillside	3,185 3,327	12	39,924 (a)
7th North	5,521		166,236 (a)
	13,853	12	46,992 (a)
21st North	3,916	12	185,040 (a)
17th North	15,420	12	124,512 (a)
13th North	10,376	12	195,708 (a)
Murdock	16,309	12	135,384 (a)
Central	11,282	12	169,800 (a)
Lincoln	14,150	12	68,112 (a)
Harry	5,676	12	304,056 (a)
Mt Vernon	25,338	12	172,296 (a
Pawnee	14,358	12	146,376 (a
Mac Arthur	12,198	12	55,716 (a
47th South	4,643	12	55,710 (0
55th South			67,812 (a
	5,651	12	123,372 (a
63rd South	10,281	12	11,760
71st South	980	12	15,468 (4
79th South	1,289	12	9,432
103rd South	786	12	1,776
Meridian	148	12	1,170
119th South			
12			-
			2,165,016
Tatal			2,100,010
Total			

Exposure Rates on Union Pacific Tracks in Sedgwick County

(a) : Twenty crossings warrant separation under the forecasted unit train scenarios

## Table 3

# Listing of City of Wichita and Sedgwick County Rail/auto Grade Crossing Accidents on UP's Herington-Fort Worth Rail Line, 1990-1996 (from police and sheriff accident reports) A. City of Wichita Accidents:

- 1. 12/3/91 220 E. 14th North Property damage only.
- 2. 11/17/94 N. Mead/East Murdock Property damage only.
- 3. 2/12/95 East 17th and N. Mead Property damage only.
- 4. 8/7/95 800 East 21st North Property damage only.
- 5. 11/28/95 East Kinkaid and South Mead Property damage only

## Sedgwick County:

- 1. 7/1/90 1400 W. 79th St. South. -Personal injury
- 2. 7/16/90 1600 W. 87th St. South Fatal
- 3. 3/14/92 1600 W. 87th St. South Fatal
- 4. 5/12/92 1/4th mile North of 111 South on Meridian -Personal injury
  - 11/13/92 95th St. East and 101 St. North Personal injury
  - 10/17/93 1900 W. 95th St. South Property damage only
  - 4/17/94 1400 West 79th St. South Property damage only
  - 7/26/94 1 mile west of Seneca on 79th St. South. Personal injury

/6/95 - 6925 East 77th St. North - Personal injury

3/14/95 - 5600 East 61st St. North - Property damage only

## VERIFICATION

STATE OF KANSAS COUNTY OF SEDGWICK

) SS.

I, Willard L. Stockwell, being duly sworn, deposes and says that he has read the foregoing, knows the contents thereof, and the same is true and correct.

Willard L. Stockwell

Subscribed and sworn to before me this  $\frac{29}{29}$  day of April, 1996.



Notary Public

## (SEDG-12)

### Verified Statement

of

### F. Tim Witsman

My name is F. Tim Witsman. I am President and CEO of The Wichita Area Chamber of Commerce and President of the Kansas World Trade Center. The Chamber and Trade Center are located at 350 W. Douglas, Wichita 67202. Our Chamber has 1,950 members employing over 130,000 people.

The purpose of my testimony is to describe the adverse impact of Union Pacific/Southern Pacific's proposal to have at least twelve long daily trains of coal and grain traffic pass through Wichita and Sedgwick County. Sedgwick County is justifiably proud of a road system which makes commuting to work much faster than in other communities of our size or larger. That advantage is one of our tools in recruiting companies and individuals to Wichita.

Wichita is in the midst of a job explosion, with our four main aircraft companies adding thousands of jobs. The UP/SP proposal will either (a) delay the start of work for many people, or (b) cause the bulk of the population to leave earlier for work to allow for the passage of mile-long unit trains. Transportation is a key to the economic viability of a community like Wichita. Our community has 50% more of its people employed in manufacturing than the U.S. average. Our income from manufacturing as a percentage of total income is two and one-half times the national average. To maintain that high level of income, we must move goods quickly and efficiently. Our future is inextricably tied to exports. In a recent survey of twenty-five of our manufacturers, we found that 44% of their sales were exports. I do not relish telling them that, instead of fifteen minutes, it may take thirty to forty-five minutes to get their goods out of Wichita and that portions of their workforce will be late, thanks to the twelve mile-long UP/SP trains through the middle of Wichita.

Could the local governments solve the problem? Yes, but a cost of \$100 million(the most current rough estimate of constructing a series of grade separations from 29th St. North to the southern City boundary) to accommodate the UP/SP is not possible given the scarcity of local infrastructure dollars.

We are not a cowtown with our citizens sitting on the porch rocking and waving at the trains as they go by. Wichita, according to the *Business Journal* publications, has the highest percentage of high- to low-paid workers in the country. I do not believe that anyone has tallied the full cost of the added ten 110car trains. Will school buses have to leave earlier to get children to school on time? How much will that cost? How many ambulances will arrive too late due to the mile-long blockage of twenty-six arterial crossings at least twelve time a day in Wichita and Sedgwick County?

We would vastly prefer to see a resolution worked out between the railroads and our local government officials. This has not happened. In the absence of such an agreement, we support a requirement that any UP/SP merger approval by the Board be conditioned on the bypass of Sedgwick County/Wichita or other trackage rights under the same conditions as UP/SP and BNSF have voluntarily agreed to in this case, or that the trains continue their present route through Kansas City.

### BIO F. TIM WITSMAN

F. Tim Witsman is president of The Wichita Area Chamber of Commerce and president of the Kansas World Trade Center..

Prior to joining The Chamber in 1987, Mr. Witsman served as the first President of Kansas Inc., a public-private partnership to oversee the formulation of economic development policy and strategic planning for the state of Kansas. Mr. Witsman has over fourteen years experience in the management of local governments. He served as the first Administrator of Sedgwick County (Wichita), Kansas; Director of Budget and Management for the City of Chicago, Illinois; and in four management positions with the City of Savannah, Georgia, including that of Assistant City Manager.

Before entering municipal management, Mr. Witsman was assistant professor of political science at Augusta College in Georgia. He has also instructed in political science and public administration at a number of other colleges and universities.

Mr. Witsman holds an M.A. and Ph.D. from Purdue University and a B.A. from Brown University.

He has served as president of the Kansas Chamber of Commerce Executives (KCCE); and has served on the boards of the Kansas Chamber of Commerce and Industry and the American Chamber of Commerce Executives. Mr. Witsman currently serves on the Mid-Continent Regional Education Laboratory, KCCE, Kansas Food Bank warehouse, the Salvation Army, and Music Theatre of Wichita.

# VERIFICATION

# STATE OF KANSAS

# COUNTY OF SEDGWICK

I, F. Tim Witsman, being duly sworn, depose and say that I have read the foregoing, know the contents thereof, and the same is true and correct.

)

ault F. Tim Witsman

Subscribed and sworn to before me this  $\partial S^{+}$  day of April, 1996.

PATFICIA G. JAMES NITARY PUBLIC STATE OF KANSAS viy Appt. Exp.

mer Notary Public

### VERIFIED STATEMENT

OF

### **JACK BROWN**

My name is Jack Brown, Environmental Health Director of the Wichita-Sedgwick County Department of Community Health located at 1900 E. 9th Street, Wichita, KS 67214. Attached is my resume. (See Exhibit JAB-1-Jack A. Brown.)

The purpose of my testimony is to describe for the Board the negative environmental impacts of Union Pacific/Southern Pacific's proposal to increase rail traffic of grain and coal trains by ten trains daily, through the City of Wichita and Sedgwick County. This additional train traffic would impact the community in the areas of air quality deterioration and increased noise.

## AIR QUALITY ANALYSIS

I. Inadequacies regarding the Environmental Assessment of Air Quality for Wichita and Sedgwick Cour.cy, Kansas.

The Environmental Assessment (EA) prepared under the direction of the Surface Transportation Board's environmental staff does not adequately consider the impact that the increased train traffic (10 more trains daily) will have on Wichita. The EA regarding Air Quality fails to quantify effects to the air quality for Wichita and Sedgwick County. The air quality estimates on page 8-10 of the EA are defined for an area ranging <u>67.1</u> miles from Lost Springs, Kansas south to Wichita, Kansas. It is not possible to separate the Wichita Carbon fonoxide emissions from the 79.1 tons of CO/year estimated for the 67.1 mile corridor. The EA also underestimates the number of vehicles delayed at crossings. Further, Volume 2, Section 8.2, page3 8-12 which addresses air quality impacts of emissions for idling vehicles stopped at grade crossings does not give any consideration to the impact that this has on the City of Wichita. Annual emissions at grade crossings are based on intersections with a daily traffic count of 5,000 vehicles per day. The EA states that most grade crossings in Kansas carry fewer than 5,000 vehicles per day. The EA in Section 8.42 on pages 8-30 through 8-31 states that there are 289 at-grade crossings associated with increased rail segment activity (Lost Springs to Wichita and Wichita to Chickasha). On these two rail segments, the EA states that there are no intersections with an Average Daily Traffic Count (ADT) greater than 5,000 per day or "insufficient data" to determine the ADT counts.

The Wichita-Sedgwick County Metropolitan Area Planning Department used the methodology in the section of the supplemental statement of Willard L. Stockwell titled <u>Vehicular Traffic Blocked by Train Traffic</u> to determine the number of vehicles blocked at UP railroad crossings in Wichita and Sedgwick County. This information was provided to the Kansas Department of Health and Environment (KDHE) so it could use a computer model to forecast the amount of additional carbon monoxide that would be generated by vehicles blocked by UP trains. Modeling results follow in Section III of this statement.

II. Current status of Wichita-Sedgwick County Air Quality.

Currently, Wichita is in attainment status under federal air quality guidelines. However, on January 9, 1996, Wichita almost exceeded the National Ambient Air Quality Standards for carbon monoxide (CO). There was an overall reading of 8 03 parts per million (ppm) during an eight hour period. If Wichita exceeds the national standard of 9 ppm two times during a year, it would be in violation of the National Ambient Air Quality Standards. Any Violation of these standards would have significant impact on the Wichita metropolitan area, particularly in the area of federal funding of highway and other projects.

## III. Air Quality impact based on modeling.

The Environmental Protection Agency (EPA) has designated and certified the KDHE as an official agency to oversee environmental concerns in Kansas. The KDHE uses the EPA guidelines on air quality modeling (issued in September 1995) and EPA's air quality computer model CAL3QHCR to analyze air quality impacts. The model and guidelines were prepared by the EPA's Office of Air Quality Planning and Standards, Technical Support Division, Research Triangle Park, North Carolina.

The CAL3QHCR model determined that if four trains came through Wichita during an eight hour period between 10 a.m. and 6 p.m. and conditions existed as they did on January 9, 1996, then just the blockage by only four trains would generate a peak concentration of CO of 1.47 ppm. This amount of CO added to what occurred on January 9, would have exceeded air quality standards by .5 ppm. It should be noted that the amount of pollution listed on page 8-10 of the EA is quantified in "tons per year" but, the Planning Department was unable to convert it into "parts per million." However, it is apparent that the diesel locomotives themselves would ontribute carbon monoxide in addition to that generated by idling automobile traffic. If the arbon Monoxide standards are exceeded twice over a 12 month period, the EPA would place ichita into nonattainment status with the possibility of severe financial penalties, listed be' w.

If Wichita was designated as a nonattainment area, then it would trigger the following eral requirements:

- No federal funds would be allowed for road projects which are designed to result in new capacity for single occupancy vehicles. (Wichita and Sedgwick County receive \$6.8 million per year in federal funds.)
- All transportation projects funded or approved by the Federal Highway
  Administration, or the Federal Transit Administration, would be analyzed for their localized air quality impacts.
- Transportation construction projects would be required to eliminate or reduce CO emissions in nonattainment areas of the City.
- Wichita-Sedgwick County Metropolitan Planning Department would be required to model emissions for all transportation plans, transportation improvement programs, and related programs.

To perform the additional analysis for transportation projects would cost the Wichita-Sedgwick County Metropolitan Area Planning Department \$50,000 per year.

### NOISE ANALYSIS

 Inadequacies of the Environmental Assessment regarding noise impacts in the Wichita and Sedgwick County, Kansas Metropolitan Area.

The EA incorrectly quantified the negative noise impacts in Kechi, Wichita, Haysville, and rural Sedgwick County. The environmental assessment identified 368 residences as being impacted in Sedgwick County.

Using 1995 aerials photographs of Sedgwick County and the suggested distance in the EA of 630 feet perpendicular to either side of the railroad tracks (based on the ten additional

trains the EA has identified that UP will be sending through Sedgwick County) the Wichita-Sedgwick County Metropolitan Area Planning Department has identified <u>861 additional</u> residences than were noted in the EA for a total of 1,253 residences. Also, two additional churches were identified. (See Table 1.) It is apparent from this data that residences currently experiencing relatively little noise will be impacted by more frequent noise with the addition of 10 more trains on a daily basis.

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1.

The Wichita-Sedgwick County Department of Community Health has conducted a noise survey at several locations in Wichita along the railroad tracks to measure the current noise levels. The attached maps (Attachments 1 to 5) identify the locations and the noise level readings. (The noise levels identified under the" Max." column include the background noise of the train and the train's horn. The overall average train noise is listed in the"LEQ" column.) All of the train noise readings in the maximum column exceeded the acceptable daytime noise level of 55 dBA for residential properties (50 dBA nighttime) as stated in Wichita's local ordinance, Chapter 7 of the Code of the City of Wichita, Kansas, Section 7.41.030.

Since the proposed number of trains will likely be exceeded in the future, people living in Sedgwick County impacted by this increase in noise are going to be negatively impacted with a diminished quality of life.

## VERIFICATION

STATE OF KANSAS

) ) SS.

COUNTY OF SEDGWICK

I, Jack A. Brown, being duly sworn, deposes and says that he has read the foregoing, knows the contents thereof, and the same is true and correct.

. Brown

Subscribed and worn to before me this 25 day of April, 1996



Shirley K Bunis Notary Public My Appt exprises 11-9-96

## TABLE 1

# Number of Sensitive Receptors

# Residences/Schools/Churches

	Impact Z	one / 630' e	ach side	Impact Zone / 630' each side Count by MAPD <sup>b</sup>			
	EA's Post	t Merger N	umbers *				
	Residences	Schools	Churches	Residences	Schools	Churches	
North Rural Sedgwick Co.	12	0	0	18	0	0	
Kechi	8	0	0	11	0	0	
Wichita	300	2	7	842	2	9	
Haysville	60	1	3	321	1	3	
South Rural Sedgwick Co.	12	0	0	61	0	0	
TOTAL	392	3	10	1,253	3	12	

\* The number of sensitive noise receptors in Sedgwick County is documented in Volume 2, Section 8.3 on pages 8-17 thru 8-27.

<sup>b</sup> Aerial Photos (1995) were used to compile the MAPD count.

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Attachment # 1

ample Site	Train Location	Date	Time	Range	LEQ (Average)	Max.	Comments
#1	15th - Bdwy	4-3-96	9:30-9:33pm	20	70.7 db(A)	81.1 db (A)	"Train"
41 616 N. Market		4-3-96	9:36-9:41pm	20	55.6 db (A)	67.7 db (.A)	Background- no train



Sample Site	Train Location	Date	Time	Range	LEQ (Average)	Max.	Comments
#2 Marion & SE Drive	Across K-15	4-4-96	9:39-9:40am	20	86.1 db (A)	91.1 db (A)	"Train"
#2 Marion & SE Drive		4-4-96	9:41-9:56am	20	68.4 db (A)	81.1 db (A)	Heavy vehicle traffic added to background

Attachment # 2



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		A	ttachmen	t # 3		
ample Train Location	Date	Time	Range	LEQ (Average)	Max.	Comments
#3 East of 1102 S. location	4-4-96	1:05-1:10pm	20	65.4 db (A)	77.9 db (A)	"Trəm"
sante Fe =3	4-4-96	1:12-1:27pm	20	57.2 db (A)	66.2 db (A)	Truck traffic from Walt Keeler added to background
Sante Fe			250'			



Attachment # 5

Sample	Train Location	Date	Time	Range	LEQ (Average)	Max.	Comments
#5 802 E. Blake		4-10-96	4:55-5:10pm	20	50.7 db (A)	64.8 db (A)	Background
(residential) #5	Adajacent	4-10-96	6:55-6:59pm	20	90.1 db (A)	109.4 db (A)	Locomotive w/ 111 cars
802 E. Blake (residential)	tracks					<u> </u>	



### Exhibit JAB - 1 - Jack A. Brown

### Academic Background

B.A. Friends University, 1970 Graduate of University Southern California Environmental Management Institute, 1976 Master of Public Administration Wichita State University, 1977

### Employment and Experience

Environmental Health Director, Wichita-Sedgwick County Department of Community Health 3/23/90 to present. Employed 25 years with City-County Health Department in various environmental programs in progressively more responsible positions. In this capacity our office enforces various federal, state and local environmental regulations relating to environmental matters including; air quality, water quality, hazardous/solid waste, noise, odors and other environmental conditions.

Adjunct Faculty member, Wichita State University and University of Kansas School of Medicine-Wichita, Master of Public Health program.

Adjunct Faculty member, Friends University of Wichita, Kansas, Graduate Program Environmental Science program.

### Affiliations and Credentials

Kansas Public Health Association Kansas Association of Public Health Sanitarians National Environmental Health Association National Ground Water Association

#### Committees/Board membership

Community Involvement Group Mayor's Task Force on Composting Mayor's Task Force on Recycling City Task Force on Hazardous Waste Management City Task Force on Underground Storage Tanks City-County Board of Health Wichita-Sedgwick Solid Waste Advisory Committee

#### Other activities

Chair, Citizen's Technical Review Committee Co-editor of the Wichita State University Assembly on Solid Waste Contributor, Wichita State University Assembly on Economics and the Environment Project Manager, Gilbert and Mosley ground water clean-up project.

(SEDG-14)

# CITY OF KECHI, KANSAS

## RESOLUTION 356

## A RESOLUTION OF THE CITY OF KECHI, KANSAS PERTAINING TO THE UNION PACIFIC/SOUTHERN PACIFIC MERGER AND THE PROJECTED TEN LONG TRAINS DAILY THROUGH KECHI

BE IT RESOLVED BY the Governing Body of the City of Kechi as follows:

Section 1. Union Pacific (UP) and Southern Pacific (SP) railroads have proposed to merge and have sought approval for the merger from the Federal Surface Transportation Board (former Interstate Commerce Commission).

Section 2. The UP/SP merger application shows that an additional ten long (110-car unit coal and grain, over a mile long)trains daily are projected to move through Kechi on the former "Chicago, Rock Island & Pacific" Herington-Fort Worth line (now owned by UP) as a means of bypassing Kansas City for Wyoming-to-Texas/Louisiana coal and grain trains.

Section 3. Such additional train traffic---with mile long trains---will result in traffic tie ups at the 61st North grade crossing in Kechi and nearby at other "at-grade" rail/highway crossings at 45th North and Oliver, frequent train "air horn" crossings at 45th North and Oliver, frequent train "air horn" and the loud rumble of trains near homes and small businesses, and the hazard that emergency fire, rescue, law enforcement and EMS services will be unable to reach homes and businesses on the opposite sides of the tracks when a long train is passing through. These emergency services come from south of Kechi and must cross at one or more of these three crossings.

Section 4. Be it resolved the City of Kechi opposes the UP/SP merger unless it is conditioned upon the additional ten long trains proposed to go elsewhere in areas better equipped to handle high density "long train" train traffic, such as those areas with elevated train tracks and no at-grade crossings.

Section 5. A copy of this resolution be forwarded to the Federal Surface Transportation Board.

Section 6. The Resolution shall take effect upon its adoption by the City Governing Body.

Adopted at Kechi, Kansas, this 25 day of April 1996.

61 1.0 ED PARKER, Mayor

OLDSTI

TEST: 11 Jra Hill City Clerk ROVED AS TO FORM:

id L. Hiebert; City Attorney


TOM FRANSWAY 1996 Chairman

OHN H. MILTON III 1996 Vice Chairman

RONALD E. SCHREMPP Commissioner



83.328

KERRY L. HAWKINS County Administrator

COURTHOUSE, ROOM 205 WINNEMUCCA, NEV 3DA 89445 (702) 623-6300 Fax: (702) 623-6302

# CITY OF WINNEMUCCA

PAUL J. VESCO, Mayor PAUL MiLLER, Council Seat 1 TOM SMITH, Council Seat 2 JOYCE SHEEN, Council Seat 3 TERRY MILLER, Council Seat 4 DON STOKER, Council Seat 5

90 WEST FOURTH ST. • WINNEMUCCA, NV 89445 D. Stephen West, P.E., Manager/Engineer 623-6333 Mary Echeverris, Clerk/Treasurer 623-6338 Don Wright, Police Chief 623-6336 Geno Rernardi, Public Works Supervisor 623-6381 Steve Swecker, Recreation Director 623-6325 Henry Thoeny, Building Inspector 623-6319 Fax Number (702) 823-6321

VIA FEDERAL EXPRESS

May 1, 1996

Elaine K. Kaiser, Chief Section of Environmental Analysis Surface Transportation Board 1201 Constitution Avenue, NW Room 3219 Washington, DC 20423

Office of the Secretary	1
MAY 1 0 1996	
4 Part of Public Record	

ENTERED

#### RE: COMMENTS TO ENVIRONMENTAL ASSESSMENT - UP/SP RAILROAD MERGER FINANCE DOCKET NO. 32760

Dear Ms. Kaiser:

City of Winnemucca and Humboldt County, Nevada officials have reviewed the above-referenced Environmental Assessment and wish to make the following comments:

#### Chapter 12.0, Rail Line Segment, Rail Yard, and Intermodal Facility Impacts, Nevada:

A copy of the Verified Statement of D. Stephen West filed with the Surface Transportation Board on behalf of the City of Winnemucca, a Nevada municipal corporation, and the County of Humboldt, a political subdivision of the State of Nevada is attached (ref. Attachment I). This document shall serve as City of Winnemucca and Humboldt County comments on Chapter 12.0 of this Environmental Assessment. This Verified Statement was also filed with Dames & Moore on April 3, 1996 as input for this Environmental Assessment process.

#### Volume 2, 12.8 SEA Recommended Mitigation: Transportation and Safety

We believe that the recommendation for UP/SP to conduct individual traffic/safety "studies" in consultation with the City or Winnemucca to assess safety and highway traffic impact associated with the proposed merger, and specify site-specific mitigation, as appropriate, is insufficient to ensure that the negative impacts on transportation and safety in Winnemucca/Humboldt County are addressed. The Winnemucca City County and Humboldt County Commissioners have already met with UP/SP representatives and received the attached written response to their requests for mitigation assistance (ref. Attachment II).

Elaine K. Kaiser, Chief Section of Environmental Analysis Surface Transportation Board May 1, 1996 Page Two

Reno is recognized in the EA as having "unique characteristics" and the Environmental Assessment requires that UP/SP continue to negotiate with the City of Reno to develop a final plan and agreement. If these negotiations are not successful within one and one-half years, the EA recommends that UP/SP be required to construct a minimum of three grade-separated crossings for the City of Reno.

We firmly believe that the Winnemucca/Humboldt County area also has many "unique characteristics" that warrant a similar recommendation in the EA that UP/SP negotiate with the City of Winnemucca/Humboldt County to develop a final plan and agreement to address transportation and safety issues. If these negotiations are not successful within one and one-half years, UP-SP should be required to similarly mitigate negative impacts.

in Section 6.02 of the attached Verified Statement potential mitigation measures are identified which include: 1. Construction of a grade separation at Bridge Street in Winnemucca (near center of town), and 2. Rerouting main line railroad traffic to the UP line with a new connection to the SP near Rose Creek (including a new bridge across the Humboldt River).

#### Volume 5, Appendices D and E:

On two occasions Humboldt County submitted written comments to Dames & Moore in response to requests for input in this Environmental Assessment process. Copies of those comments are attached (ref. Attachments III & IV).

Thank you for the opportunity to review and comment on this Environmental Assessment. If you have any questions, please feel free to contact us at the above addresses.

Sincerely,

Jaakin

Kerry L. Hawkins Humboldt County Administrator

D. Stephen West Winnemucca City Manager

xc: County Commissioners City Council District Attorney City Attorney

Attachments: I-IV

#### ATTACHMENT I

O. KENT MAHER ATTORNEY AT LAW 33 ST FOURTH STREET 0. BOX 351 WINNI JCCA, NEVADA 89446 TEL: (702) 623-5277 FAX: (702) 623-2468

VIA FEDERAL EXPRESS

March 28, 1996

Vernon A. Williams, Secretary Case Control Branch; Attn: Finance Docket 32760 Surface Transportation Board United States Department of Transportation 1201 Constitution Ave., N.W. Washington, D.C. 20423

Re: Finance Docket 32760.

Dear Mr. Secretary:

Transmitted herewith for filing and the attention of the Commission are an original and twenty (20) copies of the Verified Statement of D. Stephen West filed on behalf of the City of Winnemucca, a Nevada municipal corporation, and the County of Humboldt, a political subdivision of the State of Nevada. Also enclosed is a  $3\frac{1}{2}$ " diskette with the Verified Statement in WP51 format. A Certificate of Service is attached.

Please confirm your receipt and acceptance of this filing by returning the attached copy of this letter and the Certificate of Service, endorsed with your "Filed" stamp in the enclosed postage prepaid, self-addressed envelope.

If you have any questions or comments concerning this filing, please contact me at the address or telephone number set forth above. Thank you.

Sincerely,

O. Kent Maher Winnemucca City Attorney

OKM:rap Encs.

xc: City County

#### BEFORE THE

#### SURFACE TRANSPORTATION BOARD

#### UNITED STATES DEPARTMENT OF TRANSPORTATION

In the matter of the Application of ) Union Pacific Corporation, Union Pacific Railroad Company, Missouri Pacific Railroad Company, Southern Pacific Rail Corporation, Southern Pacific Transportation Company, St. Louis Southwestern Railway Company, SPCSL Corp., and the Denver and Rio ) Grande Western Railroad Company

Finance Docket No. 32760

#### VERIFIED STATEMENT OF D. STEPHEN WEST

#### FOR

#### THE CITY OF WINNEMUCCA

#### AND

#### THE COUNTY OF HUMBOLDT

R. Michael McCormick, Esq. Humboldt County District Attorney City Attorney County of Humboldt 50 West Fifth Street P.O. Box 909 Winnemucca, Nevada 89446 Tel. (702) 623-6363 Fax. (702) 623-6365

Attorney for County of Humboldt. Attorney for City of Winnemucca

O. Kent Maher, Esq. City of Winnemucca 33 West Fourth Street P.O. Box 351 Winnemucca, Nevada 89446 Tel. (702) 623-5277 Fax. (702) 623-2468

#### VERIFIED STATEMENT

#### OF

#### **D. STEPHEN WEST**

#### **1.0 INTRODUCTION/QUALIFICATIONS**

My name is D. Stephen West. I am the City Manager/City Engineer ("Manager") for the City of Winnemucca, Nevada ("City"). I am responsible for the day to day management of the affairs of the City, including streets, traffic and certain emergency services. As Manager, I have been authorized to submit this Verified Statement setting forth the position of the City of Winnemucca and the County of Humboldt (collectively referred to herein sometimes as "Winnemucca") relating to the proposed Union Pacific/ Southern Pacific ("UP/SP") merger.

I have a Bachelors Degree in Civil Engineering. After graduation I was employed from 1977 to 1982 with a private consulting engineering firm. In 1982 I accepted employment with Winnemucca as the City Engineer, a position I held until 1986 when I assumed additional responsibility as City Manager. I have been the City Manager/City Engineer for Winnemucca since 1986.

#### 2.0 AREA PROFILE

Humboldt County ("County") is situated in north central Nevada encompassing an area of approximately 9625 square miles. The City of Winnemucca, the only incorporated city in the County, is located in the southeasterly portion of the County occupying an approximate 5.45 square mile area. Situated on the Humboldt River, the City is approximately 165 miles east of Reno, 265 miles southwest of Boise, Idaho, and 360 miles west of Salt Lake City, Utah. The City is bisected in a northeast to southwest direction by Interstate 80 freeway ("I80"), by Union Pacific Railroad ("UP") and by Southern Pacific Railroad ("SP"). A portion of the City is bisected in a north/south direction by U.S. Highway 95. Appendix A contains a map illustrating the transportation routes.

The County has an approximate population of 16,000, with an estimated 7,500 residents living within the City limits. The population for Winnemucca has increased 7.8% in the last year, 25% in the last five (5) years, and 40% in the last decade.

Historically, the principal economy has been agriculture and mining. Mining, agribusiness, recreation and tourism are the principal economic influences today.

The UP/SP merger application characterizes Winnemucca as a town where there are two grade crossings. There appear to be residences to both sides of the line, with a large residential

area to the south of the tracks at the south end of town.<sup>1</sup> This description of Winnemucca is neither accurate nor complete. The City is a growing regional business and transportation center that supports expanding mining and agribusiness activities throughout northern Nevada. Commercial, industrial and residential development have been expanding accordingly.

The UP route skirts the northern edge of the City, while the SP line bisects the central core of Winnemucca. Local roads cross the UP twice at grade and the SP three times. The busiest grade crossing is Bridge Street, situated on the SP line in the heart of the City. Located within two to three blocks of this crossing are the City Fire Station, the Rural Fire Station, and the Police Station. The Elementary School, Hospital, City Park, Recreation Center, and Swimming Pool are between one and two blocks from the main line tracks. Immediately adjacent to the main line tracks are the Junior High School, the Little League Baseball Complex, and Haskell Street, which is a primary collector street.

The Municipal Airport, the BLM Fire Unit (based at the airport), and the Care-Flights, which transport hospital patients to and from Reno, are accessed using the Airport Road grade crossing. Public safety vehicles are already delayed in responding to a large portion of the County when waiting for trains at the crossing or when forced to use another more distant crossing.

#### 3.0 FACT FINDING REPORT

Winnemucca retained the services of Nolte and Associates ("Nolte") and Kleinfelder to perform a study on the proposed UP/SP merger and determine the effects of the proposed merger on the County and City. The study involved City and County staff, railroad personnel, engineering professionals, legal experts and in-house railroad specialists. Information on transportation issues relating to the railroad through Winnemucca was obtained. Additionally, historical data and the UP/SP merger application were examined and used to develop estimates on the rail traffic changes. The objective of the study was to determine the pertinent facts surrounding the effects of the merger on the City and to assist the City and County in establishing a position on the merger.

During the time the study was being conducted, the UP/SP group held a town meeting in Winnemucca to discuss the proposed merger with City and County officials and the general public. At the meeting, several concerns and proposals relating to the UP/SP merger were discussed. Two of the proposals received consideration by UP/SP personnel and are discussed later in this statement.

#### 4.0 WINNEMUCCA TRANSPORTATION PROFILE

#### 4.01 Railroad Operations in General

Railroad operations through northern Nevada and Winnemucca utilize two main line routes. The first is the UP's line from Sacramento through Winnemucca via the Feather River

canyon. The second is the SP route from Roseville through Winnemucca via the Donner pass. The UP and SP lines converge at the Weso station, 3 miles east of the City. East of Weso, SP and UP share double track main lines for about 182 miles to the Alazon station.

The SP route is at least 136 miles<sup>2</sup> shorter than the UP route between Oakland and Salt Lake City, saving an estimated two crews per train between those points. The UP line consists of single track (except Weso to Alazon) with maximum 1% grade over the Sierras, while the SP line is predominantly double track with maximum 2.6% grade over Donner Summit. The section of SP track through Winnemucca is single track with a siding for meeting and passing trains. The gradients of both the SP track and the UP track through Winnemucca are less than 0.6% grade and slope away from downtown to the west. The UP route is cleared for maximum-height double-stacked containers, the SP route is not.<sup>1</sup> Appendix A contains route maps and track charts illustrating these lines.

#### 4.02 Current SP Winnemucca Operations

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Winnemucca is located on the Nevada District Control Region of the SP at Mile Post (MP) 417.3.<sup>3</sup> Two tracks pass through downtown Winnemucca, identified as the mainline and the siding. Centralized Traffic Control (CTC) governs train movements from MP 406.8 (Rose Creek) to MP 420.9 (Weso). Established train operating rules mandate maximum train speeds of 40 mph for both passenger and freight as they pass between MP 417.4 and MP 417.9.

Presently, Amtrak operates 4 trains east and 4 trains west through Winnemucca each week. These trains are generally about 1,200 to 1,500 feet long including locomotives. Winnemucca is a regular station stop for intercity passenger trains.

Approximately 13 freight trains<sup>2</sup> presently operate on SP tracks through Winnemucca each day. SP train density records from 1994 validate this number. These trains consist of expedited automobile, intermodal, manifest (box car), unit grain, and coal trains operating 24 hours per day, seven days per week. Train lengths vary depending on train type, tonnage, and commodity. Auto and intermodal trains are generally 5,000 to 6,000 feet long and generally operate at faster speeds than the heavier, longer manifest and unit trains. The manifest trains can range from 5,000 to 8,000 feet long and are much heavier. Unit grain and coal trains usually operate with 65 to 75 cars and weigh approximately 7,500 to 10,000 tons at lengths ranging from 5,000 to over 6,000 feet.

An actual 24-hour lineup of trains through Winnemucca on February 8, 1996, showed 16 trains including one local engine that performs industry work. The same lineup on January 22, 1996, showed a total of 14 trains. These trains included all categories of passenger and freight

<sup>&</sup>lt;sup>2</sup> This number was generated from an analysis of SP train density records showing train traffic on the division during two representative days in 1994.



<sup>&</sup>lt;sup>1</sup> The merger application indicates the costs of increasing overhead clearances on SP=s route to be \$18 million. A similar program was completed on UP=s route around 1990.

#### operating through Winnemucca.

#### 4.03 Current UP Winnemucca Operations

East of Winnemucca, Union Pacific operates jointly with Southern Pacific from Alazon, Nevada to Winnemucca. Adjusted 1994 records indicate that UP operates 18 freight trains per day over the 182 miles between Alazon and Winnemucca. Between Winnemucca and Flanigan, California, a distance of 152 miles, the records indicate 16 freight trains per day. Recent records show 55 mph trains speeds from MP 530.7 to MP 536.0<sup>4</sup>. The UP/SP connection is at Weso, Nevada at UP MP 536.0.

#### 4.04 Railroad Property Issues

There are two issues: (i) ownership of the railroad right-of-way; and, (ii) ownership of the right to cross the railroad over a City street.

The first issue concerns both the size and type of title of the existing right-of-way through Winnemucca. Since the ownership of much of the right-of-way results from the Congressional Land Grant, SP and UP may still have some control over the property occupied by others, even after the merger.

Two methods of disposal of land grant property are most common. The first is an Act of Congress granting title to a purchase. The second is a long term lease giving the railroad the right to cancel the lease if the property is needed for railroad operating purposes. Southern Pacific has also used other means of conveying title. A thorough analysis of the present status of title to the property composing the original land grant is needed, as there is indication that SP may have conveyed property to other owners at several points in this rail corridor.

The second issue, that is who owns the property needed to cross the City streets over the railroad, depends on whether the street was in use by the public before the railroad was built. If the railroad came first, they own the property under the street and will usually grant the City an easement to cross the tracks. If the street existed before the railroad was built, the City owns the property under railroad and will generally grant the railroad a franchise to cross the street.

Whether the railroad or the City owns the property has a direct bearing on how the costs of improving grade crossings are allocated according to Nevada Public Service Commission (PSC) and federal rules. The agreement contained in a deed of easement or the franchise usually controls.

#### 4.05 Other Railroad Corridor Facilities

An MCI fiber optic cable is the principle "information superhighway" between Sacramento and Salt Lake City. This facility is buried at various depths and locations adjacent to the SP tracks.

#### 4.06 Railroad Crossings in Winnemucca

Winnemucca streets and roads cross both UP and SP at grade. Grade crossings of UP are located at Rinehart Dam Road and at Weso. Herschell Road, Airport Road and Bridge Street (through downtown Winnemucca) cross the SP at grade. Downtown grade-separated crossings include Highway 95 (UP), Highway 40 (SP), and Hanson Street (SP). Appendix A contains a map showing these crossings.

#### 4.07 Vehicular Traffic Levels

Traffic counts show significant use of Bridge Street and light to moderate use of Airport Road. Daily counts from 1994 show 4,200 vehicles crossed at Bridge Street and 795 vehicles used Airport Road. More recent data for Bridge Street indicates 4,300 vehicles now cross daily. The daily traffic count at Herschell Road is 50. At Weso, 190 vehicles per day cross the UP tracks at grade, and 120 vehicles per day cross at Rinehart Dam Road.

The data indicates the Southern Pacific tracks are crossed approximately 1.9 million times a year while the Union Pacific tracks are crossed about 113,000 times per year. The 1994 figures are somewhat lower than current figures as Winnemucca has continued to grow over the past few years.

#### 4.08 Pedestrian Traffic Levels

Quantitative information on pedestrian movements across the tracks and trains blocking pedestrian access were not available at the time of the study. City emergency response and law enforcement professionals expressed concern over uncontrolled pedestrian movements across the SP tracks. They were most concerned about the substantial foot traffic moving over the tracks between the elementary and junior high schools and the municipal park and ball fields.

#### 4.09 Accident History

Twelve accidents occurred at grade crossings in Winnemucca from 1970 through 1995. Of the 12 accidents, three were at UP crossings while nine were at SP crossings. Seven of the nine SP accidents occurred at the Bridge Street crossing. At Bridge Street there were two fatal accidents, one injury accident, and six collisions causing damage of property. Bridge Street is a public grade crossing with an active crossing warning system consisting of automatic gates and flashing lights. There were two injury accidents at UP's Rinehart Road crossing, one of which was fatal. One accident causing property damage occurred at Weso. Two accidents occurred on SP's grade crossing at Herschell Road, one of which was fatal.

#### 4.10 Emergency Access

The records show that the majority of calls to Winnemucca fire departments require them to respond by crossing the SP railroad tracks at Bridge Street. A significant number of responses by the other emergency agencies use Bridge Street and Airport Road. Emergency services that normally use the Bridge Street crossing can divert to grade separated crossings at either Highway 40 or Hanson Street. However, this diversion adds several minutes to a response call. The additional few minutes can mean life or death in an emergency situation. A more thorough analysis should be performed to determine the exact effect of crossing blockages on emergency response times.

Emergency service agencies in the City frequently use the grade crossings. The Winnemucca Police Department, Humboldt County Sheriff's office, City Fire Department, County Fire Department, and Ambulance have all furnished estimates of the number times they are required to cross the tracks in response to emergencies.

The City Police Department estimates that officers cross the railroad tracks at Bridge Street under emergency conditions three times a day. The County Sheriff's office estimates they cross railroad tracks in the County approximately once every three days responding to calls requiring immediate attention. The City Fire Department has records of 30 and 28 calls requiring them to cross the tracks at Bridge Street in 1994 and 1995 respectively. The County Fire Department has records of 28 calls requiring them to cross at Bridge Street, 2 crossings of Herschell Road, 1 crossing of Rinehart Road, and 4 crossings of Airport Road. There were between 400 and 500 calls last year requiring the ambulance to cross railroad tracks in Winnemucca, a significant increase over the prior year.

#### 4.11 Air Quality

Winnemucca and Humboldt County lie in Air Quality Control Region (AQCR) 147. AQCR 147 is designated as being in attainment of federal air quality standards for all criteria pollutants except sulfur dioxide and particulate matter (PM).<sup>5</sup>

#### 5.0 IMPACTS OF MERGER

#### 5.01 Proposed Merged UP/SP Operations

The merged railroads' operating plan (Plan) included in the merger application shows one passenger and 28 freight trains per day will operate over both UP and SP lines through Winnemucca.<sup>6</sup> Of these, 22 freight and 1 passenger trains will move over the SP route through the downtown area, according to the Plan. Six freight trains will continue to move via the UP route. These numbers do not include the anticipated 6 daily Burlington Northern Santa Fe

(BNSF) trains<sup>3</sup> or local UP or SP operations. The Plan calls for an increase in train tonnage and movements on the SP line through Winnemucca from the present level of 22 million to 35 million gross tons per year, an increase of 58%. The increase comes from diversion of trains off the UP route resulting in a decrease in gross tons per year on the UP of 62%. No provision is included for post-merger rail traffic growth or for the BNSF trains.

It is estimated that actual post-merger traffic will be 34 through-freight, 2 passenger (on average), and 2 local trains per day on the SP route through Winnemucca resulting in 38 trains per day.<sup>4</sup> Historical trends factored into this estimate take into account the 22 trains per day moving on the SP route through Winnemucca in 1980,<sup>5</sup> the former Western Pacific Railroad (WP) operation of 6 trains per day, anticipated BNSF traffic of 6 trains per day,<sup>6</sup> expected and historic passenger train activity at 2 trains per day on average, and 2 movements of the local switch engine through town. This projection also takes into account the anticipated growth in rail traffic resulting from Port of Oakland expansion plans that envision 6% average annual growth in rail demand. With UP's enhanced competitive position over the central corridor brought on by this merger, intermodal traffic through Winnemucca should grow at a rate at least equivalent to this rate.<sup>7</sup>

Southern Pacific historically operated over Donner Summit with trains that ranged up to 8,000 feet in length and 10,000 tons. Trains of 7,000 feet (8,000 tons) or greater generally required helper locomotives to negotiate the 2.6% grade and heavy curvature. SP trains historically averaged around 6,000 feet in length.<sup>8</sup> Union Pacific operating personnel have indicated they will probably operate most trains on this route without helper locomotives, indicating that most trains will not exceed 7,000 feet. The Nolte study team believed average post-merger train lengths will be around 6,500 feet with a few in the 7,000 to 8,000 foot range using helper locomotives. UP could, however, choose to operate standard-length 8,000 foot trains should business and locomotive availability favor the use of helper locomotives on this route segment.

Hazardous materials are most generally handled in manifest trains under strict positioning rules and regulations. Cars must be placarded identifying the commodity or chemical being moved. According to statistics from the American Association of Railroads (AAR) movement of these chemicals by rail is considerably safer than movement over the highway. It is possible

<sup>&</sup>lt;sup>3</sup> Verified statement of Mr. Neal D. Owen in BN/Santa Fe=s Comments on the Primary Application, Dec. 29, 1996.

<sup>&</sup>lt;sup>4</sup> Based on the knowledge of Nolte railroad operations specialists and historical trends in northern Nevada.

<sup>&</sup>lt;sup>5</sup> A time of peak traific on the SP route as evidenced by the 1980 Reno trainway bond issue vote.

<sup>&</sup>lt;sup>6</sup> Verified statement of Mr. Neal D. Owen in BN/Santa Fe's Comments on the Primary Application, Dec. 29, 1996,

representing a possible diversion from their southern Calif. to Chicago route. This study assumes all 6 BNSF trains will use the Donner Pass route due to its reduced operating costs. Diversion to the Feather River route would reduce this number; however, increases due to additional business could offset these reductions.

<sup>&</sup>lt;sup>7</sup> Western Region Automotive Intermodal Terminal Rationalization, Revised 9/21/95, Page 13, indicates that 50,000 additional containers will be handled through the Oakland railroad intermodal yards per year, post merger, due to truck-to-rail traffic diversions.

<sup>&</sup>lt;sup>8</sup> According to a former SP Sacramento Division operating superintendent.

that a modest increase of this traffic will occur through Winnemucca as a result of this merger. The heavier and slower manifest trains most likely to carry these commodities will probably be routed through the Feather River (UP) line to avoid delaying the expedited intermodal and auto trains using the Donner route. Similarly, unit coal, grain, and ore trains (80 to 90 cars, 12,000 tons, 5,000 feet) will also probably operate via the Feather River (UP) route.

#### 5.02 Traffic Effects

As part of the Nolte study, the team calculated the average time crossing gates would be down at Bridge Street. It was determined that a 6,000 foot train traveling at 40 mph would result in gates down for 2.3 minutes; a 6,500 foot train would hold gates down for 2.4 minutes; a 7,000 foot train would hold gates down for 2.5 minutes; an 8,000 foot train would hold gates down for 2.8 minutes; and a 1,500 passenger or local freight train would keep gates down for 1 minute. The Nolte study estimated that current gate down time based on 13 trains per day (11 freight, 1 passenger, and 2 local switching movements) would be 2 hours per day. Post-merger gate down time, using these same calculations applied to anticipated train traffic levels, would be 1.43 hours per day or 278% of present levels.

The crossing blockage estimate does not account for a situation where two trains simultaneously converge on the downtown area. In such case the crossing gates would stay down for up to 5.5 minutes. It also does not account for a train entering or leaving the siding. For instance, a 7,000 foot train traveling at 10 MPH into or out of the siding would block Bridge Street for at least 8.5 minutes. If this train was entering or leaving the siding immediately before or after the passage of a main line train, the crossing could be blocked for 11 minutes or more.

#### 5.03 Environmental Assessment Thresholds

The ICC requires an environmental analysis when increases in rail traffic exceed the thresholds established in 49 CFR 1105.79(e)(5)(i) and (ii). These thresholds include air quality for line segments with increases of 8 trains per day in attainment areas and 3 trains per day in non-attainment areas. They also include noise for line segments with increases of 15 trains per day or 100% of annual gross ton miles. The SP route through Winnemucca exceeds these thresholds. The merger application therefore includes an air quality and noise analysis for the increased rail traffic through Winnemucca.

#### 5.04 Air Quality

The merger application indicates an increase in air pollutants from locomotives working between Winnemucca and Sparks that is proportional to the anticipated increase in train traffic.<sup>7</sup> These additional pollutants include 44.14 tons per year of HC (Hydrocarbons), 137.24 tons per year of CO (Carbon Monoxide), 22.27 tons per year of PM (Particulate Matter), 1027.26 tons per year of NO<sub>x</sub> (Nitrogen Oxides), and 74.44 tons per year of SO<sub>2</sub> (Sulfur Dioxide). The Air Quality Control Region (AQCR) 147, which includes Winnemucca, is in a non-attainment (NA) status for PM and SO<sub>2</sub>. However, if these pollution numbers are adjusted for the correct number

of anticipated trains, they would need to be increased by approximately 121%. These figures do not include added air pollutants from idling vehicles trapped in queues behind the crossing gates which may triple over current levels.

Kleinfelder estimated vehicular air emissions resulting from an increase in the number of trains traveling through Reno, Nevada. Emissions of volatile organic compounds (VOC), carbon monoxide (CO), oxides of nitrogen (NO<sub>x</sub>), and particulate matter with acrodynamic diameter less than 10 microns ( $PM_{10}$ ) occur when vehicles decelerate to a train crossing, idle, and then accelerate from the train crossing. The number of train trips through the Reno area is expected to closely match Winnemucca.

The results of emissions calculations for Reno for VOC, CO,  $NO_x$ , and  $PM_{10}$  were 85.4 tons/year, 1112 tons/year, 24.8 tons/year, and 0.55 tons/year, respectively.\* Vehicular emissions due to increased train traffic in Winnemucca would surely be significantly less than these figures. However, the merger application should be revised to account for this added source of air pollution in downtown Winnemucca and throughout Humboldt County, especially in light of AQCR 147'

#### 5.05 Nois

The merger application indicates a substantial increase in railroad-generated noise in Winnemucca due to the UP/SP merger. The number of sensitive receptors (i.e. schools, churches, and residences) in town receiving over 65 decibels (dBA) of railroad noise, plus sensitive receptors with increases of more than 3 dBA over current levels, increased as a result of the merger. The number of sensitive receptors go from 44 (43 residences and 1 church) to 123 (120 residences, 1 school, and 2 churches) according to the application.<sup>8</sup>

The merger application, however, may be based on buildings shown on a 7.5 minute USGS map which is not current. The result of using this map would be to substantially understate the number of sensitive receptors affected by the merged train traffic levels. For instance, it appears that 2 schools and many more residences were not included in the noise influence zone that was used in the railroad application. The application should be revised to reflect current land uses and development in downtown Winnemucca.

#### 5.06 Emergency Services-Public Safety

Emergency service in the City of Winnemucca will be impacted to a great extent by the proposed merger of Union Pacific and Southern Pacific Railroads. This community has developed around the railroad; however, the significant increase in utilization of the SP corridor by the post-merger Union Pacific operation and the additional traffic from the BNSF will increase the danger and adverse impact of the rail operation in the downtown area. Local safety and law enforcement professionals are very concerned about hazards the trains will present to the numerous children who will cross the tracks each day. They also indicate a substantial detrimental effect on emergency response times (police, sheriff, fire, and ambulance) due to

Bridge Street blockages and subsequent rerouting to other crossings. None of these effects were discussed in the merger application.

#### 5.07 Economic Effects of Merger on the Railroad

The combined UP/SP route between Oakland and Chicago will be shorter than the UP or the SP route. Mileage reductions will come from combining parts of the UP and SP routes to create a new route that is much shorter than either railroad's present system. Oakland to Chicago, via the combined route, will show a reduction of 388 miles from SP's present route and 189 miles from UP's line.<sup>9</sup>

This merger will generate significant net savings to UP. Overall benefit to the merged system will be approximately \$750 million annually.<sup>9</sup>

#### 6.0 CONCLUSION AND DISCUSSION

#### 6.01 Problem Statement

The City and County, through the Nolte study, attempted to more sharply focus the challenges caused by the merger into a concise problem statement. It was determined that along with the problems brought on by a significant increase in train traffic through Winnemucca there is an opportunity to solve a long-standing problem, now brought into the spotlight. This problem statement has evolved into the following:

Increased train traffic through downtown Winnemucca as a result of the UP/SP merger will increase grade crossing blockages, noise, and air pollution beyond acceptable limits, but also creates the opportunity to reshape the railroad transportation infrastructure of Winnemucca to realize significant railroad operations, land use, and economic benefits.

#### 6.02 Potential Solutions

Vehicle/train interference at Bridge Street can be mitigated in two ways as follows:

- 1. A grade separation at Bridge Street
- 2. Rerouting main line railroad traffic to the UP line with a new connection to the SP near Rose Creek (including a new bridge across the Humboldt River)

A new grade separation at Bridge Street at a location near the present center of town appears feasible. It would be extremely disruptive to emergency services and general downtown



Ibid., Page 93.

commerce during construction. It would alleviate vehicular and a portion of the pedestrian interference problems. However, it would not solve conflicts between school children crossing the tracks near the junior high school or the municipal park. The grade separation option also would not mitigate potential railroad spills or releases in the downtown area.

UP/SP personnel estimated the cost of the new grade crossing near Bridge Street to be approximately \$4 million. UP/SP indicated a willingness to contribute 13 percent of the projected cost.

A proposed line change of the SP tracks to a point near the UP tracks east of Winnemucca and parallel to the UP tracks through Winnemucca to a point west of the Airport, probably west of the I80/SP crossing near Rose Creek, would eliminate the vast majority of the interference between train movements and vehicular/ pedestrian traffic in Winnemucca and allow rail traffic throughout the City to use the UP line which has no at grade crossing inside the City. It would also relocate a potential spill or release to a less populated area of town. The existing SP main line and siding would be eliminated through Winnemucca with the exception of rail service to local industries at the east end of the City by removal of that part not required through the City and west of town. The only railroad operations crossing Bridge Street would be a local switching movement probably no more than once a day (possibly at night).

The UP/SP indicated that the estimated cost for such proposal would be approximately \$25.5 million.

The costs, even with the limited UP/SP offer to participate, for either of the two (2) proposals considered by the UP/SP personnel are prohibitive to the City and County.

The City and County are opposed to proposed UP/SP merger to the extent that there will be significant adverse effects on the area residents and their quality of life. If the UP/SP addresses the health, safety and environmental concerns of the City and County in a meaningful manner and presents proposals that will mitigate such concerns to the satisfaction of the City and County, then there will be no opposition to the proposed merger by the City and County.

Respectfully submitted,

HUMBOLDT COUNTY DISTRICT ATTORNEY

WINNEMUCCA CITY ATTORNEY

R. Michael McCormick, Esq.

D. Kent Maher, Esq.

#### VERIFICATION

STATE OF NEVADA. ) ) SS. COUNTY OF HUMBOLDT.)

D. STEPHEN WEST, being first duly sworn on oath, deposes and says under penalties of perjury:

He is the City Manager/City Engineer of the City of Winnemucca, State of Nevada; he has read the Verified Statement of D. STEPHEN WEST and knows the contents thereof; and, the Verified Statement is true of his own knowledge, except as to those matters therein stated on information and belief, and as to those matters he believes them to be true.

D. Stephen West

SIGNED AND SWORN to before me on March 28, 1996 by D. STEPHEN WEST.



CECILIA E. MOGUS Notary Public - State of Nevada Appointment Recorded in Humboldt Coumy No: 95-0458-9 - EXPIRES NOV. 11, 1999

eccleares, Thogice 11-11-99 Notary Public Commission expires Notary Public

**APPENDIX A - MAPS AND CHARTS** 

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## POPULATION OF NEVADA'S COUNTIES AND INCORPORATED CITIES

### POST APPEAL-BOULDER CITY CORRECTED, 11/4/94, NYE COUNTY CORRECTED, 1/24/95.

	JU_Y 1 1994	JULY I 1993	JULY 1 1992	JULY 1 1991	JULY 1 1990	JULY 1 1989	JULY - 1988	JULY 1 1987	JULY 1 1986	JULY 1 1985	JULY 1 1984
Carson City	44,620	43,460	42,140	41,130	40,950	39,970	38,280	36,990	36,340	35,650	34,950
Churchill County	20.570	19,850	19,210	18.330	18,100	17,990	17,790	16,710	15,400	15,120	14,810
Fallon	7,190	7,060	6,870	6 680	6,480	6,070	5,750	5,390	5,080	4,990	4,840
Clark County	971 680	898,020	856,350	820,840	770,280	708,750	661,690	616,650	587,760	562,280	539,030
Boulder City	13 640	13,350	13,000	12.960	12,760	12,74D	12,130	11,560	11,120	11,070	10,830
Henderson	105.610	94,760	85,770	76.560	69,390	58,760	. 51, 590	48,680	38,690	35,930	33,320
Las Vegas	346,350	323,300	303,140	289,690	268,330	245,600	218,690	208,220	195,110	186,380	180,930
Mesquite	3,850	3.270	2,370	2.070	1,960	1,740	1,510	1,420	1,340	1,270	1,110
North Las Vegas	69,700	60,880	55,400	51.060	50,030	49,230	48,930	48,290	45,770	45,030	44,470
Douglas County	34,620	30,390	29,470	28,810	28,070	26,930	25,900	25,070	24,030	23,000	21,990
Elko County	41,050	39,340	37,420	35,950	33,770	31,830	27,010	.24,300	23,320	22,350	21,420
Carlin	2.470	2,430	2,420	2.410	2,410	2,210	1,720	1,550	1,350	1,340	1,330
Elko	17,110	16,570	16,270	15,730	14,950	14,350	12,320	11,960	10,320	10,190	10,060
Wells	1,280	1,250	1,230	1,230	1,250	1,260	1,230	1,230	1,240	1,240	1,240
. West Wendover	2.582	2,550	2,170	2,030	2,010	-	-	-	-	-	-
Esmeralda County	1,390	1,320	1,410	1,390	1,350	1,360	1,440	1,540	1,540	1,540	1,680
Eureka County	1.550	1,650	1,580	1,560	1,550	1,530	1,510	1,490	1,330	1,300	1,260
Humboldt County	15.640	14,510	14,000	13,500	13,020	12,580	12,050	11,490	11,220	11,260	11,190
Winnemucca ,	7.170	6,910	6,640	6,550	6,180	6,140	5,950	5,610	5,020	5,020	5,020
Lender County	6 410	6,430	6,380	6.370	6,340	6,270	5,480	4,600	4,510	4,520	4,590

Estimates from Nevada Department of Taxation and

Nevada State Demographer, Bureau of Business and Economic Research, College of Business Administration, University of Nevada, Reno.

20-Jan-95 c:\populate\estimate\94est\popprin.wq2

# AMERICA'S 50 HOTTEST LITTLE BOOMTOWNS With populations of 50,000 or less, all of these places offer a broad mix of professional or technical jobs and a median household income of at least \$27,737, 23% above the U.S. average for towns of this size. We've ranked the top 50 by population growth—a proxy for economic vitality.

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	Population/ % increase, 1990-95	Median household	Cost of typ	pical com
Rank Town Nearest metro area	1990-95	income	house	where the jobs are
1 @ St. Marys, Ga. Jacksonville	23,702/51%	\$29,558	\$68,500	Kings Bay Naval Submarine Base; Gilman Paper Co.
2 Divide, Colo. Colorado Springs	15,081/35	33,816	100,000	Cripple Creek casinos; nearby Colorado Springs
3 🧠 Kihei, Hawaii Honolulu	16,891/31	40,558	250,000	Resorts; Maui Research & Technology Park
4 D Elko, Nev. Sait Lake City	31,456/29	37,909	125,000	Gold mines; casinos, restaurants, hotels
5 C. Mintum/Red Cliff, Colo. Denver	14,719/29	40,273	154,000	Vail and Beaver Creek resorts; home-based businesses
6 C. Oakhurst/North Fork, Calif. Fresno	25,180/29	30,742	137,500	Yosemite resorts; medical center; home-based businesses
7 D Battlefield, Va. Washington, D.C.	14,480/26	42,535	125,000	D.C.; northern Virginia; Richmond
8 Winnemucca, Nev. Reno	13,652/25	34,849	100,000	Gold mines; cattle ranches
9 C Bluffton, S.C. Savannah	38,408/24	40,130	150,000	Hilton Head resorts; Beaufort military bases
10 North Kona, Hawaii Honolulu	27,227/23	35,364	225,000	Resorts; University of Hawaii-Hilo
11 Salem, Va. Richmond	13,158/23	44,853	64,000	D.C.; northern Virginia; Richmond
12 C. Atlantic, N.C. Noriolk	12,616/22	32,005	131,575	Outer Banks resorts; home-based businesses
13 D Flowery Branch, Ga. Atlanta	13,505/22	33,385	100,800	Manulacturers, including chewing-gum maker Wrigley
14: Gardnerville/Minden, Nev. Reno	18,962/22	35,031	131,587	Lake Tahoe resons; casinos; electronics manufacturers
Construction of Contract Contract of the Construction of the Association of the Construction of	14,570/22	40,384	150,000	Lynchburg; local manufacturers and construction companies
15 Jefferson, Va. Lynchburg	13,086/21	31,831	400,000	Resorts; home-bas id businesses
16 . Jackson Hole, Wyo. Salt Lake City	24,317/21	37,758	117,481	Manufacturers, including medical-products maker Abbott Laboratories
17 Stony Creek, N.C. Rocky Mount		27,977	135,000	Everett and Seattle; Shell and Texaco oil refineries
18 Mount Vemon, Wash. Seattle	25,181/20		87,000	Manufacturers, including many automotive-parts makers
19 D Pleasant, Ind. Fort Wayne	12,834/19	27,768		Manufacturers, including Alcoa (Aluminum Co. of America)
20 East Wenatchee, Wash. Seattle	22,459/17	29,776	125,000	
1 CLawrenceburg, Ky. Lexington	12,329/17	27,737	80,500	Lexington and Frankfort
22 South Whidbey, Wash. Seattle	11,701/17	31,771	172,500	Whidbey Island Naval Air Station; tourist industry
73 🖸 Winterville, N.C. Greenville	21,708/17	35,305	100,000	East Carolina University in Greenville; county medical center
4 🗋 Elgin, S.C. Columbia	17,247/16	30,837	85,000	Columbia; local power equipment and other manufacturers
5 Glenwood Springs, Colo. Denver	17,530/16	31,979	185,000	Aspen resorts; medical center; home-based businesses
6 C Heber, Utah Provo	11,642/16	28,022	170,000	High-tech Wasatch Front firms; Provo and Salt Lake City
7 D Newport, Va. Norfolk	14,085/16	32,518	90,000	Norfolk; local firms, including Smithfield Foods
8 🗇 Blue Ridge, Va. Roanoke	14,088/15	28,285	110,000	Roznoke; local paper and other manufacturers
9 Clayton, N.C. Raleigh	13,958/15	31,203	97,500	Raleigh; local medical-products firms
O Cranberry, Pa. Pittsburgh	17,095/15	41,005	125,000	Pittsburgh; local medical instrument and other manufacturers
1 @ Fallon, Nev. Reno	20,506/15	29,220	115,000	Naval Air Station; defense contractors; casinos
2 Hollister, Calif. San Jose	35,683/15	36,370	130,000	Air bag and other manufacturers; San Jose
3: Kahului, Hawaii Honolulu	19,126/15	38,390	250,000	Resorts; Maui Research & Technology Park
4 : Wailuku, Hawaii Honolulu	15,332/15	40,314	310,000	Resorts; Maui Research & Technology Park
5 Fort Atkinson, Wis. Madison	11,669/14	28,892	100,000	Plastics and other manufacturers; medical center
6 Shawnee, Va. Washington, D.C.	12,371/14	35,671	58,500	D.C., northern Virginia; local medical center
7 Anacortes, Wash. Seattle	17,080/13	30,483		Everett and Seattle; local shipbuilders, oil refineries
8. Everett, Ga. Savannah	13,362/13	31,183	40,000	Resorts on nearby Jekyll Island and St. Simons Island
9 @ North Whidbey, Wash. Seattle	38,954/13	27,836	131,000	Whidbey Island Naval Air Station; tourist industry
Dutchville, N.C. Raleigh	11,270/12	29,892	107,500	Raleigh; state psychiatric center
No. of the local division of the local divis	12,927/12	29,492	70,000	Manufacturers, including computer-partmaker Hutchinson Technology
Hutchinson, Minn. Minneapolis	11,669/12	32,624	150,000	Resorts; home-based businesses
Contraction Colling Colling Colling		and the second division of the second divisio		Electronics manufacturers; wineries
Paso Robles, Calif. San Luis Obispo	35,917/12	30,975	136,000	Portland; high-tech firms in nearby Silicon Forest
St. Helens, Ore. Portland	18,028/12	30,055	100,000	
Tooele/Grantsville, Utah Salt Lake City	THE OWNER WATER AND ADDRESS OF AD	30,658	97,500	Salt Lake City
Wayne, Ind. Fort Wayne	25,098/12	31,881	138,000	Manufacturers, including leading makers of orthopedic products
Makawao/Paia, Hawaii Honolulu	17,067/11	41,777	232,500	Resorts; Maui Research & Technology Park
Dequon, Va. Washington, D.C.	11,466/11	32,836	117,400	D.C.; northern Virginia; local medical center
Smyma, Del. Dover	11,797/11	29,179		Medical center; Kralt and other manufacturers; Dover Air Force Base
Stonewall, Va. Richmond	17,176/11	29,007	Contraction of the local division of the loc	Richmond; local manufacturers, including Merck
Computer age Petart neighbors @ Guns	and butter 1 B	edroom in the t	iticks So	wress: Century 21 Real Estate Carp. Claritas, TGE Demographics





#### NEVADA DISTRICT

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7.4 1 -

WESTWARD J		STATIONS	TEASTWARD		
Station Number	Siding Feet	Ogden Lino	1	Mile Post	
07100	-	CARLIN (UP Conn) Q1		534.5	
06940		BARTH (UP Conn)	1	520.3	
06930		BEOWAWE (UP Conn)	1.	508.2	
06915		MOSEL	BS	492.9	
06900	6500	BATTLE MOUNTAIN	] ę	475.8	
06875		IRON POINT	1	448.1	
06870		PREBLE	1	439.3	
06860		TULE	1	422.8	
06855		WESO (UP Conn)	1_	420.9	
06850	6756	WINNEMUCCA	1 ç	417.3	
06845		ROSE CREEK	- c	406.8	
06840		COSGRAVE	1	397.0	
06835		MILL CITY	1	388.7	
06830		1.6	A	384.1	
05825		HUMBOLDT	BS	377.0	
06820	M6200	RYE PATCH	] ę	366.0	
06815		OREANA	T	357.8	
06800	E6075	LOVELOCK	1	344.3	
06735		PERTH	1	340.5	
06730	9940	GRANITE POINT		336.8	
06725	9620	TOY		328.4	
06720	9860	OCALA	1	320.0	
06715	9600	PARRAN	1	311.7	
06710	10200	UPSAL	1	302.0	
06705	6185	MASSIE	C	292.5	
06548	6500	HAZEN	T	288.1	
06544	9400	DARWIN	c	284.5	
06540	10100	FERNLEY T		276.1	
06536	9600	7HISBE		266.2	
06534	5745	CLARK		262.1	
06528	5875	PATRICK		257.3	
06524	5990	HAFED		253.1	
06520		VISTA		249.1	
06500		SPARKS QTY	ABS	246.2	

Between Carlin and Weso, UP and SP trackage are used jointly. Unless otherwise instructed, eastward trains of both companies will use UP track and westward trains of both com-panies will use SP track. ADDITIONAL STATIONS

Poet	Station	Station Humber	Hile Post	Station	Station Humber
	Ogden Line	Service Scille	466.3	Mote	06885
260.2	V /unotoo	06532	487.7	Argenta	06910
350.1	Colado	06810	525.7	Pallsade	06945
434.0	Bolconda	06865	1.90	Mina Branch	
457.5	Valmy	06880	330.8	Fort Churchill	06576

#### NEVADA DISTRICT

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#### MAXIMUM AUTHORIZED SPEED FOR TRAINS

	EN	

	OGDE	N LINE	
BETWEE	EN SPA	RKS and WESO	
EASTWARD		EASTWARD	
Pagr	Frt	Pagr	Frt
243.2 and 247.1 30	30	322.9 and 323.5	60
247.1 and 249.4 60	60	323.5 and 329.0	60
249.4 (Turnout) 50	50	329.0 and 331.3	60
249.4 and 252.1 70	60	331.3 and 340.2 79	60
252.1 and 252.7 40	40	340.2 (Turnout) 50	50
252.7 and 253.8 60	60	340.2 and 343.8	60
253.8 and 262.3 70	60	343.8 and 344.8 40	40
262.3 and 264.8 60	60	344.8 and 406.5 70	60
264.8 and 270.8 70	60	406.5 (Turnout) 50	50
270.8 and 273.8 60	60	406.5 and 417.4	60
273.8 and 274.1 55	55	417.4 and 417.9" 40	40
274.1 and 285.0 70	60	417.9 and 420.9 79	60
285.0 and 287.0 70	60	420.9 (Crossover) 20	20
287.0 and 322.9 79	60		
BETWEED	N SPAJ	IKS and CARLIN	
AGAINST	CURR	ENT OF TRAFFIC	
EASTWARD WESTWARD TRA	ACK	EASTWARD WESTWARD TRA	CX
# 246.0 and 247.1 30	30	420.7 and 475.3 59	49
# 247.1 and 249.3 59 340.2 and 343.8 59	49	475.3 and 476.0 45 476.0 and 517.9 59	45 49
340.2 and 343.8 59 343.8 and 345.0 40	40		50
345.0 and 358.2 59	40	517.9 and 525.9 55 525.9 and 528.0 45	45
358,2 and 403.0 50	49	# 528.0 and 533.9 59	49
403.0 and 406.8 59	40	# 533.9 and 535.9 25	25
403.0 End 400.0 35	48	* 553.9 End 555.9 25	25
SETWEEN	CAR	LIN and SPARKS	
WESTWARD		WESTWARD	
Pegr	Frt	Pegr	Frt
535.9 and 533.9 25	25	358.2 and 344.8 60	60
522 0 and 528 0 50		244 8	10

535.9 and 533.9 25 25	358.2 and 344.8 60 60
533.9 and 528.0 60 60	344.8 and 343.8 40 40
528.0 and 525.9 45 45	343.8 and 340.2 60 50
517.9 and 507.3 70 60	340.2 and 331.3 79 60
507.3 and 500.9 79 60	331.3 and 329.0 75 60
500.9 and 500.3 55 55	329.0 and 325.5 79 60
500.3 and 476.0 79 60	323.5 and 322.9 75 60
476.0 and 475.3" 45 45	322.9 and 287.0 79 60
475.3 and 443.5 79 60	287.0 and 274.1 70 60
443.5 and 442.8 70 60	274.1 and 273.8 55 55
442.6 and 434.3 79 60	273.8 and 270.8 60 60
434.3 and 428.6 70 60	270.8 and 264.8
428.6 and 424.7 60 60	264.8 and 262.3 60 60
424.7 and 421.0 70 60	262.3 and 253.8 70 60
421.0 and 417.9 79 60	253.8 and 252.7 60 60
417.9 and 417.4" 40 40	252.7 and 252.1 40 40
417.4 and 406.5 79 60	252.1 and 249.4 70 60
406.5 (Turnout) 50 50	249.4 (Turnout) 50 50
406.5 and 403.0 70 60	249.4 and 247.1 60 80
403.0 and 358.2 50 40	247.1 and 248.0 30 30
	ENT OF TRAFFIC
WESTWARD EASTWARD TRACK	WESTWARD EASTWARD TRACK
406.8 and 344.8 59 49	
344.8 and 343.8 40 40	
	# 247.1 and 246.0 30 30
343.8 and 340.2 59 49	

•RULE 10(E). Speed may be increased when lead engine passes increased-speed sign. # Refer to Rule 93 Yard Limits.

SPEEDS ON OTHER THAN MAIN TRACK:

Sidings: Hafed, Patrick, Clark, Thisbe, Fernley, Darwin, Hazen, Parran, Toy, Granite Pt., Massie, Upsal,	
Ocala and Winnemucca	25
Sidings: Lovelock, Rye Patch and Battle Mtn	10
Nevada Barth Co. track scales	3
Locomotive maintenance facility tracks	·
Carlin and Sparks	5
Track #4411 (between Rose Creek	
and Winnemucca)	5
Ail other tracks Nevada District	10

**APPENDIX B - LETTERS AND DATA** 

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( Section

CITY WINNEMUCCA

4001



February 22, 1996

Attn: Mike Christensen Nolte and Associates, Inc. 2950 Buskirk Avenue, Suite 225 Walnut Creek, CA 94565

Re: Union Pacific/Southern Pacific Railroad Merger

Dear Mr. Christensen:

Per your request to Steve West, City Manager for the City of Winnemucca, following please find information regarding traffic counts at specific railroad crossings. If you require additional information or require further clarification, please do not hesitate to contact this office at (702)623-6319.

Sincerely,

heris Chaptin

Sherrie Chaplin Public Works Administrative Asst.

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#### RAILROAD CROSSING ACCIDENTS

#### **1970 THRU OCTOBER 1995**

CROSSING	FATAL ACCIDENTS	INJURY ACCIDENTS	PROPERTY DAMAGE ACCIDENTS	TOTAL ACCIDENTS
UNION PACIFIC RAILROAD				
RHINEHARDT DAM RD.	1	1	٥.	2
WESO	0	o	1	1
UNION PACIFIC TOTALS	1	1	1	3
SOUTHERN PACIFIC RAILR	OAD			
HERSCHELL RD.	1	0	1	2
AIRPORT RD.	0	0	0	o
BRIDGE ST.	1	1	5	7
SOUTHERN PACIFIC TOTAL	S 2	1	6	9
TOTAL WINNEMUCCA AREA	3	2	7	12

NOTE: ACCIDENT TOTALS ARE RECORDED FROM MOTOR VEHICLE ACCIDENT REPORTS RECEIVED FROM WINNEMUCCA POLICE DEPARTMENT, HUMBOLDT COUNTY SHERIFFS OFFICE AND NEVADA HIGHWAY PATROL AS TRAIN V.S. PEDESTRIAN INCIDENTS ARE NOT CONSIDERED MOTOR VEHICLE ACCIDENTS, WE RECEIVE NO REPORTS OF THESE OCCURRENCES. .

	BRIDGE	AIRPORT	HERSCHELL	WESO	REINHART
DAILY TRAFFIC COUNT	4,200	795	50	190	120
ANNUAL TRAFFIC COUNT (based on daily avg.)	1,533,000	290,175	18,250	69,350	43,800
TOTAL ACCIDENTS 1970- 1995	7	0	2	1	2
	EMERGENCY T	RAFFIC CRO	SSINGS		
Fire/City	28				
County	28	4	2	o	1
Police	36		and the second		
Sheriff			108		
Ambulance	400	-500 (almo	st all at Bri	dge St)	

#### SUMMARY TABLE ESTIMATES OF RAILROAD CROSSINGS

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Police Chief Wright says the Police Dept. responded to 16,000 calls this past year or 44 calls per day. Of those, a minimum of three calls per day required officers to cross the Bridge Street tracks in a life or death situation.

The Humboldt County Sheriff's office estimated they crossed the various railroad tracks approximately 8-10 times per month responding to emergency calls (requiring immediate attention).

(The above numbers do not reflect the number of times the officers/deputies crossed the tracks on regular patrol or responding to non-emergency situations.)

The City Fire Dept. recorded 77 fire calls in 1995. 28 of those calls required the Fire Dept. to cross the railroad tracks at Bridge Street. The Fire Dept. recorded 74 fire calls in 1994. 30 of those calls required the Fire Dept. to cross the railroad tracks at Bridge Street.

The County Fire Dept. recorded 53 fire calls in 1995. 28 of those calls required the Fire Dept. to cross the railroad tracks at Bridge Street, 2 at Hershell Road, 1 at Reinhart, and 4 at the Airport Road crossing.

The ambulance responded to 746 ambulance calls last year. Of those calls, ambulance staff estimated they crossed the railroad tracks 400-500 times. There was an increase of 100 calls over the previous year; and the numbers seem to be rising. The ambulance administrator is also concerned that if, and when, the Melarkey Street Bridge is reconstructed (which could be a lengthy process) the ambulance will be forced to use the E. Second Street/Reinhart track crossing which would then be the ONLY access to the area north of the river until the construction is completed.

A record of accidents which occurred at railroad tracks from 1970 through 1995 is attached.

Don Campbell of the Dept. of Transportation provided the latest DAILY traffic counts available to him at railroad crossings from 1994 (he felt these numbers may be low for now):

Bridge Street -	4,200
Reinhart -	120
Hershell Road -	50
Airport Road -	795
Weso	190

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## NDOT PLANNING - 702 623 6321 OF TEAMSPORTATION

002 NO. 962

#### SPECIAL STUDIES SECTION RO-CARSON CITY, W

#### Site Code : 00000000 Start Deter (21/07/94) File I.D. : TONA) 002 Page : 1

.)									venici	e stonb								
	BRIDGE ST. Southbound			HAS S						SRIDGE				Eastbou			;	
	Other		These	LARE	1 01	. er	Right	Taru	Left	Other	Right	Thru	Lett	Other	Right	Thru	Late	Total
Ce 02/	07/96 -			• • • • • • • • •														
	•	15	36	21	1	• •	39	15	5	•	5	61	13		٩	22	16 1	241
115	•	19	47	15		. 0	21	7	1		11	56	3			22	25 1	13
1.10	0	10	17	•		0	12	19	2		. ?	22	1			20	19 1	17
Tocal	0	53	131	53	_	0	13	54	,	And the ownedge of the	20	100	22			19	89	75
	• 38	EAK																
		12	37	16		0	13	22	1	1 0	1	27	2	1 0		26	15 1	1.
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P.02/03

March 22, 1996

Mr. D. Sterhen West, P.E. City Manaser/Engineer 90 W. Fourth St. Winnemucca, NV 89445 Mr. Tom Fransway County Commissioner Humboldt County Counthouse Winnemucca, NV 89445

Dear Messrs. West and Fransway:

With reference to our meeting of March 15, 1996 concerning the rail merger impact on the City of Winnemucca:

We appreciate the time that both of you, Rod Nelms and Mike Christensen spent with us to explain the concerns with the existing Southern Pacific crossing at Bridge Street. We have looked at Rod's proposal of building a new connection west of town and I am attaching a print that will show this proposed new connection, along with the existing sidings that would have to be constructed adjacent to both the Southern Pacific and Union Pacific main lines to handle the proposed traffic. The connection and the sidings have all been summarized under Alternate #2 and the estimated cost to do this relocation would be \$25.5 million.

We have also looked at the proposed underpass at Melarkey Street, if you went from Melarkey Street to Bridge Street. You will see from the plan and profile we propose to raise the tracks slightly through Bridge Street in order to accommodate the proposed underpass. The proposed approach grades for this underpass are shown on the attached Drawing SK-1. Drawing SK-2 shows what the proposed underpass would look like. Just to let you know what the grades would be if you went straight through Melarkey Street, we have shown the approach grades on Drawing SK-3. I don't believe this would be acceptable to either the City or its citizens.

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In connection with both of the Melarkey to Bridge Street underpass, we have proposed that Railroad Street would have to be closed on both sides of Melarkey and a cul de sac constructed. On the summary sheet, this is shown as Alternate #1 with a cost of \$4,000,000 with the railroad willing to contribute 13% of the cost, which then leaves approximately \$3,500,000 for which the City/County would have to find the funding. We will continue to work with the City and their consultant to see what funding is available if the City/County desires to pursue the underpass proposal.

If you or the City need any further information to help facilitate your review, please call.

Yours truly,

#### Bill Wimmer

CC: Mr. C. Rod Nelms Executive Legislative Director Unized Transportation Union 1219 Mizpah Wirnennucca, NV 89445 Mr. Michael R. Christensen, P.E. Vice President Nolte and Associates 2950 Buskirk Ave., Ste. 225 Walnut Creek, CA 94596

Mr. Drew Lewis, Union Pacific Corporation, Bethlehem, PA Mr. Dick Davidson, Union Pacific Corporation, Bethlehem, PA Mr. Mike Rock, External Relations, Washington, D.C. Mr. Wayne Horiuchi, Special Representative, UPRR, Sacramento, CA Mr. Jerry Rugg, Southern Pacific Lines, Denver, CO

WEW0322Adr

\*\* TOTAL PAGE.003 \*\*

03/25/96 09:20 TX/RX NO.4277

P.003

## Summary of Winnemucca Proposals

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Location	Description	Estimate of Probable Cost		
Alternate No. 1	Proposed Grade Separation on SP			
Underpass	Underpass from Melarkey St. to Bridge St.	\$ 4,000,000		
	(less UP/SP contribution of 13%)	\$ 520,000		
		\$ 3,480,000		

Alternate No. 2	Replace SP Through Town		
Connection W. of Town	2.2 mile connection UP to SP		\$ 8,100,000
Siding on SP	9300' siding on SP west of new conn.		\$ 2,500,000
Siding on UP Extend both ends of UP	2 train lengths just east of new conn.		\$ 5,700,000
siding at Winnemucca	Extend 2.4 miles west		\$ 4,200,000
	Extend to 2.8 miles east		\$ 5,000,000
		Total	\$ 25,500,000

Proposed New Construction to

DATE: 22-Mar-96 FILE: h:\upspmerg\winemuca.xls Railroad Merger Application, Volume 6, Part 2, Section 2.45.2, Page 59. ICC Finance Docket No. 32760, <u>Railroad Merger Application</u>, Volume 3, Attachment 13-6, Pages 378, 384, and 385. SP Mileposts begin near San Francisco (MP 0) and increase to the east. These locations utilize UP mileposts. <u>Railroad Merger Application</u>, Volume 6, Part 2, Section 2.45.1, Page 59. ICC Finance Docket # 32760, <u>Railroad Merger Application</u>, Volume 3, Page 385. Ibid., Part 2, Table 2-22, Page 85. <u>Railroad Merger Application</u>, Volume 6, Part 2, Table 2-15. <u>City of Reno Railroad Fact Finding Study Report, March 1996</u>, Nolte and Associates, Inc. Ibid., Volume 1, Pages 29 & 30.

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### CERTIFICATE OF SERVICE

State.

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I, O. KENT MAHER, certify that a copy of the foregoing "VERIFIED STATEMENT OF D. STEPHEN WEST" was served upon all parties of record in Finance Document No. 32760 on this 28th day of March, 1996 by first class, postage prepaid U.S. mail.

O. Kent Maher

S#J. McLAUGHLIN Vice President-Engineering Services Room 1200 (402) 271-3018 FAX 402-271-5520

C. L. Jensen Chief Engineer-M/W West (402) 271-5573

P. E. Jacquinot Chief Engineer-M/W South (402) 271-3792

J. C. Domski Chief Engineer-MW East (402) 271-4722

P. M. Abaray Chief Engineer-Signais/Quality (402) 271-3036

J. R. Beran Chief Engineer-MW Structures (402) 271-3029

### UNION PACIFIC RAILROAD COMPANY

ENGINEERING SERVICES DEPARTMENT



Mailing Address: Room 1000 1416 Dodge Street Omaha, Nebraska 68179-0001 MAR 2 5 1996

W. E. Winnmer Senior Assistant Vice President-Engineering Management Room 1030 402) 271-4345 FAX 402-271-6674

ATTACHMENT

T. Ogee Chief Engineer-Design (402) 271-4946

J. M. Sundberg Chief Engineer-Planning and Equipment (402) 280-7200

G. R. Lilly Chief Engineer-Track Programs (402) 271-3695

R. E. Snyder Chief Engineer-Construction (402) 271-6318

March 22, 1996

Mr. D. Stephen West, P.E. City Manager/Engineer 90 W. Fourth St. Winnemucca, NV 89445 Mr. Tom Fransway County Commissioner Humboldt County Courthouse Winnemucca, NV 89445

Dear Messrs. West and Fransway:

With reference to our meeting of March 15, 1996 concerning the rail merger impact on the City of Winnemucca:

We appreciate the time that both of you, Rod Nelms and Mike Christensen spent with us to explain the concerns with the existing Southern Pacific crossing at Bridge Street. We have looked at Rod's proposal of building a new connection west of town and I am attaching a print that will show this proposed new connection, along with the existing sidings that would have to be constructed adjacent to both the Southern Pacific and Union Pacific main lines to handle the proposed traffic. The connection and the sidings have all been summarized under Alternate #2 and the estimated cost to do this relocation would be \$25.5 million.

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If you or the City need any further information to help facilitate your review, please call.

Yours truly,

Bull

#### **Bill Wimmer**

CC: Mr. C. Rod Nelms Executive Legislative Director United Transportation Union 1210 Mizpah Winnemucca, NV 89445 Mr. Michael R. Christensen, P.E. Vice President Nolte and Associates 2950 Buskirk Ave., Ste. 225 Walnut Creek, CA 94596

Mr. Drew Lewis, Union Pacific Corporation, Bethlehem, PA Mr. Dick Davidson, Union Pacific Corporation, Bethlehem, CA Mr. Mike Rock, External Relations, Washington, D.C. Mr. Wayne Horiuchi, Special Representative, UPRR, Sacramento, CA Mr. Jerry Rugg, Southern Pacific Lines, Denver, CO

# Summary of Winnemucca Proposals

Location	Description		Estimate of Probable Cost		
<u>Alternate No. 1</u> Underpass	<u>Proposed Grade Separation on SP</u> Underpass from Melarkey St. to Bridge (less UP/SP contribution of 13%)	St.	\$ \$ \$	4,000,000 520,000 3,480,000	
Alternate No. #	Proposed New Construction to Replace SP Through Town				
Connection W. of Town	2.2 mile connection UP to SP		\$	8,100,000	
Siding on SP	9300' siding on SP west of new conn.		\$	2,500,000	
Siding on UP Extend both ends of UP	2 train lengths just east of new conn.		\$	5,700,000	
siding at Winnemucca	Extend 2.4 miles west		\$	4,200,000	
	Extend to 2.8 miles east		\$	5,000,000	
		Total	\$	25,500,000	

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# ATTACHMENT IN

RONALD E. SCHREMPP 1995 Chairman

1995 Vice Chairman

JOHN H. MILTON III

# Humboldt County Board of Commissioners

KERRY L. HAWKINS County Administrator

COURTHOUSE, ROOM 205 WINNEMUCCA. NEVADA 89445 (702) 623-6300 Fax: (702) 623-6302

November 13, 1995

Julie Donsky, Environmental Scientist Dames & Moore One Continental Towers 1701 Golf Road, Suite 1000 Rolling Meadows, Illinois 60008

### Re: ENVIRONMENTAL REPORT - UNION PACIFIC & SOUTHERN PACIFIC RAILROADS APPLICATION FOR MERGER

Dear Ms. Donsky:

The Humboldt County Commissioners are in receipt of your letter dated October 5, 1995 on the above-referenced matter. The Commissioners discussed the proposed merger and the areas identified in your letter for comments. After discussion the Commissioners asked that you be notified of the following:

- Protected species information (State; Federal) within 5 miles of each site: This information can be obtained from federal and state agencies such as the Bureau of Land Management, U.S. Forest Service and Nevada Department of Wildlife.
- o Listing of critical habitats within 5 miles of each site: Contact same agencies as referenced above.
- Citations to any permitting/approval authority which you believe your state has over the actions identified: We are not familiar with what, if any, authority the State of Nevada agencies may believe they have regarding this project. Please contact the State of Nevada directly for their input.
- Any other information you would like to provide regarding environmental matters or local concerns at these sites: Humboldt County would like to have our Local Emergency Planning Committee kept advised of this proposed merger and any matters which may have an effect on emergency management planning in Humboldt County. The Chairman of the LEPC is Fred Hurlburt, P.O. Box 36, Golconda, NV 89414, 702-623-5473.

If you have any questions, please feel free to contact this office at 623-6300.

Sincerely,

Yankun inu

Kerry L. Hawkins County Administrator

xc: Fred Huriburt

### ATTACHMENT IV

1996 Chairman

JOHN H. MILTON III 1996 Vice Chairman

RONALD E. SCHREMPP Commissioner

April 3, 1996

Humboldt County Board of Commissioners

KERRY L. HAWKINS County Administrator

COURTHOUSE, ROOM 205 WINNEMUCCA, NEVADA 89445 (702) 623-6300 Fax: (702) 623-6302

Julie Donsky, Environmental Scientist Dames & Moore One Continental Towers 1701 Golf Road, Suite 1000 Rolling Meadows, Illiniois 60008

### RE: COMMENTS FOR ADDENDUM TO ENVIRONMENTAL REPORT -UNION PACIFIC AND SOUTHERN PACIFIC RAILROAD MERGER

Dear Ms. Donsky:

In response to your letter dated March 26, 1996 to the Humboldt County, Nevada Board of Commissioners requesting that you be informed of any concerns regarding the above referenced merger application, enclosed please find a copy of the Verified Statement filed with the Surface Transportation Board on behalf of the City of Winnemucca and Humboldt County, Nevada. This document shall serve as Humboldt County's comments for inclusion in the Environmental Report being prepared by Dames & Moore in the following areas: traffic effects, environmental assessment thresholds, air quality, noise, and emergency services-public safety.

We have also been advised by the Surface Transportation Board that their Section of Environmental Analysis is preparing an Environmental Assessment on the effects of the proposed merger. They indicated that we will be provided copies of this report in mid-April for comment.

Sincerely,

unkins Kerry L. Hawkins

County Administrator

xc: County Commissioners District Attorney City Attorney City Manager



























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DRAWN BY: MLM			UNION PACIFIC RAILROAD CO.		
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### Mesa County, Colorado BOARD OF COUNTY COMMISSIONERS District 1 - John R. Crouch (303) 244-1605 District 2 - Kathryn H. Hall (303) 244-1604 District 3 - Doralyn B. Genova (303) 244-1606

P.O. Box 20,000 • 750 Main Street • Grand Junction, Colorado 81502-5010 • FAX (303) 244-1639

April 19, 1996

Ms. Elaine K. Kaiser UP/SP Environmental Project Director Section of Environmental Analysis Surface Transportation Board 12th and Constitution Avenue, Room 3219 Washington, DC 20423-0001



Subject: Finance Docket No. 32760 - Environmental Assessment Review Comments

Dear Ms. Kaiser:

Thank you for the opportunity to review the Environmental Assessment prepared for the proposed UP/SP merger. Our original comments, contained in correspondence to your office dated February 12, 1996, related to the safety problems caused by the proposed increase in traffic at the existing SP rail yard in Grand Junction. Some clarification is required concerning the period of time the at-grade railroad crossing at Mesa County Road 30 is blocked. The crossing is blocked by through traffic on the rail line in excess of 15 times per day. Each of these blockages can last for a period of up to 5 minutes. This crossing is also blocked several times daily by rail yard operations. Each time this occurs, the crossing is blocked for an average time period of 20+ minutes. The situation is very difficult now, and any increase in crossing blockage due to increased rail yard activity is untenable.

In light of this clarification, we request that the SEA modify their mitigation recommendations to:

- 1. Require the development of a mutually agreeable mitigation plan to address the safety problems at the 30 Road crossing for the short term;
- 2. Require the UP/SP to participate with Mesa County to locate a site for a grade separated crossing over the rail yard; and
- Require the UP/SP to cooperate with Mesa County and participate in funding the construction of a grade separated rail crossing over the Grand Junction rail yard.

Ms. Elaine K. Kaiser UP/SP Environmental Project Director Section of Environmental Analysis Surface Transportation Board April 19, 1996 Page 2

As outlined in our original correspondence, we believe the impact on law enforcement efforts, emergency vehicle response, and urban area traffic caused by the proposed increased rail yard activity merits such a response.

Thank you for your consideration of our request. Your cooperation and response in this matter are greatly appreciated.

Sincerely, allung H Hall

Kathryn H. Hall, Chairman Board of Commissioners

cc: Commissioners Doralyn Genova and John Crouch Senator Ben Nighthorse-Campbell Senator Hank Brown Representative Scott McInnis Representatives Governor Roy Romer Senator Tillman Bishop Representative Dan Prinster Representative Tim Foster Secretary of Transportation Colorado PUC Bob Jasper, County Administrator Joe Crocker, Public Works Director

s:\kc&bl\upspea.boc



IN REPLY REFER TO

Trust Services Natural Resources

# United States Department of the Interior

4-1-94 83311

BUREAU OF INDIAN AFFAIRS Eastern Area Office

Suite 260 3701 North Fairfax Drive Arlington, Virginia 22203

MAR 2 9 1996

Ms. Elaine K. Kaiser UP/SP Environmental Project Director Section of Environmental Analysis Surface Transportation Board 12th and Constitution Avenue, Room 3219 Washington, D.C. 20423-0001

ENTERED Office of the Sporatary MAY 1 0 1996 Part of Public Record

Dear Ms. Kaiser:

We are pleased to have an opportunity to provide comments on the potential environmental impacts of the proposed merger between the Union Pacific Railroad Company and Southern Pacific Railroad Company and the related abandonments and constructions that are planned as part of the merger.

In your letter dated January 26, 1996, you asked the Bureau of Indian Affairs/Eastern Area Office to address its comments to those areas of environmental concern that pertain to Indian trust lands and related natural resources, tribal cultures, and American Indian populations/tribes under our immediate jurisdiction.

As you may already be aware, the Bureau of Indian Affairs operates within a government-to-government relationship with federally-recognized American Indian tribes and Alaska Matives and has a trust responsibility to protect Indian trust lands, natural resources, and trust assets in accordance with the highest fiduciary standards. Within these broad parameters, the Eastern Area Office has jurisdiction over those federallyrecognized Indian tribes located in various states east of the Mississippi River. There is, however, one exception. In the State of Louisiana, the Eastern Area Office serves the Coushatta Tribe which is located west of the Mississippi River. The Coushatta Indian Reservation is located halfway between Elton, Louisiana and Kinder, Louisiana in the northwest part of the state. Conversely, other Indian tribes located west of the Mississippi River, with the exception of the Coushatta Tribe, fall under the jurisdiction of other Agencies and/or Area Offices assigned to those respective tribes and/or geographical locations.

Since there are no federally-recognized Indian tribes and/or

Indian reservations located in the States of Arkansas, Illinois, and Missouri that are under our immediate jurisdiction, we have no comments to offer on American Indian populations, lands, and cultures nor do we have any information on sacred areas and/or sensitive resources (historic, cultural, or archaeological) of Indian tribes in any of these three states.

We do, however, have some comments on the proposed rail line segment between Livonia, Louisiana and Kinder, Louisiana. Our review and analysis of the geographical area to be affected by the new rail line segment between Livonia and Kinder reveals that the Coushatta Tribe owns lands held in trust by the Federal government that are within a five-mile radius of the town of Kinder, Louisiana. Although the proposed rail line will not be on Indian trust lands, it will run adjacent to nearby tribal lands and therefore may warrant further study in conducting the environmental review process required by the National Environmental Policy Act. As such, we recommend that you contact the Honorable Lovelin Poncho, Chairman of the Coushatta Tribe of Louisiana, to determine if the tribe has any comments and/or concerns about the environmental impact of the new rail line on the tribe and its adjacent trust lands and resources. Chairman Poncho's mailing address is: P.O. Box 818, Elton, Louisiana 70532. He can be reached by telephone at (318) 584-2261.

In conclusion, since the proposed construction of a new rail line segment from Livonia, Louisiana to Kinder, Louisiana will not be on Indian trust lands and/or will not cross Indian lands, we do not have any substantive comments to offer in behalf of the Coushatta Tribe and/or the Bureau of Indian Affairs, as trustee for the tribe.

If we can be of further assistance to you with this project, please do not hesitate to contact my office.

Sincerely,

Thit lef Chatan

Mitchell Chouteau Eastern Area Director (Acting)

Enclosures

asian

Surface Transportation Board Washington, D.C. 20423-0001 January 1996

### ATTACHMENT 1 UNION PACIFIC/SOUTHERN PACIFIC PROPOSED MERGER ENVIRONMENTAL INFORMATION PACKAGE (STATE-BY-STATE OVERVIEW)

#### BACKGROUND

The Surface Transportation Board's Section of Environmental Analysis (SEA) is providing you with the following information to assist you in identifying and assessing the potential environmental impacts of the Union Pacific/Southern Pacific (UP/SP) proposed merger. This information was taken from the UP/SP merger application and environmental report which was filed on November 30, 1995. Please see the map on the next page depicting the combined system that would result from the proposed merger.

We emphasize again that because of the expedited time frames for this project, SEA plans to issue its Environmental Assessment in April with a 20-day public comment period. Accordingly, it is critical that you provide us with your comments on the potential environmental impacts of this merger and the related abandonments and constructions by **February 15, 1996**. A representative from SEA's independent third party contractor, De Leuw, Cather & Company, will contact you shortly to answer any questions and provide you with general assistance. As noted in our cover letter, if you have any questions or need assistance, you may contact Mr. Steve Brooks at 703-352-1163.

We have grouped the information into five categories and included maps for each category where appropriate. The categories are: (1) Rail Line Segments, (2) Rail Yards, (3) Intermodal Facilities, (4) Rail Line Abandonments, and (5) Rail Line Construction Projects. The information is presented on a state-by-state basis.

If you have specific questions or need information related to these five categories, please call Mr. Winn Frank at (202) 775-3382. If you have specific questions or information requests about environmental issues, please call Mr. Brooks at his number listed above.

# **UP/SP Merged System**



# ATTACHMENT 1: STATE OF LOUISIANA

### Union Pacific/Southern Pacific Railroad Merger: Potential Environmental Impacts from Proposed Action

### 1. RAIL LINE SEGMENTS

The proposed merger of the UP and SP railroads would create a single railroad company with more than 35,000 miles of track operating in 24 states. It would result in the rerouting of train traffic within the consolidated system. Rerouting could cause increased traffic on some segments and decreased traffic on other segments. There also could be increased activity on certain rail line segments due to diversion from non-rail transportation modes such as motor carrier as well as other railroads. These changes in rail traffic may have local or regional impacts on air quality, noise levels, water quality, safety, biological resources, and/or transportation systems.

Rail line segments that could experience increased traffic volumes sufficient to warrant evaluation of potential environmental impacts in Louisiana include:

Location	Railroad
lowa Junction to Beaumont, TX	SP
Livonia to Kinder	UP
Lufkin, TX to Shreveport	SP

A map of these rail line segments is provided on the following page.

To accommodate increased traffic, rail line segments may require capacity improvements such as double tracking, siding extensions, and/or bridge and tunnel modifications.



# ATTACHMENT 1: STATE OF LOUISIANA

### Union Pacific/Southern Pacific Railroad Merger: Potential Environmental Impacts from Proposed Action

### 2. RAIL YARDS

The consolidation of operations and rerouting of trains associated with the proposed merger could result in increases or decreases in traffic. As a result, rail yards could be expanded or closed. Changes in rail yard activity may have local or regional impacts on air quality, noise levels, water quality, safety, biological resources, and/or transportation systems.

Rail yards that may warrant evaluation of potential environmental impacts in Louisiana include:

- Avondale (Consolidated Operations at UP Yard; SP "New Yard" to be sold to BN/SF).
- De Quincy (Traffic Increased to Existing UP Rail Yard).
- Lake Charles (Traffic Increased to Existing SP Rail Yard; Phaseout of UP Yard).
- Lafavette (SP Facility to be sold to BN/SF).
- Livonia (Traffic Increased and Expanded UP Rail Yard).
- Shreveport (Phaseout of SP Yard).

Maps depicting the location and sites of these rail yards are provided on the following pages.

FIGURE 2-20 RAIL YARDS IN LOUISIANA

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## ATTACHMENT 1: STATE OF LOUISIANA

#### Union Pacific/Southern Pacific Railroad Merger: Potential Environmental Impacts from Proposed Action

#### 3. INTERMODAL FACILITIES

The consolidation of operations and rerouting of trains associated with the proposed merger could result in increases or decreases in traffic. As a result, intermodal facilities may be expanded, phased out, or newly constructed. Intermodal facility activity may have local or regional impacts on air quality, noise levels, water quality, safety, biological resources, and/or transportation systems.

Intermodal facilities that may warrant evaluation of potential environmental impacts in Louisiana include:

- Avondale
  - SP Facility (Expanded Existing SP Facility).
  - UP Facility (UP Facility at Westwego to be Sold to BN/SF).
  - Shreveport (Phaseout of SP Operations at a Port-Owned Facility).

Maps depicting the location and sites of these intermodal facilities are provided on the following pages.



INTERMODAL FACILITIES



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## ATTACHMENT 1: STATE OF LOUISIANA

## Union Pacific/Southern Pacific Railroad Merger: Potential Environmental Impacts from Proposed Action

#### 4. RAIL LINE ABANDONMENTS

As a result of the proposed merger, 17 rail line segments in eight states (AR, CA, CO, IL, KS, LA, TX, UT) would be abandoned. Rail traffic currently using these segments may be rerouted to other lines within the UP/SP system, transported by other railroads, or diverted to non-rail transportation modes. Abandonment of a rail line segment generally includes removing rails, ties, ballast, and track appurtenances. Most removal and salvage operations would occur within the existing right-of-way.

Proposed rail line segment abandonments are as follows:

Location	Mileage	Docket No.
Iowa Junction to Manchester (UP)	8.5	AB-3 (Sub-No. 133X)

A map depicting the location and site of the proposed abandonment is provided on the following page.



Figure 8A Overview of Proposed Abandonment: Iowa Junction - Manchester, Louisiana

#### ATTACHMENT 1: STATE OF LOUISIANA

#### Union Pacific/Southern Pacific Railroad Merger: Potential Environmental Impacts from Proposed Action

#### 5. RAIL LINE CONSTRUCTION PROJECTS

Twenty-five rail line construction projects in eight states (AR, CA, CO, IL, KS, LA, MO, TX) are planned as part of the proposed merger. These projects involve construction of new rail line connections on new rights-of-way. We generally conduct an environmental review of the proposed construction and operation of these new rail line connections to determine the potential environmental impacts and any appropriate mitigation. The construction and operation of new rail line connections may have local or regional impacts on air quality, noise levels, water quality, safety, biological resources, and/or transportation systems.

- Kinder: Connection between the UP Lake Charles Subdivision mainline and UP Beaumont Subdivision mainline; construction of approximately 1,400 feet of new rail line and two turnouts.
- Shreveport: Connection between the UP Reisor Subdivision mainline and SP Lufkin Subdivision mainline; construction of two turnouts, approximately 1,200 feet of new rail line, acquisition of approximately three acres of right-of-way, and the relocation of a US Highway 171 overpass pier.

Maps depicting the location and sites of these proposed connections are provided on the following pages.



Figure 9.1-7 Proposed Common Point Connection: Kinder, Louisiana. Location and Land Use.

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Figure 9.1-9 Proposed Common Point Connection: Shreveport, Louisiana. Location and Land Use.

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Surface Transportation Board Washington, D.C. 20423-0001 January 1996

#### ATTACHMENT 1 UNION PACIFIC/SOUTHERN PACIFIC PROPOSED MERGER ENVIRONMENTAL INFORMATION PACKAGE (STATE-BY-STATE OVERVIEW)

#### BACKGROUND

The Surface Transportation Board's Section of Environmental Analysis (SEA) is providing you with the following information to assist you in identifying and assessing the potential environmental impacts of the Union Pacific/Southern Pacific (UP/SP) proposed merger. This information was taken from the UP/SP merger application and environmental report which was filed on November 30, 1995. Please see the map on the next page depicting the combined system that would result from the proposed merger.

We emphasize again that because of the expedited time frames for this project, SEA plans to issue its Environmental Assessment in April with a 20-day public comment period. Accordingly, it is critical that you provide us with your comments on the potential environmental impacts of this merger and the related abandonments and constructions by **February 15, 1996**. A representative from SEA's independent third party contractor, De Leuw, Cather & Company, will contact you shortly to answer any questions and provide you with general assistance. As noted in our cover letter, if you have any questions or need assistance, you may contact Mr. Steve Brooks at 703-352-1163.

We have grouped the information into five categories and included maps for each category where appropriate. The categories are: (1) Rail Line Segments, (2) Rail Yards, (3) Intermodal Facilities, (4) Rail Line Abandonments, and (5) Rail Line Construction Projects. The information is presented on a state-by-state basis.

If you have specific questions or need information related to these five categories, please call Mr. Winn Frank at (202) 775-3382. If you have specific questions or information requests about environmental issues, please call Mr. Brooks at his number listed above.



# **UP/SP Merged System**



## ATTACHMENT 1: STATE OF ARKANSAS

#### Union Pacific/Southern Pacific Railroad Merger: Potential Environmental Impacts from Proposed Action

#### 1. RAIL LINE SEGMENTS

The proposed merger of the UP and SP railroads would create a single railroad company with more than 35,000 miles of track operating in 24 states. It would result in the rerouting of train traffic within the consolidated system. Rerouting could cause increased traffic on some segments and decreased traffic on other segments. There also could be increased activity on certain rail line segments due to diversion from non-rail transportation modes such as motor carrier as well as other railroads. These changes in rail traffic may have local or regional impacts on air quality, noise levels, water quality, safety, biological resources, and/or transportation systems.

Rail line segments that could experience increased traffic volumes sufficient to warrant evaluation of potential environmental impacts in Arkansas include:

Location	•	Railroad
Pine Bluff to Brinkley		SP
Brinkley to Fair Oaks		SP
Fair Oaks to Paragould		SP
Paragould to Dexter Junction, MO		SP

A map of these SP rail line segments is provided on the following page.

To accommodate increased traffic, rail line segments may require capacity improvements such as double tracking, siding extensions, and/or bridge and tunnel modifications.



## ATTACHMENT 1: STATE OF ARKANSAS

#### Union Pacific/Southern Pacific Railroad Merger: Potential Environmental Impacts from Proposed Action

#### 2. RAIL YARDS

The consolidation of operations and rerouting of trains associated with the proposed merger could result in increases or decreases in traffic. As a result, rail yards could be expanded or closed. Changes in rail yard activity may have local or regional impacts on air quality, noise levels, water quality, safety, biological resources, and/or transportation systems.

Texarkana (Phaseout of SP Facility).

A map depicting the location and site of this rail yard is provided on the following page.

FIGURE 2-1 RAIL YARDS

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## ATTACHMENT 1: STATE OF ARKANSAS

## Union Pacific/Southern Pacific Railroad Merger: Potential Environmental Impacts from Proposed Action

#### 3. INTERMODAL FACILITIES

The consolidation of operations and rerouting of trains associated with the proposed merger could result in increases or decreases in traffic. As a result, intermodal facilities may be expanded, phased out, or newly constructed. Intermodal facility activity may have local or regional impacts on air quality, noise levels, water quality, safety, biological resources, and/or transportation systems.

Intermodal facilities that may warrant evaluation of potential environmental impacts in Arkansas include:

- Texarkana
- Pine Bluff

(New UP/SP Intermodal Facility). (Phaseout of SP Facility).

Maps depicting the location and sites of these intermodal facilities are provided on the following pages.



FIGURE 2-1

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## ATTACHMENT 1: STATE OF ARKANSAS

#### Union Pacific/Southern Pacific Railroad Merger: Potential Environmental Impacts from Proposed Action

#### 4. RAIL LINE ABANDONMENTS

As a result of the proposed merger, 17 rail line segments in eight states (AR, CA, CO, IL, KS, LA, TX, UT) would be abandoned. Rail traffic currently using these segments may be rerouted to other lines within the UP/SP system, transported by other railroads, or diverted to non-rail transportation modes. Abandonment of a rail line segment generally includes removing rails, ties, ballast, and track appurtenances. Most removal and salvage operations would occur within the existing right-of-way.

Proposed rail line segment abandonments in Arkansas are as follows:

Location	Mileage	Docket No.
Gurdon to Camden (UP)	28.7	AB-3 (Sub-No. 129X)

A map depicting the location and site of the proposed abandonment is provided on the following page.



Figure 3A Overview of Proposed Abandonment: Gurdon - Camden, Arkansas



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## ATTACHMENT 1: STATE OF ARKANSAS

#### Union Pacific/Southern Pacific Railroad Merger: Potential Environmental Impacts from Proposed Action

#### 5. RAIL LINE CONSTRUCTION PROJECTS

Twenty-five rail line construction projects in eight states (AR, CA, CO, IL, KS, LA, MO, TX) are planned as part of the proposed merger. These projects involve construction of new rail line connections on new rights-of-way. We generally conduct an environmental review of the proposed construction and operation of these new rail line connections to determine the potential environmental impacts and any appropriate mitigation. The construction and operation of new rail line connections may have local or regional impacts on air quality, noise levels, water quality, safety, biological resources, and/or transportation systems.

The construction of rail line connecting track is planned at the following locations:

- Texarkana: New connection between UP and SP to permit operation of trains between Pine Bluff, AR (SP) and Longview, TX (UP); approximately 2,500 feet of new track construction.
- Camden: New connection between SP and UP tracks; approximately 1,000 feet of new track construction.
- Pine Bluff:
  - New connection (east) to permit operation of trains between the SP Pine Bluff yard and the UP mainline south to Monroe, LA.; approximately 1,000 feet of new track construction.
  - New connection (west) to permit operation of trains between the UP Monroe subdivision north to Little Rock; approximately 1,500 feet of new track construction.
- Fair Oaks: Upgrade existing connection of UP to SP in southeast quadrant to 30 mph standards; approximately 1,000 feet of new track construction.

Maps depicting the location and sites of these proposed connections are provided on the following pages.





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#### ATTACHMENT 1 UNION PACIFIC/SOUTHERN PACIFIC PROPOSED MERGER ENVIRONMENTAL INFORMATION PACKAGE (STATE-BY-STATE OVERVIEW)

#### BACKGROUND

The Surface Transportation Board's Section of Environmental Analysis (SEA) is providing you with the following information to assist you in identifying and assessing the potential environmental impacts of the Union Pacific/Southern Pacific (UP/SP) proposed merger. This information was taken from the UP/SP merger application and environmental report which was filed on November 30, 1995. Please see the map on the next page depicting the combined system that would result from the proposed merger.

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If you have specific questions or need information related to these five categories, please call Mr. Winn Frank at (202) 775-3382. If you have specific questions or information requests about environmental issues, please call Mr. Brooks at his number listed above.





## ATTACHMENT 1: STATE OF ILLINOIS

## Union Pacific/Southern Pacific Railroad Merger: Potential Environmental Impacts from Proposed Action

#### **1. RAIL LINE SEGMENTS**

The proposed merger of the UP and SP railroads would create a single railroad company with more than 35,000 miles of track operating in 24 states. It would result in the rerouting of train traffic within the consolidated system. Rerouting could cause increased traffic on some segments and decreased traffic on other segments. There also could be increased activity on certain rail line segments due to diversion from non-rail transportation modes such as motor carrier as well as other railroads. These changes in rail traffic may have local or regional impacts on air quality, noise levels, water quality, safety, biological resources, and/or transportation systems.

Rail line segments that could experience increased traffic volumes sufficient to warrant evaluation of potential environmental impacts in Illinois include:

Location	Railfoad
Nelson to Clinton, IA	UP
Nelson to Geneva	UP
Geneva to West Chicago	UP
West Chicago to Chicago-Proviso	UP
Galesburg to Buda	BN/SF
Buda to Nelson	UP
Villa Grove to Chicago	UP

A map of these rail line segments is provided on the following page.

To accommodate increased traffic, rail line segments may require capacity improvements such as double tracking, siding extensions, and/or bridge and tunnel modifications.

January 1996



## ATTACHMENT 1: STATE OF ILLINOIS

## Union Pacific/Southern Pacific Railroad Merger: Potential Environmental Impacts from Proposed Action

#### 2. RAIL YARDS

The consolidation of operations and rerouting of trains associated with the proposed merger could result in increases or decreases in traffic. As a result, rail yards could be expanded or closed. Changes in rail yard activity may have local or regional impacts on air quality, noise levels, water quality, safety, biological resources, and/or transportation systems.

Rail yards that may warrant evaluation of potential environmental impacts in Illinois include:

- (Phaseout of UP Madison Yard). East St. Louis
- Salem
- Chicago
- (Increased Traffic to Existing UP Rail Yard).
- (Increased Traffic to Existing UP Rail Yard). **Canal Street**

Maps depicting the location and sites of these rail yards are provided on the following pages.





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FIGURE 2-17 SALEM, ILLINOIS RAIL YARD

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## STATE OF ILLINOIS

#### Union Pacific/Southern Pacific Railroad Merger: Potential Environmental Impacts from Proposed Action

#### 3. INTERMODAL FACILITIES

The consolidation of operations and rerouting of trains associated with the proposed merger could result in increases or decreases in traffic. As a result, intermodal facilities may be expanded, phased out, or newly constructed. Intermodal facility activity may have local or regional impacts on air quality, noise levels, water quality, safety, biological resources, and/or transportation systems.

Intermodal facilities that may warrant evaluation of potential environmental impacts in Illinois include:

- Chicago
  - Canal Street (
  - Forest Hill

(Expanded UP Facility).

(Phaseout of SP Facilities Leased from CSX Intermodal) (Expanded Global II (UP) Intermodal Facility)

Dolton

Dupo

- Yard Center

East St. Louis

Proviso

(Expanded UP Facility).

(Expanded UP Intermodal Facility). (Phaseout of SP Valley Yard).

Maps depicting the location and sites of these intermodal facilities are provided on the following pages.

## FIGURE 3-10 INTERMODAL FACILITIES IN ILLINOIS



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ACILITY

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INTERMODAL FACE ITY TO BE CLOSED


## FIGURE 3-16 INTERMODAL FACILITIES EAST ST. LOUIS, ILLINOIS



KEY: • INTERMODAL FACILITY 112 = INTERMODAL FACILITY TO BE CLOSED

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## ATTACHMENT 1: STATE OF ILLINOIS

## Union Pacific/Southern Pacific Railroad Merger: Potential Environmental Impacts from Proposed Action

#### 4. RAIL LINE ABANDONMENTS

As a result of the proposed merger, 17 rail line segments in eight states (AR, CA, CO, IL, KS, LA, TX, UT) would be abandoned. Rail traffic currently using these segments may be rerouted to other lines within the UP/SP system, transported by other railroads, or diverted to non-rail transportation modes. Abandonment of a rail line segment generally includes removing rails, ties, ballast, and track appurtenances. Most removal and salvage operations would occur within the existing right-of-way.

Proposed rail line segment abandonments in Illinois are as follows:

Location	Mileage	Docket No.
Edwardsville to Madison (UP)	15.0	AB-33 (Sub-No. 98X)
DeCamp to Edwardsville (UP)	14.6	AB-33 (Sub-No. 97X)
Barr to Girard (UP)	38.4	AB-33 (Sub-No. 96)

Maps depicting the location and sites of the proposed abandonments are provided on the following pages.



Figure 6A Overview of Proposed Abandonment Barr - Girard, Illinois

N Scale in Miles



Figure 6C Overview of Proposed Abandonment: Edwardsville - Madison, Illinois



## ATTACHMENT 1: STATE OF ILLINOIS

Union Pacific/Southern Pacific Railroad Merger: Potential Environmental Impacts from Proposed Action

#### 5. RAIL LINE CONSTRUCTION PROJECTS

Twenty-five rail line construction projects in eight states (AR, CA, CO, IL, KS, LA, MO, TX) are planned as part of the proposed merger. These projects involve construction of new rail line connections on new rights-of-way. We generally conduct an environmental review of the proposed construction and operation of these new rail line connections to determine the potential environmental impacts and any appropriate mitigation. The construction and operation of new rail line connections may have local or regional impacts on air quality, noise levels, water quality, safety, biological resources, and/or transportation systems.

The construction of rail line connecting track is planned at the following locations:

- Girard: Construction of a new connection between UP Madison subdivision and the SP Springfield subdivision; approximately 3,000 feet of new rail line construction and relocation of approximately 1,500 feet of existing track.
- Salem: Connection between UP Chicago subdivision mainline and CSX mainline; approximately 2,500 feet of new rail line construction.

Maps depicting the location and sites of these proposed connections are provided on the following pages.





Figure 7.1-6 Proposed Common Point Connection: Girard, Illinois. Location and Land.Use.

Surface Transportation Board Washington, D.C. 20423-0001 January 1996

### ATTACHMENT 1 UNION PACIFIC/SOUTHERN PACIFIC PROPOSED MERGER ENVIRONMENTAL INFORMATION PACKAGE (STATE-BY-STATE OVERVIEW)

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## **UP/SP Merged System**



## ATTACHMENT 1: STATE OF MISSOURI

### Union Pacific/Southern Pacific Railroad Merger: Potential Environmental Impacts from Proposed Action

#### 1. RAIL LINE SEGMENTS

The proposed merger of the UP and SP railroads would create a single railroad company with more than 35,000 miles of track operating in 24 states. It would result in the rerouting of train traffic within the consolidated system. Rerouting could cause increased traffic on some segments and decreased traffic on other segments. There also could be increased activity on certain rail line segments due to diversion from non-rail transportation modes such as motor carrier as well as other railroads. These changes in rail traffic may have local or regional impacts on air quality, noise levels, water quality, safety, biological resources, and/or transportation systems.

Rail line segments that could experience increased traffic volumes sufficient to warrant evaluation of potential environmental impacts in Missouri include:

Location

#### Railroad

SP

Paragould, AR to Dexter Junction

A map of this rail line segment is provided on the following page.

To accommodate increased traffic, rail line segments may require capacity improvements such as double tracking, siding extensions, and/or bridge and tunnel modifications.





# STATE OF MISSOURI

## Union Pacific/Southern Pacific Railroad Merger: Potential Environmental Impacts from Proposed Action

#### 2. RAIL YARDS

The consolidation of operations and rerouting of trains associated with the proposed merger could result in increases or decreases in traffic. As a result, rail yards could be expanded or closed. Changes in rail yard activity may have local or regional impacts on air quality, noise levels, water quality, safety, biological resources, and/or transportation systems.

Rail yards that may warrant evaluation of potential environmental impacts in Missouri include:

- Poplar Bluff (Increased Traffic at Existing SP Rail Yard).
- St. Louis:
  - Lesperance St. (Phaseout of Existing UP Rail Yard).

Maps depicting the location and sites of these rail yards are provided on the following pages.



FIGURE 2-24 RAIL YARDS IN MISSOURI

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## ATTACHMENT 1: STATE OF MISSOURI

### Union Pacific/Southern Pacific Railroad Merger: Potential Environmental Impacts from Proposed Action

#### 4. RAIL LINE ABANDONMENTS

As a result of the proposed merger, 17 rail line segments in eight states (AR, CA, CO, IL, KS, LA, TX, UT) would be abandoned. Rail traffic currently using these segments may be rerouted to other lines within the UP/SP system, transported by other railroads, or diverted to non-rail transportation modes. Abandonment of a rail line segment generally includes removing rails, ties, ballast, and track appurtenances. Most removal and salvage operations would occur within the existing right-of-way.

No rai! line segme in donments are planned in Missouri as a part of the merger.

## STATE OF MISSOURI

## Union Pacific/Southern Pacific Railroad Morger: Potential Environmental Impacts from Proposed Action

#### 5. RAIL LINE CONSTRUCTION PROJECTS

Twenty-five rail line construction projects in eight states (AR, CA, CO, IL, KS, LA, MO, TX) are planned as part of the proposed merger. These projects involve construction of new rail line connections on new rights-of-way. We generally conduct an environmental review of the proposed construction and operation of these new rail line connections to determine the potential environmental impacts and any appropriate mitigation. The construction and operation of new rail line connections may have local or regional impacts on air quality, noise levels, water quality, safety, biological rescurces, and/or transportation systems.

Construction is planned at the following locations in Missouri:

- Dexter: Construction of a 2,062-foot extension to an existing siding at MP 189.9 on new right-of-way.
- Paront: Construction of an 8,000-foot extension to an existing siding at MP 47.1 on new right-of-way.

Maps depicting the location and sites of these proposed sidings are provided on the following pages.

