

STB

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including a copy to Donna Withers, a Fish and Wildlife Biologist with the FWS in Nevada.

Reno Mitigation Study

On August 12, 1996, the Surface Transportation Board issued a decision approving the UP/SP railroad merger. The decision included a condition that required SEA to conduct a focused 18-month mitigation study. The purpose of this study is to develop specific, local mitigation to further address potential environmental impacts of the merger-related increased train traffic on the existing UP right-of-way through the City of Reno and Washoe County. The UP railroad plans an average daily increase of approximately 12 trains, for a total of approximately 25 through trains in the City of Reno and Washoe County (i.e., trains that neither originate or terminate in the Washoe County area). SEA is currently in the process of conducting the required mitigation study.

As part of the Reno Mitigation Study, SEA is investigating the potential effects of merger-related increased train traffic on the Cui-ui and the Lahontan cutthroat trout, which inhabit Washoe County. DeLeuw, Cather & Company, the independent third-party contractor who is assisting SEA in conducting this mitigation study, has consulted with Larry Marchant, Hatchery Supervisor with the U.S. Fish and Wildlife Service Lahontan National Fish Hatchery in Gardnerville, Nevada, and Albert John, Production Manager with the Paiute Tribe's Pyramid Lake Fishery in Sutcliffe, Nevada, regarding the extent and locations of the two fish populations and the status of recovery plans. Both Mr. Marchant and Mr. John have advised SEA's consultant that the species' populations are increasing. Mr. Marchant noted that the Lahontan cutthroat trout in particular has re-established itself in several lakes and streams of its former habitat range.

In a risk assessment¹ for Sierra Pacific Power Company, James Carr, Ph.D., P.E., with the Department of Geological Engineering at the University Nevada at Reno, analyzed the potential for transported hazardous materials to contaminate the Truckee River. This risk assessment used accident data, such as accident location and severity, and the type of substance involved to develop the probable occurrence of rail spills along the Truckee River. Dr. Carr reports in this assessment that the risk for occurrence of river contamination for rail transportation is once every 154.15 years, while the risk for occurrence of river contamination resulting from highway transportation along Interstate-80 is once every 93 years. This conclusion suggests that rail transportation of hazardous materials has less associated risk than highway transportation, and by inference that diverting hazardous materials from truck to rail would reduce the risk for river contamination.

This conclusion also has been corroborated in discussions with Federal and local government officials in the Reno-area. Specifically, SEA's consultant discussed rail spills of hazardous materials with Pete Tuttle, Fish and Wildlife Biologist with the FWS Contamination

¹Carr, James R., Ph.D. Addendum to "Development of an Integrated Computer Platform for the Evaluation of Contamination Mitigation Scenarios along the Truckee River-Risk of Transporting Hazardous Substances Adjacent to the Truckee River." November 22, 1996.



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

June 17, 1997

RECEIVED
RENO FIELD STATION

JUN 24 1997

RENO, NEVADA
U.S. Fish & Wildlife Service

Carlos H. Mendoza
State Supervisor
U.S. Fish and Wildlife Service
Nevada State Office
4600 Kietzke Lane, Building C - 125
Reno, Nevada 89502-5093

Re: Union Pacific/Southern Pacific Merger; Finance
Docket No. 32760 -- Reno Mitigation Study --
Request for U.S. Fish and Wildlife Service
Comments Regarding Special Status Species

Dear Mr. Mendoza:

The Surface Transportation Board's Section of Environmental Analysis (SEA) is conducting a Reno Mitigation Study in connection with the recently-approved Union Pacific (UP)/Southern Pacific (SP) railroad merger. The purpose of this letter is to provide the U.S. Fish and Wildlife Service (FWS) an additional opportunity to comment on certain special status species in the vicinity of the Truckee River in the Reno, Nevada area.

Background

During its environmental review of the UP/SP railroad merger, SEA prepared and served on the public an Environmental Assessment (EA) on April 12, 1996. While preparing the EA, SEA sent consultation letters to the appropriate Federal, state and local agencies to gather information about threatened or endangered species in Nevada. Also, SEA served the EA on the FWS offices in Sacramento, Portland, and Reno, and other appropriate Federal, state and local agencies.

On May 3, 1996, SEA received comments in response to the EA from the City of Reno. The City of Reno expressed concern for two special status species: (1) the endangered Cui-ui (*Chasmistes cujus*), and (2) the threatened Lahontan cutthroat trout (*Oncorhynchus clarki henshawi* also known as *Salmo clarki henshawi*). None of the other consulted agencies, including the FWS, filed comments on the EA that expressed concerns regarding possible merger impacts to threatened or endangered species in the vicinity of the Truckee River in the Washoe County, Nevada area. After review of all of the comments on the EA and further independent analysis, SEA prepared a post-EA that addressed the comments on the EA and included recommended mitigation measures. SEA served the post-EA on June 24, 1996,

appears that this was an inappropriate measure to be used as a basis to seek concurrence from the USFWS for the simple reason that this basis (1) completely ignores the California portion of the Truckee River and (2) represents the risk posed from 14 trains per day, not the post merger impacts of 24 trains per day. The City would appreciate your written opinion addressing this issue.

As Mr. Demuth probably explained to you, the City is under a very difficult time schedule due to the very late release of the USFWS's informal consultation conclusions to the City by the STB. All responses should be submitted to the STB during early September, 1997 to ensure that the information is considered. As such, I would be happy to facilitate delivering any written opinion you are inclined to offer to both the STB and the USFWS for their timely consideration.

Thank you in advance for your time and continued interest in this very important local environmental concern throughout the Truckee Meadows. Should you have any questions or need any other information, please call me at 334-2006 (direct line) or you may contact Mr. Mark Demuth at 829-1126.

Sincerely,

Merri Belaustegui Traficanti
Merri Belaustegui-Traficanti
Deputy City Attorney

cc: Charles McNeely, City Manager
Mark Demuth, MADCON

OFFICE OF THE CITY ATTORNEY
PATRICIA A. LYNCH

D. MICHAEL CLASEN
Chief Deputy, Civil Division

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SHELLY T. O'NEILL
PATRICIA YONKER

Victim Advocates
LORI L. BROWN
SUZANNE RAMOS

Dr. James R. Carr, Ph.D., P.E.
Professor of Geological Engineering
University of Nevada Reno
Department of Geological Sciences
Mackay School of Mines/172
Reno, Nevada 89557-0138

VIA FACSIMILE AND U.S. MAIL

September 2, 1997

RE: July 9, 1997 Informal Consultation on the Union Pacific/Southern Pacific Railroad Merger; 1996 Report: *Development of an Integrated Computer Platform for the Evaluation of Contaminant Mitigation Scenarios along the Truckee River: Risk of Transporting Hazardous Substances Adjacent to the Truckee River*

Dear Dr. Carr:

On behalf of the City of Reno, I would like to thank you for meeting with Mr. Mark Demuth, an environmental consultant for the City, on August 29, 1997 to answer his questions concerning your above noted 1996 report. The data you have collected in your report is important information which the City will be able to analyze in addressing all of the environmental impacts on the citizens of the Truckee Meadows and the Truckee River resulting from the Union Pacific/Southern Pacific Railroad merger. Mr. Demuth tells me it was a pleasure working with you and your time and efforts are sincerely appreciated by the City of Reno.

Mr. Demuth also indicated that you might be willing to offer a brief letter, if requested, explaining the use (or misuse) of your findings in your above noted 1996 report by the Surface Transportation Board (STB) in their June 17, 1997 letter to the U.S. Fish and Wildlife Service (USFWS). I have attached a copy of the STB's June 17, 1997 letter for ease of reference.

The City is particularly interested in your written response to the STB's request that the USFWS concur with the STB's finding that "...an accidental upstream spill from a UP freight train would not effect the threatened or endangered fish species..." based upon "...the risk for occurrence of river contamination for rail transportation is once every 154.15 [sic] years". It

LITERATURE CITED

Fish and Wildlife Service. 1992. Cui-ui (*Chasmistes cujus*) Recovery Plan. Second revision. Portland, Oregon. 47 pp.

Fish and Wildlife Service. 1995. Recovery Plan for the Lahontan Cutthroat Trout (*Oncorhynchus clarki henshawi*) (Salmonidae). Portland, Oregon. 103 pp.

Elaine K. Kaiser, Chief

File No. 1-5-I-281

Based on the information provided in the letter, UP/SP Progress Reports (UP/SP-284, UP/SP-290, UP/SP-300), and the discussions with Harold McNoutly of Section Environmental Analysis, the Service concurs that the increase traffic from the UP/SP merger is not likely to adversely affect cui-ui and LCT as long as the train safety improvements are continued and the emergency response plan is implemented if needed. Therefore, formal consultation pursuant to section 7 of the Act is not required. In the unlikely event of a spill, consultation would be conducted under the emergency provisions for consultation as discussed in 50 CFR § 402.05.

This response constitutes informal consultation under regulations promulgated in 50 CFR § 402, which establish procedures governing interagency consultation under section 7 of the Act. If new biological information becomes available concerning listed or candidate species which may be affected by your activities, your agency should contact the Service regarding consultation.

Please contact Stephanie Byers at (702) 784-5227 if you have any questions or comments.

Sincerely,

Allen R. Pfister
for Chester C. Buchanan
Acting State Supervisor

approximately 30 days after the adult cui-ui have finished spawning. A more detailed account of the species' life history is provided in the revised Cui-ui Recovery Plan (Service 1992).

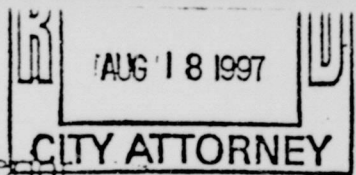
LCT are also obligatory stream spawners. Historically, populations of LCT in Pyramid Lake reportedly migrated over 100 miles up the Truckee River and into Lake Tahoe. Spawning generally occurs in riffle areas from April through July, depending on flow, elevation, photoperiod, and water temperature. To date, approximately 30 LCT have been passed upstream of Marble Bluff Dam. However, high water temperatures (above 60° F) in the lower Truckee River may preclude LCT eggs from hatching. LCT mature between 2 and 4 years of age and may live 5 to 9 years. Post-spawning mortality rates as high as 90 percent have been reported for LCT; consecutive year spawning is rare. An excellent account of the species' life history is provided in the Final LCT Recovery Plan (Service 1995).

The Surface Transportation Board's Section of Environmental Analysis maintains that an increase in train traffic will not appreciably increase the likelihood of an accidental hazardous material spill in the Truckee River. In a recent risk assessment conducted for them, it was reported that the risk of river contamination from rail transportation is once every 154.15 years. Additionally, there have been no catastrophic rail spills affecting the Truckee River in over the past 10 years. The only rail spills to require clean-up action were for those that did not result in contamination of the river. Since 1971, only 26 incidents have occurred along the Truckee River in California and Nevada, the most serious of which was a 40 gallon spill of hazardous material of which none entered the river. The information submitted suggests that based on the infrequency of derailments and the geography of the area, it is unlikely that hazardous material would enter the Truckee River from a rail accident.

To further reduce the likelihood of a hazardous material spill affecting the listed species found in the Truckee River, improved train safety actions have been enacted and an emergency response plan has been developed. Track and tank car inspections have been increased and improved. Hazardous material will be hauled in doubled steel drums. All signal crossing devices contain visible instructions designating an 800 number to be called if the device is malfunctioning. Every community that UP/SP operates through has been issued an emergency response number as part of their "Operation Respond" program. UP/SP has reallocated their hazardous material response personnel to those areas most in need. Lastly, UP/SP has begun replacing all rails with head-hardened rail on all mountain curves to further prevent derailments or accidents.



United States Department of the Interior



FISH AND WILDLIFE SERVICE
NEVADA STATE OFFICE
4600 KIETZKE LANE, SUITE 125C
RENO, NEVADA 89502-5055

July 9, 1997
File No. 1-5-97-I-281

Elaine K. Kaiser, Chief
Section of Environmental Analysis
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423-0001

Dear Chief Kaiser:

Subject: Informal Consultation on the Union Pacific/Southern Pacific Railroad
Merger

The Fish and Wildlife Service received your June 24, 1997, letter regarding the merger of the Union Pacific (UP) and Southern Pacific (SP) railroads which will approximately double train traffic along the Truckee River and through the cities of Sparks and Reno. Your letter requests our concurrence that the proposed merger will not adversely affect the endangered cui-ui (*Chasmistes cujus*) and threatened Lahontan cutthroat trout (LCT) (*Oncorhynchus clarki henshawi*) which spawn in the Truckee River and reside in Pyramid Lake downstream approximately 15 miles from the closest UP tracks. This material was submitted to us for informal consultation pursuant to section 7 of the Endangered Species Act of 1973, as amended (Act).

The cui-ui was listed as endangered on March 11, 1967, without critical habitat (32 FR 4001). Cui-ui are large (up to 28 inches and 8 pounds), long-lived (40+ years) lake suckers endemic to Pyramid Lake and the Truckee River in Washoe and Storey Counties, Nevada. They are obligatory stream spawners, and each spring mature adults gather in a prespawning aggregate near the mouth of the Truckee River. Typically cui-ui occur in the Truckee River from March through June and may occupy the river at a minimum distance approximately upstream of Numana Dam. The actual spawning migration typically begins in either April or May, depending upon timing of spring runoff, river access, and water temperature, and generally spawning occurs over a 1 to 2-week period. Larval cui-ui can be expected in the river for

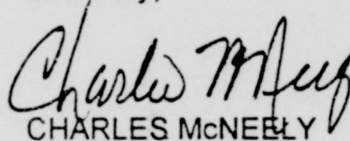
Congressman John Ensign
August 20, 1997
Page 2

is now a part of the public record, based upon the limited premise that the USFWS render an opinion seeking concurrence that "the proposed merger will not adversely affect the endangered cui-ui (*Chasmistes cujus*) and the threatened Lahontan cutthroat trout (LCT) (*Oncorhynchus clarki henshawi*)". Certain information previously placed in the Environmental Assessment (EA) record by the City, tends to contradict the following USFWS conclusion:

Based on the information provided in [SEA's] letter, UP/SP Progress Reports . . . , and the discussions with Harold McNoulty [sic] of the Section Environmental Analysis, the [Fish and Wildlife] Service concurs that the increase traffic from the UP/SP merger is not likely to adversely affect the cui-ui and LCT as long as the train safety improvements are continued and the emergency response plan is implemented if needed. Therefore, formal consultation pursuant to section 7 of the [Endangered Species] Act is not required.

Now, more than ever, the City believes that oversight of this mitigation study by the Council on Environmental Quality (CEQ) is critical and would be beneficial to reaching an appropriate resolution of these important environmental issues. The City would welcome any assistance in this regard that your office may be able to offer. I would be happy to answer any questions you or your staff may have on this or any matter concerning the UP/SP merger.

Sincerely,


CHARLES McNEELY
City Manager

Encl.

cc: Jeff Griffin, Reno City Mayor
Pierre Hascheff, Council Member-at-Large
Tom Herndon, Council Member, Ward 1
Candice Pearce, Council Member, Ward 2
Bill Newberg, Council Member, Ward 3
Judy Pruett, Council Member, Ward 4
Dave Aiazzi, Council Member, Ward 5



P.O. Box 1900
Reno, Nevada 89505 August 20, 1997

Congressman John Ensign
414 Cannon House Office Building
Washington, DC 20515

Re: UP/SP Merger; Reno Mitigation Study; Endangered Species Act; Informal Consultation from United States Department of the Interior Fish and Wildlife Service Nevada State Office requested by Surface Transportation Board-Section of Environmental Analysis

Dear Congressman Ensign:

In my continuing effort to keep you informed of the progress of the Reno Mitigation Study being conducted by the Surface Transportation Board-Section on Environmental Analysis ("SEA"), I am forwarding to you a copy of a July 9, 1997, informal consultation (File No. 1-5-97-I-281) generated by the United States Department of the Interior Fish and Wildlife Service Nevada State Office ("USFWS") concerning endangered species in the Truckee River environ - the endangered cui-ui and the threatened Lahontan cutthroat trout.

Even though this informal consultation is dated July 9, 1997, the City did not receive a copy until August 18, 1997. The City did not receive any prior notice of this informal consultation (which was requested by SEA on June 24, 1997) and was not offered an opportunity to provide documentation to be considered in the final analysis, even though the City's task force members expressly requested that these very issues be placed on a task force agenda for discussion and consideration. The fact that this informal consultation was not disclosed to the City until forty days after it was finalized (and less than a month before the draft mitigation plan for Reno is scheduled to be released by SEA) raises serious concerns the background information submitted to the USFWS to obtain its concurrence. The City's environmental consultants immediately contacted the USFWS on August 19, 1997, and offered to provide further documentation which was not previously made available to them during their analysis. The USFWS has readily agreed to meet with City officials on Tuesday, August 26, 1997. I will keep you apprised of the results of that meeting.

SEA's conduct is troubling particularly because the City of Reno had previously requested that the endangered species issues be addressed at a task force meeting and yet this request was not honored by SEA. It is also troubling that this informal consultation

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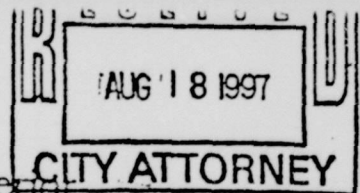
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United States Department of the Interior



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July 9, 1997
File No. 1-5-97-I-281

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Senator Harry Reid
August 20, 1997
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Sincerely,



CHARLES McNEELY
City Manager

Encl.

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Dave Aiazzi, Council Member, Ward 5



P.O. Box 1900
Reno, Nevada 89505 August 20, 1997

Senator Harry Reid
324 Hart Senate Building
Washington, DC 20510

Re: UP/SP Merger; Reno Mitigation Study; Endangered Species Act; Informal Consultation from United States Department of the Interior Fish and Wildlife Service Nevada State Office requested by Surface Transportation Board-Section of Environmental Analysis

Dear Senator Reid:

In my continuing effort to keep you informed of the progress of the Reno Mitigation Study being conducted by the Surface Transportation Board-Section on Environmental Analysis ("SEA"), I am forwarding to you a copy of a July 9, 1997, informal consultation (File No. 1-5-97-I-281) generated by the United States Department of the Interior Fish and Wildlife Service Nevada State Office ("USFWS") concerning endangered species in the Truckee River environ - the endangered cui-ui and the threatened Lahontan cutthroat trout.

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for Chester C. Buchanan
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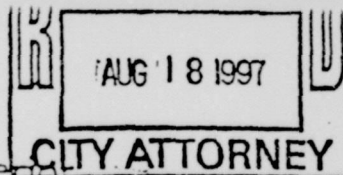
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United States Department of the Interior



FISH AND WILDLIFE SERVICE
NEVADA STATE OFFICE
4600 KIETZKE LANE, SUITE 125C
RENO, NEVADA 89502-5055

July 9, 1997
File No. 1-5-97-I-281

Elaine K. Kaiser, Chief
Section of Environmental Analysis
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423-0001

Dear Chief Kaiser:

Subject: Informal Consultation on the Union Pacific/Southern Pacific Railroad
Merger

The Fish and Wildlife Service received your June 24, 1997, letter regarding the merger of the Union Pacific (UP) and Southern Pacific (SP) railroads which will approximately double train traffic along the Truckee River and through the cities of Sparks and Reno. Your letter requests our concurrence that the proposed merger will not adversely affect the endangered cui-ui (*Chasmistes cujus*) and threatened Lahontan cutthroat trout (LCT) (*Oncorhynchus clarki henshawi*) which spawn in the Truckee River and reside in Pyramid Lake downstream approximately 15 miles from the closest UP tracks. This material was submitted to us for informal consultation pursuant to section 7 of the Endangered Species Act of 1973, as amended (Act).

The cui-ui was listed as endangered on March 11, 1967, without critical habitat (32 FR 4001). Cui-ui are large (up to 28 inches and 8 pounds), long-lived (40+ years) lake suckers endemic to Pyramid Lake and the Truckee River in Washoe and Storey Counties, Nevada. They are obligatory stream spawners, and each spring mature adults gather in a prespawning aggregate near the mouth of the Truckee River. Typically cui-ui occur in the Truckee River from March through June and may occupy the river at a minimum distance approximately upstream of Numana Dam. The actual spawning migration typically begins in either April or May, depending upon timing of spring runoff, river access, and water temperature, and generally spawning occurs over a 1 to 2-week period. Larval cui-ui can be expected in the river for

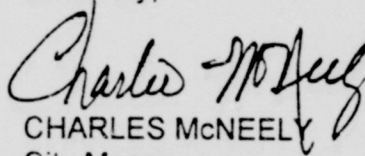
Senator Richard H. Bryan
August 20, 1997
Page 2

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Based on the information provided in [SEA's] letter, UP/SP Progress Reports . . . , and the discussions with Harold McNulty [sic] of the Section Environmental Analysis, the [Fish and Wildlife] Service concurs that the increase traffic from the UP/SP merger is not likely to adversely affect the cui-ui and LCT as long as the train safety improvements are continued and the emergency response plan is implemented if needed. Therefore, formal consultation pursuant to section 7 of the [Endangered Species] Act is not required.

Now, more than ever, the City believes that oversight of this mitigation study by the Council on Environmental Quality (CEQ) is critical and would be beneficial to reaching an appropriate resolution of these important environmental issues. The City would welcome any assistance in this regard that your office may be able to offer. I would be happy to answer any questions you or your staff may have on this or any matter concerning the UP/SP merger.

Sincerely,



CHARLES McNEELY
City Manager

Encl.

cc: Jeff Griffin, Reno City Mayor
Pierre Hascheff, Council Member-at-Large
Tom Herndon, Council Member, Ward 1
Candice Pearce, Council Member, Ward 2
Bill Newberg, Council Member, Ward 3
Judy Pruett, Council Member, Ward 4
Dave Aiazzi, Council Member, Ward 5



P.O. Box 1900
Reno, Nevada 89505 August 20, 1997

Senator Richard H. Bryan
269 Russell Senate Office Building
Washington, DC 20510

Re: UP/SP Merger; Reno Mitigation Study; Endangered Species Act; Informal Consultation from United States Department of the Interior Fish and Wildlife Service Nevada State Office requested by Surface Transportation Board-Section of Environmental Analysis

Dear Senator Bryan:

In my continuing effort to keep you informed of the progress of the Reno Mitigation Study being conducted by the Surface Transportation Board-Section on Environmental Analysis ("SEA"), I am forwarding to you a copy of a July 9, 1997, informal consultation (File No. 1-5-97-I-281) generated by the United States Department of the Interior Fish and Wildlife Service Nevada State Office ("USFWS") concerning endangered species in the Truckee River environ - the endangered cui-ui and the threatened Lahontan cutthroat trout.

Even though this informal consultation is dated July 9, 1997, the City did not receive a copy until August 18, 1997. The City did not receive any prior notice of this informal consultation (which was requested by SEA on June 24, 1997) and was not offered an opportunity to provide documentation to be considered in the final analysis, even though the City's task force members expressly requested that these very issues be placed on a task force agenda for discussion and consideration. The fact that this informal consultation was not disclosed to the City until forty days after it was finalized (and less than a month before the draft mitigation plan for Reno is scheduled to be released by SEA) raises serious concerns the background information submitted to the USFWS to obtain its concurrence. The City's environmental consultants immediately contacted the USFWS on August 19, 1997, and offered to provide further documentation which was not previously made available to them during their analysis. The USFWS has readily agreed to meet with City officials on Tuesday, August 26, 1997. I will keep you apprised of the results of that meeting.

SEA's conduct is troubling particularly because the City of Reno had previously requested that the endangered species issues be addressed at a task force meeting and yet this request was not honored by SEA. It is also troubling that this informal consultation

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Elaine K. Kaiser, Chief

File No. 1-5-I-281

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This response constitutes informal consultation under regulations promulgated in 50 CFR § 402, which establish procedures governing interagency consultation under section 7 of the Act. If new biological information becomes available concerning listed or candidate species which may be affected by your activities, your agency should contact the Service regarding consultation.

Please contact Stephanie Byers at (702) 784-5227 if you have any questions or comments.

Sincerely,

Allen R. Hester
for Chester C. Buchanan
Acting State Supervisor

approximately 30 days after the adult cui-ui have finished spawning. A more detailed account of the species' life history is provided in the revised Cui-ui Recovery Plan (Service 1992).

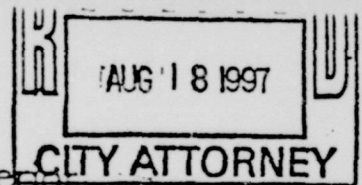
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July 9, 1997
File No. 1-5-97-I-281

Elaine K. Kaiser, Chief
Section of Environmental Analysis
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423-0001

Dear Chief Kaiser:

Subject: Informal Consultation on the Union Pacific/Southern Pacific Railroad
Merger

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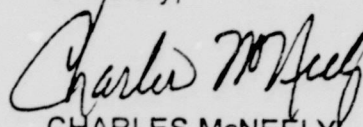
Congressman Jim Gibbons
August 20, 1997
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CHARLES McNEELY
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P.O. Box 1900
Reno, Nevada 89505 August 20, 1997

Congressman Jim Gibbons
1116 Longworth House Office Building
Washington, DC 20515

Re: UP/SP Merger; Reno Mitigation Study; Endangered Species Act; Informal Consultation from United States Department of the Interior Fish and Wildlife Service Nevada State Office requested by Surface Transportation Board-Section of Environmental Analysis

Dear Congressman Gibbons:

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for Chester C. Buchanan
Acting State Supervisor

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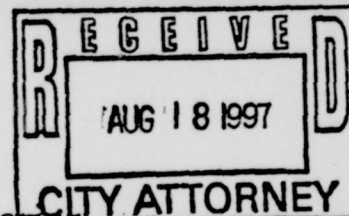
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NEVADA STATE OFFICE
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RENO, NEVADA 89502-5055



July 9, 1997
File No. 1-5-97-I-281

Elaine K. Kaiser, Chief
Section of Environmental Analysis
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423-0001

Dear Chief Kaiser:

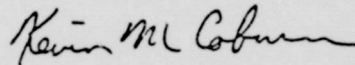
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If you need any additional hazardous materials statistics, you may contact me at, Research and Special Programs Administration, DHM-63, 400 7th Street, S.W., Washington, DC 20590, telephone (202) 366-4555.

Sincerely,

A handwritten signature in dark ink, appearing to read "Kevin M. Coburn". The signature is fluid and cursive, with the first name "Kevin" and last name "Coburn" clearly distinguishable.

Kevin M. Coburn
Information Systems Manager
Office of Hazardous Materials
Planning and Analysis

Enclosure



U.S. Department
of Transportation
**Research and
Special Programs
Administration**

400 Seventh Street, S.W.
Washington, D.C. 20590

MAY 30 1997

Mr. Li Boccia
De Leuw, Cather & Company
1133 15th Street, NW
Washington, DC 20005-2701

Dear Mr. Boccia:

This is in reference to your May 16, 1997 letter requesting information on rail hazardous materials spills on Union Pacific or Southern Pacific rail lines in Wichita, KS, and along the Truckee River between Truckee, CA, and Fernley, NV.

The Research and Special Programs Administration, U.S. Department of Transportation (DOT), collects information from hazardous materials carriers on unintentional releases of regulated hazardous materials being transported in commerce. These incidents may be as insignificant as a vapor release from a venting rail tank car or as serious as the spillage of the entire contents of a cargo tank. Information from reported incidents is stored in a computer database system and retrieval is conducted by an on-site contractor.

The database of hazardous materials transportation incidents and accidents is known as the Hazardous Materials Information System (HMIS) and is comprised of information collected on the Hazardous Materials Incident Report form (DOT Form F 5800.1). All hazardous materials carriers by rail, air and interstate highway, as well as intrastate highway carriers of certain materials, report to this system.

I have enclosed computer generated reports of the incidents filed before April 1, 1997, by Union Pacific and Southern Pacific meeting your criteria for location. The file, UP_SP_KS.RPT, contains 57 reports occurring in Wichita, KS. The files, UP_SP_NV.RPT (22 reports) and UP_SP_CA.RPT (4 reports), contain reports occurring along the Truckee River. None of the reports indicate that the material entered any waterway or sewer system.

the potential for a spill event. (SEA notes that UP's planned improvement activities will not occur in close proximity to either species' habitats and would not affect the fish or their habitats).

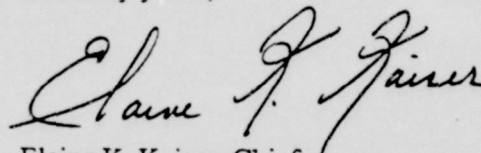
SEA plans to issue a Preliminary Reno Mitigation Study in early-September for public review and comment. SEA initially consulted FWS for comments on biological resources. At this juncture, we are requesting that FWS provide SEA with specific comments it may have on the potential effects of the merger-related train traffic increases on the Cui-ui and the Lahontan cutthroat trout. Please submit your comments by **Tuesday, July 8, 1997**, so that SEA has sufficient time to review your comments before we complete the preliminary mitigation study. Your comments should be addressed as follows:

Elaine K. Kaiser, Chief
Section of Environmental Analysis
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423-0001

Attention: Finance Docket No. 32760
Environmental Filing

Should you have any questions or concerns regarding this matter, please contact Winn B. Frank, the project director for the independent third-party contractor at (202) 775-3382. We appreciate your cooperation and assistance in the preparation of the Reno Mitigation Study.

Sincerely yours,



Elaine K. Kaiser, Chief
Section of Environmental Analysis

Enclosure: Letter of May 30, 1997 from U.S. Department of Transportation, Research and Special Programs Administration

reno/fws mendoza 617

Response, and Bob Sack, Environmental Supervisor with the Washoe County Environmental Health Department. Mr. Tuttle stated that there have not been any recent rail spills that required FWS action. However, Mr. Tuttle reports, that there had been a truck spill in the Washoe County area last year. Over the past ten years, Mr Sack reports that there have been no catastrophic rail spills affecting the Truckee River. There have been rail spills, not derailments, that required clean-up action by the Washoe County Environmental Health Department. According to Mr. Sack, however, these spills did not result in contamination of the river and did not require notification of the FWS.

In addition, SEA requested information on rail hazardous materials spills from the U.S. Department of Transportation (DOT), Research and Special Programs Administration (RSPA). Since 1971, this DOT office has collected information on unintentional releases of regulated hazardous materials being transported in commerce. The RSPA conducted a search during May and June, 1997 to assist SEA in determining the history of spills on UP or SP tracks along the Truckee River. The RSPA report noted that since the agency began to maintain the history of hazardous materials spills in 1971, 26 events have occurred along the UP and SP lines in the area of the Truckee River in California and Nevada. Of the 26 events, the RSPA report indicates: (1) most were minor instances involving loose fittings or valves, (2) four required response by Disposal Control Services, and (3) the largest event involved a 40 gallon spill of a hazardous material. None of these spills resulted in any hazardous materials entering the river. (The letter from RSPA is attached).

This information suggests to SEA that based on spill history, the infrequency of derailments, and the geography of the area, it is unlikely that an accidental upstream spill from a UP freight train would affect the threatened or endangered fish species mentioned by the City of Reno. Also, since the merger has been approved, the UP plans to improve tracks and rail beds, which should further reduce the risk of rail spills along the Truckee River. In addition, UP has developed an emergency response plan to respond to spill events in cooperation with local emergency service agencies.

In sum, it appears that the UP/SP railroad merger-related train traffic increases through Reno and Washoe County would have a negligible impact on the Cui-ui or the Lahontan cutthroat trout for the following reasons:

1. Pyramid Lake, the major habitat for Cui-ui, is 15 miles from the UP tracks;
2. There is no history of major derailment spills along the Truckee River, which feeds into Pyramid Lake;
3. The UP has an emergency response program in place, and in the event that a spill occurs, they can respond quickly with appropriate remediation measures;
4. The Washoe County Environmental Health Department and other local agencies have emergency response plans and staff to respond to emergencies; and
5. The UP is improving tracks along the Truckee River, which will further reduce

including a copy to Donna Withers, a Fish and Wildlife Biologist with the FWS in Nevada.

Reno Mitigation Study

On August 12, 1996, the Surface Transportation Board issued a decision approving the UP/SP railroad merger. The decision included a condition that required SEA to conduct a focused 18-month mitigation study. The purpose of this study is to develop specific, local mitigation to further address potential environmental impacts of the merger-related increased train traffic on the existing UP right-of-way through the City of Reno and Washoe County. The UP railroad plans an average daily increase of approximately 12 trains, for a total of approximately 25 through trains in the City of Reno and Washoe County (i.e., trains that neither originate or terminate in the Washoe County area). SEA is currently in the process of conducting the required mitigation study.

As part of the Reno Mitigation Study, SEA is investigating the potential effects of merger-related increased train traffic on the Cui-ui and the Lahontan cutthroat trout, which inhabit Washoe County. DeLeuw, Cather & Company, the independent third-party contractor who is assisting SEA in conducting this mitigation study, has consulted with Larry Marchant, Hatchery Supervisor with the U.S. Fish and Wildlife Service Lahontan National Fish Hatchery in Gardnerville, Nevada, and Albert John, Production Manager with the Paiute Tribe's Pyramid Lake Fishery in Sutcliffe, Nevada, regarding the extent and locations of the two fish populations and the status of recovery plans. Both Mr. Marchant and Mr. John have advised SEA's consultant that the species' populations are increasing. Mr. Marchant noted that the Lahontan cutthroat trout in particular has re-established itself in several lakes and streams of its former habitat range.

In a risk assessment¹ for Sierra Pacific Power Company, James Carr, Ph.D., P.E., with the Department of Geological Engineering at the University Nevada at Reno, analyzed the potential for transported hazardous materials to contaminate the Truckee River. This risk assessment used accident data, such as accident location and severity, and the type of substance involved to develop the probable occurrence of rail spills along the Truckee River. Dr. Carr reports in this assessment that the risk for occurrence of river contamination for rail transportation is once every 154.15 years, while the risk for occurrence of river contamination resulting from highway transportation along Interstate-80 is once every 93 years. This conclusion suggests that rail transportation of hazardous materials has less associated risk than highway transportation, and by inference that diverting hazardous materials from truck to rail would reduce the risk for river contamination.

This conclusion also has been corroborated in discussions with Federal and local government officials in the Reno-area. Specifically, SEA's consultant discussed rail spills of hazardous materials with Pete Tuttle, Fish and Wildlife Biologist with the FWS Contamination

¹Carr, James R., Ph.D. Addendum to "Development of an Integrated Computer Platform for the Evaluation of Contamination Mitigation Scenarios along the Truckee River-Risk of Transporting Hazardous Substances Adjacent to the Truckee River." November 22, 1996.



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

June 17, 1997

RECEIVED
RENO FIELD STATION

JUN 24 1997

RENO, NEVADA
U.S. Fish & Wildlife Service

Carlos H. Mendoza
State Supervisor
U.S. Fish and Wildlife Service
Nevada State Office
4600 Kietzke Lane, Building C - 125
Reno, Nevada 89502-5093

Re: Union Pacific/Southern Pacific Merger; Finance
Docket No. 32760 -- Reno Mitigation Study --
Request for U.S. Fish and Wildlife Service
Comments Regarding Special Status Species

Dear Mr. Mendoza:

The Surface Transportation Board's Section of Environmental Analysis (SEA) is conducting a Reno Mitigation Study in connection with the recently-approved Union Pacific (UP)/Southern Pacific (SP) railroad merger. The purpose of this letter is to provide the U.S. Fish and Wildlife Service (FWS) an additional opportunity to comment on certain special status species in the vicinity of the Truckee River in the Reno, Nevada area.

Background

During its environmental review of the UP/SP railroad merger, SEA prepared and served on the public an Environmental Assessment (EA) on April 12, 1996. While preparing the EA, SEA sent consultation letters to the appropriate Federal, state and local agencies to gather information about threatened or endangered species in Nevada. Also, SEA served the EA on the FWS offices in Sacramento, Portland, and Reno, and other appropriate Federal, state and local agencies.

On May 3, 1996, SEA received comments in response to the EA from the City of Reno. The City of Reno expressed concern for two special status species: (1) the endangered Cui-ui (*Chasmistes cujus*), and (2) the threatened Lahontan cutthroat trout (*Oncorhynchus clarki henshawi* also known as *Salmo clarki henshawi*). None of the other consulted agencies, including the FWS, filed comments on the EA that expressed concerns regarding possible merger impacts to threatened or endangered species in the vicinity of the Truckee River in the Washoe County, Nevada area. After review of all of the comments on the EA and further independent analysis, SEA prepared a post-EA that addressed the comments on the EA and included recommended mitigation measures. SEA served the post-EA on June 24, 1996,

USFWS CORRESPONDENCE

APPENDIX F

Wichita says train report has big flaws

■ Consultants, planners begin building case to take to Surface Transportation Board and maybe federal court.

By Jim Cross

The Wichita Eagle

A federal report on Union Pacific Railroad's operations underestimates the impact of increasing the number of trains through Wichita, city officials and their consultant said Tuesday.

"This report leaves a whole lot to be desired," said Mayor Bob Knight.

City officials took aim Tuesday at the Preliminary Mitigation Plan, which was prepared by a consultant for the federal Surface Transportation Board and made public last week.

The biggest mistake consultants made, city planners charged, was assuming that the Union Pacific will be able to speed up its non-stop trains through the city from an average of 13 mph to an average of 30 mph.

That would be hard to do, planners said, because the speed limit along much of the Union Pacific route through the city is 30 mph. To av-

Get involved

A public hearing on the federal report on the Union Pacific Railroad's operations is scheduled for 7 p.m. Sept. 30 in the Mary Jane Teall Theater at Century II.

erage 30 mph, city planners said, the trains could never slow down.

"They can't possibly do it," said Bill Stockwell, the city's chief transportation planner, during a presentation to the City Council on Tuesday.

Union Pacific officials responded by saying they were not interested in debating the details of a report that the railroad did not write.

"I think that speed is obtainable," said Mark Davis, a spokesman for

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From Page 13A

Union Pacific. "If the city has some issues they want to talk about, they can bring them up with the Surface Transportation Board."

A public hearing on the mitigation report is scheduled for 7 p.m. Sept. 30 in the Mary Jane Teall Theater at Century II.

But Knight said he is not optimistic the city will get a fair hearing from the Surface Transportation Board.

He said he would "not speculate" on whether the city will take its case to federal court if it is not satisfied with the board's final ruling. That ruling likely will come in February.

But Tuesday's report by Stockwell and Steven Kalish, a Washington-based attorney and transportation specialist, was the first glimpse of how the city will try to build a case to take before the Surface Transportation Board and possibly federal appeals court.

Among the other key criticisms Stockwell and Kalish raised:

■ The report assumed, without any certainty, that the Union Pacific will add no more than 5.6 non-stop trains a day to the average of 4.0 that already come through Wichita. "There's no guarantee of that," Kalish said. "They don't have to do that, not even for one day."

In fact, Kalish said, the railroad will be free — at least as things stand now

— to add as many trains as it sees fit. If the Surface Transportation Board wanted to put a limit on the number of trains, it would have to issue an order saying so, Kalish said.

■ The report paid no attention to the fact the Federal Railroad Administration is looking into serious safety problems in the Union Pacific operations. "They have real problems keeping trains on tracks," Stockwell said. "We're concerned about whether one will derail and where it might derail. These trains frequently carry hazardous materials."

■ The report did not put enough emphasis, city officials say, on the fact that there will be a 50 percent increase — from 6.9 hours to 10.3 hours — in the amount of time that crossings are blocked each day. That could have a negative impact, city officials said, on emergency vehicles answering 911 calls.

The report also concluded that the total traffic delay (the number of vehicles stopped each day multiplied by the amount of time they are stopped) will decrease from 97.95 hours to 91.2

can go up while the other goes down means grasping a complex calculation called a "queuing formula," which takes into account the amount of time vehicles are delayed by traffic backed up at train crossings in addition to the delay caused by the train itself.

The total traffic delay figures include the queuing effect — the other figures don't. Emergency vehicles are affected differently because they go to the front of the line anytime they are stopped.

City officials Tuesday focused on the question of average speed, which they said was crucial because so many other conclusions in the report were based on it.

"If they can't average 30 mph, then the calculations about air pollution, vehicle delays and blockage of emergency vehicles — and all those kind of calculations — are faulty and challenging," Stockwell said.

The Federal Railroad Administration imposes the speed limit on the Union Pacific tracks from roughly 37th North to Pawnee, Stockwell said based on the condition of the tracks.

"They are not to exceed 30 mph," he said. "So we don't believe they can average 30 mph."

Even if Wichita officials are correct, it would not necessarily make much difference, said Phil Braum, consultant who worked on the mitigation report. A speed somewhat

slower than 30 mph might be good enough.

"You have to consider what means to mitigate a problem," he said. "The Surface Transportation Board requirements don't necessarily call for getting back to the same conditions that existed before the merger."

As for the estimate of adding an average of 5.6 trains a day, Braum said that was information the railroad supplied.

"That is the number they include in a verified statement that is in the operating plan for a five-year period," he said.

And that is what the railroad intends to do, Davis said.

"If we wanted to operate a lot more trains on that line it would require a lot of capital improvements, from there to Fort Worth, to operate more trains," Davis said.

"We already have a more direct route through Kansas City that we can operate faster over."

Davis agreed, though, that at this time there is no federal order that would prevent the railroad from changing its plans. The only limit effect, he said, is one saying the railroad may operate no more than an average of 6.4 trains a day through Wichita while the case is under review.

Jim Cross writes about politics and public issues. He can be reached at 268-6574.



Kalish

The attorney says he has concerns about the STB's report

City planners say faster trains would save drivers 1 minute

■ Math says one thing, but people who live and work near tracks say another.

By Jim Cross

The Wichita Eagle

Speeding up Union Pacific trains that pass nonstop through Wichita could shave about one minute off what would otherwise be about a four-minute wait at railroad crossings, Wichita city planners say.

How much better that is seems to depend on a person's point of view.

"It doesn't amount to a hill of beans, does it?" said Arlen Mitchell, who owns Mitchell Veterinary Supply Co. at 21st and Mosley, near the railroad tracks.

Mitchell said he and his customers have complained about trains since the store opened in 1965, and it hasn't made any difference.

"The trains are a pain," he said.

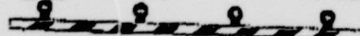
But not far away, at Squeek's Daylight Donut Shop, 707 E. 21st, owner Barbara Crouse has a different opinion.

"Those trains never bothered me in the first place," she said. "I don't mind

Longer trains, shorter waits ...

The Surface Transportation Board's consultants say motorists will spend less time waiting for a typical Union Pacific through-train after improvements are made to increase train speed.

	Typical train length	Train speed	Wait
BEFORE MERGER	3,380 feet	13 mph	3.63 min.
AFTER MERGER (AND IMPROVEMENTS)	5,618 feet	30 mph	3.01 min.



*Wait = Length of train ÷ (speed of train X .68) + .88

.68 = Factor that converts feet to minutes.

.88 = Time that the gates are down before and after the train passes.

The Wichita Eagle

waiting on them. It's never that long. Sometimes it's five or 10 minutes."

Crouse counts among her customers engineers and crews for Union Pacific and other railroads that operate on the tracks near her store.

"They just park their trains out there and come in for coffee," she said.

During the past year, Crouse, Mitchell and many Wichita motorists have been watching closely as the

federal Surface Transportation Board and the Union Pacific analyzed Wichita's train traffic.

In a report last week, consultants for the Surface Transportation Board focused on what would happen in Wichita if the Union Pacific increased the number of trains.

Before the Union Pacific merged with Southern Pacific last year, there was

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TRAINS

From Page 9A

an average of 4.0 Union Pacific "through" trains (trains that aren't stopping here) each day in Wichita. The railroad intends to increase that number to an average of 9.5 trains per day.

The math is fairly simple for calculating the time it takes a train of a certain length, traveling at a certain speed, to clear a crossing.

Looking at the problem that way, the following calculation is possible based on information in the Preliminary Mitigation Plan released last week by the Surface Transportation Board:

- Average length of a Union Pacific through train will be 5,618 feet.
- Speed will be 30 mph.
- Including the time it takes for the gates to go down before the train passes and back up afterward, the train would take 3 minutes, 6 seconds to clear an intersection.

Comparing that with the old averages — a train 3,380 feet long traveling at 13 mph — the time to clear the intersection was 3 minutes, 50 seconds.

That's a savings of 44 seconds at the crossing gates.

It's hard to convince some people who live and work near the tracks

"No way it's only three or four minutes," said Bob Patel, manager of the Pawnee Inn at 532 E. Pawnee, near the railroad tracks. "It's 15 minutes at least. I know because I am stopped sometimes when I drop my kids off at school."

Not far away, at VJ's Retail Liquor, 944 E. Pawnee, owner Hamendra Bhakta thinks the federal figure of four minutes is underestimating the delay.

"It seems so much longer than that," he said. "That's just one song on the radio. I never timed it. But people sit there and turn their cars off. They listen to three or four songs on the radio and commercials, too."

One reason motorists report delays longer than three or four minutes is that the figures in the federal report apply only to Union Pacific's through trains.

The federal report is intended to analyze the impact of the additional trains, not to pinpoint how often Wichita drivers are stopped or how long they spend waiting at crossings.

Among the things the mitigation report does not take into account are trains operated by Burlington Northern Santa Fe, Kansas Southwestern Railway and the Central Kansas Railway.

Jim Cross writes about politics and

EDITORIALS

Railroad is too modest about its role

Merger aftermath: Offer of \$35 million still isn't enough to help Reno with its problems

Officials of the Union Pacific Railroad are far too modest.

To hear them tell it, the transcontinental railroad that crossed the Truckee Meadows put Reno on the map but had no effect on where buildings were built and where people put down roots. No, it was the city of Reno all by itself that caused growth on both sides of the railroad tracks and created the traffic delays, pollution and emergency-access problems that today plague the city. That's the message a Union Pacific official pointedly left with the Surface Transportation Board and residents at a hearing Thursday on the STB's minimal preliminary requirements for mitigating the city's problems caused by the merger.

Goodness, such astonishing self-effacement for a Fortune 500 company. Lost somewhere in the discussion, after all, was this small detail: It was the Union Pacific's predecessors that decided to run the tracks down the middle of the Truckee Meadows, just three blocks from the Truckee River at the farthest. And it was the railroad that sold the land it received from the federal government for development on both sides of the tracks in Reno (unlike Sparks, where the decision of the railroad to build homes for its employees on the north side of the tracks with cross streets blocked by the freight yards has largely kept development to just one side).

But if Union Pacific is modest about its past, it is also modest about obligations. Even the minor changes recommended by the STB — including the absurd idea that speeding up trains will solve most of the problems — are more than the railroad says should be required of it. The merger is only a change of ownership, the STB was told. If the railroad is successful, it will only return to the number of trains through the city that we

experienced in the good old days. So what if the trains are longer, higher and strictly freight; so what if a condition of the merger's approval was permission for other railroads to use its tracks through Reno.

Modestly, Union Pacific says it's not responsible.

Yet, the railroad is not too modest to threaten Reno. Demand too much, the official said, and the freight will end up on those trucks that clog Interstate 80, spewing significantly more pollution into our air.

But Union Pacific isn't asking for much in return. All it wants is for the city of Reno to come back to the negotiating table, the STB was told. Yet time and time again, the railroad has made it clear that it will contribute only

\$35 million — no more — to a project to lower the railroad tracks, estimated to cost more than \$180 million. It will do that because it's a good corporate citizen, the railroad says, not because it believes it has played any role in Reno's problems.

While the railroad is blaming the city for the breakdown in negotiations, Reno has been moving ahead. Earlier this year, it won permission from the Legislature to raise the local sales tax to pay a portion of the

costs of the track-lowering project. And last week, the city approved a deal with a brokerage, PaineWebber, to obtain a loan from the federal government to pay for the project. The idea of contracting privately for a loan of public money seems ridiculous, but it has worked elsewhere and has the potential to get the track-lowering project back on track.

But someone is going to have to pay that loan back. The city already has promised that it will take on a significant part of the load. It's time now that Union Pacific join in, for an unmodest amount significantly higher than \$35 million.



Union Pacific Facing Claims

Continued From Page A3

operating officer is Ronald J. Burns — who resigned last November as the president of Union Pacific Railroad. The resignation came as a surprise, because the railroad had just bought Southern Pacific and was looking for new blood.

But a spokesman for Entergy said the decision to sue Union Pacific was made by company officers responsible for fuel supply. "Ron Burns was briefed on the matter and supported that decision," the spokesman said, adding that the 45-year-old Mr. Burns was out of the country and unavailable to comment.

Air Liquide Suit

Another company, Air Liquide America Corp., said it also planned to put its expenses at Union Pacific's doorstep. The Houston maker of liquid gases said it has incurred more than \$600,000 in product losses and other costs because of the railroad service delays in the Gulf Coast and western U.S. "We're still totaling our business losses," said Joe Cacciotti, product supply manager for Air Liquide, a unit of Air Liquide SA of Paris.

Yesterday, a Union Pacific spokesman declined to comment on any of the expense claims or lawsuit.

In New York Stock Exchange composite trading, Union Pacific shares fell 56.25 cents to close at \$62.50.

Meanwhile, the ripple effects from Union Pacific's giant case of gridlock continued to gather speed like a runaway train. Problems in the supply of raw goods and the delivery of finished products were being felt particularly in those industries heavily dependent on rail transportation, including auto makers, chemical and paper producers, retailers and utilities.

'Extreme Delays'

Bayer Corp., the American unit of Germany's Bayer AG, says the chemical company has encountered "extreme delays," especially at its polymers plant outside Houston. Bayer has switched where possible to other railways and trucks to ship the polymers, but it is

finding capacity shortages there, too.

"Everything is somehow linked," Bayer spokesman Meinolf Sprink said of the transportation network. "It's like a huge parking lot."

Willamette Industries Inc., a forest-products company with plants in the Northwest and Midwest, said inventories are swelling at its paper mills and dwindling at bag and box plants because the former can't get material to the latter. The company has started using trucks to ship paper out of its Midwest mills to bag and box plants, a more expensive form of transportation.

General Motors Corp. — which relies on the railroad to bring parts into its plants and to ship vehicles and parts out of them once they are assembled — says it hasn't lost any U.S. production due to the problems.

Still, "Our guys are calling it a logistics nightmare," according to GM spokesman Tom Klipstine. He said a GM logistics team is being dispatched constantly to trouble spots.

Ford Motor Co. said Union Pacific's problems had delayed delivery of some bumpers to its Wayne assembly plant in Michigan, which builds Escort models. Ford had to shut down its factory lines for eight hours on Sept. 29 and 30, costing the production of 600 vehicles. The factory has since made up the loss with overtime.

Family Bargain Corp., a San Diego apparel retailer with 168 stores in seven western and southwestern states, has had to shift some of its clothing deliveries from eastern manufacturers over to trucks "because of the lack of reliability of getting product on a predictable basis" through Union Pacific, said Jonathan Spatz, executive vice president and chief financial officer.

The shift has increased Family Bargain's freight expense by about 20% and that cost penalty will continue "as long as have to use [trucking] alternatives," said Mr. Spatz.

Houston Lighting & Power Co., a unit of Houston Industries Inc., said the fuel sup-

plies for its four coal-fired power plants stand at about 140,000 to 150,000 tons compared with a desired level of about 1.4 million tons and a normal minimum level of 600,000 tons.

To help the supply situation, Houston Lighting has begun bringing in more shipments via Burlington Northern Santa Fe Corp.'s rail unit. The utility spokeswoman says the supply situation is "improving" but declines to be more specific.

ConAgra Inc., a grain and commodities merchant and food manufacturer based in Omaha, Neb., said it is shifting more of its shipping to trucks, although some of its units report a trucking capacity shortage in the Northwest and the Southeast. A spokeswoman said ConAgra's barge business, which carries the company's own bulk commodities and those of other shippers, "is busier" because of the Union Pacific bottlenecks. Some goods that must travel by rail are being delayed, she said, but added that Union Pacific "has been very responsive" to ConAgra.

At Atlanta's Georgia Gulf Corp., "We are certainly being affected," says Will Hinson, manager of legislative, community and public affairs. The chemical company says at its plant in Plaquemine, La., which has access only to Union Pacific's lines, shipments that used to take one week now are taking 20 to 30 days.

Meanwhile, Bayer it hasn't passed any added costs to customers, and Mr. Sprink, the spokesman, said customers don't blame Bayer for Union Pacific's problems.

But Bayer isn't promising delivery dates "because you never know if you can make it," he said. "We and the other companies don't expect you can fix this problem very quick," Mr. Sprink added. "It will take months before it will be normal."

Union Pacific Faces Claims Over Delays

Chevron and Two Others Seek Damage Payments; Claims Likely to Mount

A WALL STREET JOURNAL News Roundup

Already confronted with mounting complaints from customers, Union Pacific Corp. is beginning to face something worse: Demands for reparations.

At least three companies, including Chevron Corp. and one headed by a former president of the railroad, now say they want Union Pacific to make them whole for damages caused by service foul-ups on the nation's largest railroad. While the amounts requested are small, analysts say it is almost certain Union Pacific will face sizable and growing claims because the delays and snarl-up in trains have bogged down the operations of hundreds of U.S. companies.

"There's definitely something to be said for companies demanding their share," said Anthony Hatch, of NatWest Securities Corp. "There is a lot of anger out there."

For the past two months, much of Union Pacific's system has become entangled in gridlock, following its \$3.9 billion takeover of Southern Pacific Rail Corp. More than 10,000 rail cars a day are stalled on the Union Pacific system throughout much of the Gulf Coast and western U.S. because of a shortage of locomotives, crew members and track space.

The company insists it has a recovery program under way, and a spokesman says, "We are moving tens of thousands of

Trouble Spots Develop for Union Pacific



cars to their correct destinations every day." But the company concedes the problems won't be ironed out until early next year.

In the meantime, the backup has forced a wide range of companies to cut or slow production, and turn to more expensive forms of transportation, including truck and barge. Yesterday, Chevron, one of Union Pacific's bigger customers, said it planned to seek compensation for the extra costs of moving its chemical shipments by truck.

Chevron wouldn't say how much that could add up to, but it does move about 10,000 rail cars of chemicals on Union Pacific's system each year, said Mike

Parker, the company's general manager of supply chain. He added that Chevron would try to negotiate a friendly settlement, but said: "We have reasonable expectations that they need to be held accountable for. Their failure has cost us a lot of money."

Other companies haven't been as patient, and filed suits. **Entergy Corp.**, a New Orleans energy company, said two of its subsidiaries have already filed a \$1 million lawsuit in federal court charging that Union Pacific has "failed to meet terms" of a long-term contract to deliver coal to two power plants in Arkansas.

The company's president and chief
Please Turn to Page A6, Column 1

YOUR TURN

Federal agency explains position on train merger

By Elaine K. Kaiser

Here is a brief update on the Reno Mitigation Study that the Surface Transportation Board directed its Section of Environmental Analysis (SEA) to prepare as part of its approval of the Union Pacific Southern Pacific merger. In its decision, the board imposed a number of environmental conditions that included the Reno mitigation study, whose purpose is solely to determine what additional mitigation measures may be warranted to further address the environmental effects of increased traffic in Reno and Washoe County that directly result from the merger.

On Sept. 16, SEA issued the Preliminary Mitigation Plan (PMP) for public review and comment. SEA's mitigation study process is on-going, and SEA welcomes continued public input. SEA is accepting public comment on the PMP and its preliminary recommendations through Oct. 16. After considering public comments and conducting further analysis, as appropriate, SEA will prepare a final mitigation plan (FMP). The public will also have an opportunity to review and comment on the FMP, to be issued in December. The board will not make its decision until mid-March 1988, after reviewing the PMP, the FMP, public comments and SEA's final recommendations.

There has been much negative local press surrounding preliminary recommendations to mitigate potential environmental effects on Reno — especially because a depressed trainway was not proposed, which the city of Reno views as the only real solution. The proposal for increased train speed has been assailed as inadequate and unsafe.

The PMP acknowledges that a depressed railway is an effective mitigation. The board has broad authority to impose merger conditions. However, that authority is not limitless. The conditions imposed must be reasonable and directly relate to the increase in train traffic resulting from the merger. So the study does not include pre-existing conditions associated with hotels, casinos and other tourist-related businesses adjacent to the rail line as those are not a result of the merger. However, in Decision No. 71, the board said affected parties could mutually reach agreements and jointly fund more far-reaching solutions.

SEA does offer mitigation that it believes responds to the area's concerns within the confines of the board's authority. Furthermore, SEA's preliminary mitigation measures include track, signal, and railroad operating improvements that would increase train speed to 30 mph, consistent with safe operating practices. Vehicular delay is reduced to less than pre-merger levels, and air emissions from delayed vehicles are further reduced.

A paramount concern for SEA was safety. According to the Federal Railroad Administration's accident prediction formula, with adequate warning devices at crossings, train-vehicle accidents are not a function of train speeds.

Some of SEA's recommended safety measures include additional crossing gates at nine crossings to reduce risk of train-vehicle accidents, new pedestrian overpasses or underpasses at Virginia and Sierra Streets, new warning signs and pedestrian crossing gate "skirts" at six locations, new emergency response notification equipment, at the city's option, to notify dispatchers of the location and movements of trains, and train defect detectors. SEA's recommended mitigation measures would be solely funded by the Union Pacific, and SEA estimates that the total cost to Union Pacific would be approximately \$12 million.

However, SEA continues to believe that the best solution to address local concerns involving pre-existing conditions require negotiations and agreements among the city, Union Pacific and any other interested parties.

Elaine K. Kaiser is chief, Section of Environmental Analysis, Surface Transportation Board in Washington, D.C.

Rail

From page 1B

trains, said the STB proposal requiring an investment of \$12 million for better tracks to run faster trains and two pedestrian overpasses downtown showed a bias against railroad.

"Reno grew around us," Starzel said. "We did not change. Reno created the problem."

Raising the speed limit is no solution, said Bill Osgood, Downtown Improvement Association executive director. Three variables control the amount of time trains block railroad crossings: The trains' speed, their length and frequency.

He said controlling the speed of the trains is only one variable and the STB "cannot and will not" put any limits on the two others.

That was seconded by Jim Gubels, a local ambulance official, who said more people will die if ambulances can't reach them in time because of trains blocking rail crossings.

Jerry Lang, acting Union Pacific railroad manager, said the railroad won't be running trains two to three times longer, as one engineer had told STB officials Wednesday. Lang said engineers are being trained to run second engines near the end of trains to help them get over the Sierra. Helper engines now are required at Colfax and Truckee, and the railroad wants to eliminate those.

Sparks resident Bill Newman opposed the depressed tracks and doubted it could be built for \$182 million, which is based on 1996 figures and includes contingencies.

"The taxpayer gets no benefit," he said.

Others questioned the sanity of running trains — and trains carrying hazardous materials — through the casino district in downtown Reno.

Stef Fowler, a four-year Reno resident, asked what would happen to downtown Reno if a chlorine tank exploded.

"What would be the cost in human life? What are the cleanup costs? Is UP responsible?"

Sparks resident Bob Sonderfan said explosive experts blew up a 250-pound bomb Wednesday that was found in Roseville, Calif. Workers found the Vietnam War-era bomb while tearing up old tracks. If such a bomb were in the Sparks yard near the Sparks Gasoline Tank Farm and exploded, "we would have lost Sparks."

Rob Pyzel, senior planner for Sparks, said his city favors the STB's proposed plan to run faster trains as long as two overpasses or underpasses are built in Reno for motor vehicles.

Reno-Sparks Tribal Chairman Arlan Melendez said the STB broke federal laws in ignoring the colony's interests in the railroad proceedings until this July. The tribe will be joining as a friend in Reno's lawsuit in federal court in Washington, D.C., seeking a full environmental-impact statement on the merger's impacts on Reno.

With the STB in town for the public hearings, Citizens Alert, the Progressive Leadership Alliance of Nevada and the Teamsters Union had press conferences and pickets throughout the day. The STB hired

two Reno police officers to keep order at its meetings.

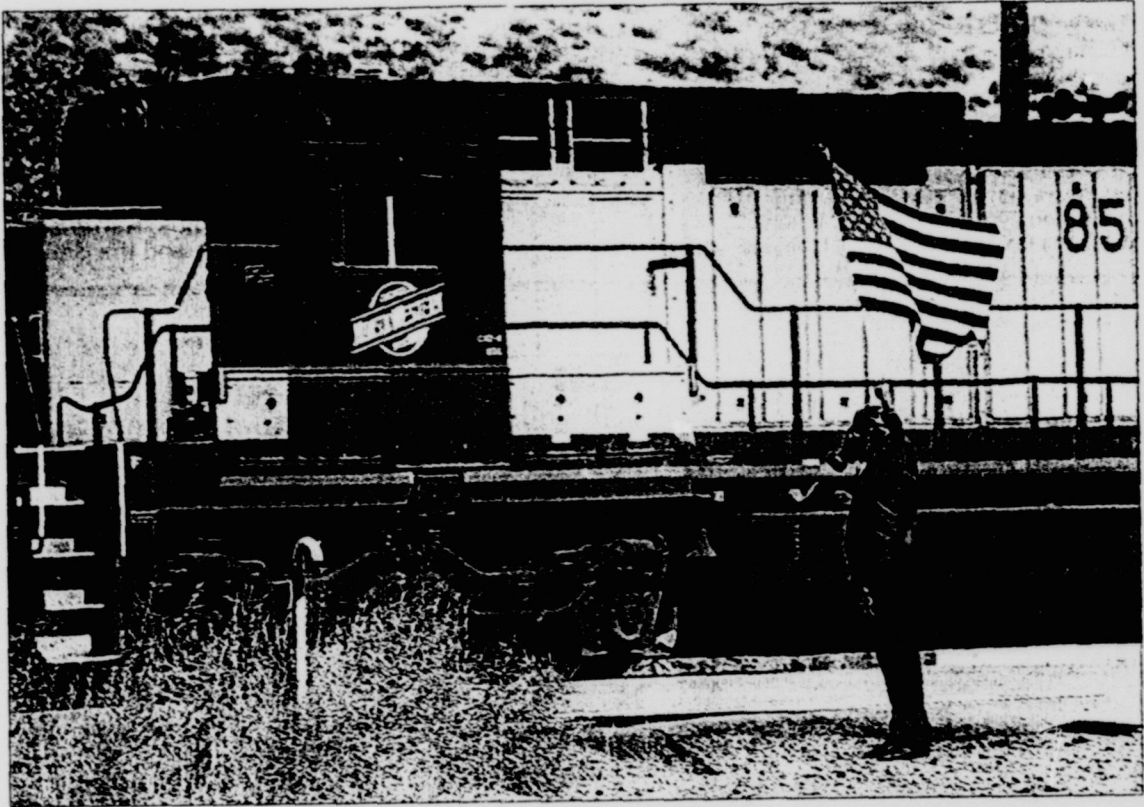
At one point, Citizens Alert and the Teamsters picketed in the lobby at City Hall, within earshot of the hearing in council chambers. Protesters chanted "Union Pacific is horrific," and police chased them outside.

"We just want to dramatize the hazardous materials and nuclear-waste hauling," said Bob Fulkerson, of the alliance. "Union Pacific can't be trusted with hazardous and nuclear-waste hauling with seven deaths in the last three months."

The Federal Rail Administration in September chastised the railroad, saying it has seen a complete breakdown in safety procedures since the merger. But the railroad claims its safety record continues to improve by 20 percent a year, including this one.

The STB will be doing more research on the potential for a hazardous spill along the Truckee River, which provides 80 percent of Reno-Sparks' water supply. That could result in additional mitigation measures, STB environmental staffer Harold McNulty said earlier this week.

Increased numbers of trains draw protest



David B. Parker/Reno Gazette Journal

MAKING A POINT: Teamsters official Hugo Hernandez protests as an eastbound train travels into Reno.

Depressed tracks favored by speakers as rail solution

■ Trains through downtown Reno: Groups protest.

By Susan Voyles
RENO GAZETTE-JOURNAL

Most people, including railroad workers, told federal consultants Wednesday that a depressed railway, which costs \$182 million, is the best solution for handling more trains through Reno.

But a railroad official said to a panel of Surface Transportation Board engineering consultants that running faster trains would solve the doubling of traffic through the city caused by Union Pacific's purchase of the Southern Pacific last year.

"Union Pacific has offered \$35 million. That's a start. Let's finish it," locomotive engineer Steve Brown said during hearings at city hall on the STB proposal. "The question is who is going to pay for it. Local government and the railroad should."

To help pay for the \$182 million project, the Nevada Legislature approved laws enabling downtown hotel room taxes to be raised and the county to impose an eighth of a cent increase in sales taxes, which would yield \$82 million. Earlier in the year, Union Pacific offered \$35 million, leaving a \$65 million gap.

City officials hoped the board, which makes a final decision on mitigation measures in February or March, would require Union Pacific to pay for at least some underpasses for cars and pedestrians to offset the increase in train traffic from the current 14 a day to 25 a

day. The STB consultant, DeLeuw, Cather & Co. of San Francisco, proposed two pedestrian overpasses and moving trains at 30 mph, instead of the current 20 mph, to reduce delays at 16 grade crossings.

Sparks railroad yard boss Norman Holmes said he supports a depressed railway, adding that city officials have done enough grandstanding.

And Alan Crawley, a 35-year railroad employee, said he wants to know when downtown casinos will be paying their fair share for the trenching project: "Let's stop the garbage about telling lies about each other."

But Robert Starzel, vice president of the Union Pacific's western region and the only witness among nearly 40 in an afternoon hearing who favored speeding up the

Railroad plan hearings crucial, so please attend

With all the discussion about more, longer and faster Union Pacific trains coming through Reno, it's critical that all citizens keep a few vital factors in mind.



**CHARLES
McNEELY**

This discussion is raging because the federal Surface Transportation Board (STB), responsible for monitoring railroad safety, has issued a preliminary plan for dealing with the dangers these trains will bring to the Truckee Meadows.

But its plan will not protect you from these dangers. Why? Because the only safe way to accommodate these trains — the way that the plan ignores — is to "depress" the tracks through downtown Reno.

Equally important, these aren't just "downtown Reno" concerns — they affect everyone who lives in the Truckee Meadows. Let's look at the issues.

First, with more and faster trains, the chances for pedestrian and vehicular accidents will increase... accidents involving not just Renoites and tourists, but teen-agers, grandparents and others from throughout the Truckee Meadows. (In the last three months alone, Union Pacific has been involved in a number of train crashes, killing seven people nationwide.)

Second, these longer trains could block 10 or more railroad crossings in our valley at one time. Imagine the impact on police and fire emergency calls... or on an ambulance rushing a critically injured child from Sparks or Verdi to a Reno hospital.

Third, next year Union Pacific will begin transporting nuclear fuel through our region. Because the tracks are close to the Truckee River, the probability of hazardous wastes spilling into this primary water supply will increase.

Fourth, more and longer trains mean increased delays at crossings, causing vehicles to emit another 429 tons of pollutants into the air every year. Those emissions will spread throughout the valley.

Fifth, responsible public policy demands that an environmental impact statement, or study, be completed regarding any trainway plan. So doesn't common sense make you wonder why the STB doesn't insist that Union Pacific provide one to assess the true impacts?

Sixth, financing is key. The trainway will cost \$182 million. We believe the railroad should contribute a minimum of \$100 million; Union Pacific wants to provide a maximum of \$35 million.

These trains will help Union Pacific make three quarters of a billion dollars in additional profits every year. Why, in the name of common sense, should the major beneficiary of any partnership get away with paying less than 20 percent of its cost?

We are now working with PaineWebber to find a way around this financial dilemma, but it's a burden the railroad should be facing rather than you, the citizens.

Fortunately, the STB's plan is only preliminary... if you express your views to the STB, it must consider them. You can do this in two ways.

First, attend the public meetings to be held today, Oct. 9 at 2:30 and 7 p.m. at city hall, 490 Center St., Reno.

Second, write the STB by Oct. 15. Say that it must require an environmental impact statement and that Union Pacific must pay its fair share of the project. The address is Office of the Secretary, Surface Transportation Board, Finance Docket 32760, 1925 K Street, — Room 700, Washington, DC 20423.

Your family's safety and quality of life are at risk — don't lose these opportunities to protect them.

Charles McNeely is city manager for the city of Reno.

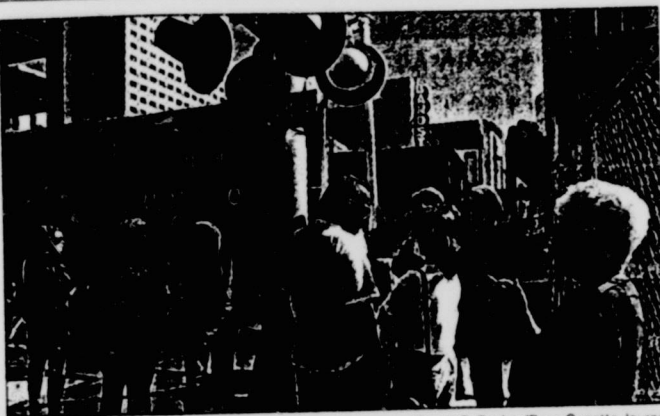
10/9/97 City, union jointly rip proposal for faster trains

By Susan Voyles
RENO GAZETTE-JOURNAL

Reno officials and Union Pacific workers on Wednesday ripped new holes in the Surface Transportation Board's proposal to handle increased rail traffic by speeding up trains through the city.

When the plan was presented to the Reno railroad task force, Reno environmental consultant Mark Demuth attacked a study that formed the basis for the recommendation to raise the train speed limit from 20 mph to 30 mph.

The study says faster trains would cut by 30 seconds — from 2 minutes to 90 seconds — the time motorists spend idling their engines at 16 grade crossings. Demuth said



David B. Parker/Reno Gazette Journal

SIDE OF THE TRACKS: Pedestrians wait for a Union Pacific train to pass by in downtown Reno.

PUBLIC HEARINGS

Public hearings on the Surface Transportation Board's proposed mitigation plan will be held at 2:30 p.m. and 7 p.m. today in Reno City Council chambers, 490 S. Center St.

Hourlong open houses will precede both meetings.

Washoe County Commissioners will review and comment on the study at 7 p.m. Tuesday night.

his analysis of the same data showed the study exaggerated the benefits of faster trains by as much

as 37 percent. And an STB consul-

See **TRAINS** on page 6A

Trains

From page 1A

tant conceded his numbers were off as much as 27 percent.

The STB proposal is intended to ease the impacts an expected doubling of rail traffic through Reno due to Union Pacific's 1996 purchase of Southern Pacific Corp., creating the nation's largest railroad. City officials expected a system of underpasses for motor vehicles or the trenching of tracks through downtown, but the STB study has said faster trains would be sufficient.

Faster won't help if trains are longer. Union Pacific engineer Guy Zewadski of Reno said he went through training last year to operate trains much, much longer than the current ones, which average about 6,000 feet, more than a mile, in length. "Union Pacific has training programs on a simulator to run trains two to three times as long as they are now," Zewadski said. "I don't think anything is a mitigation if the length of trains is longer and you double the trains."

The federal government is proposing the higher speed limit to offset an expected increase in trains from 14 to 25 a day through Reno by year 2000. Of all the cities in the country affected by the merger, Reno and Wichita, Kan., were singled out for special treatment to offset the impacts of the merger.

Harold McNulty, a member of the STB environmental staff, presented the task force with some potentially good news Wednesday. He said there may be new mitigation measures to protect the Truckee River from toxic spills, depending on renewed discussions with federal

wildlife officials and reopening studies before a final draft report in December.

The river is the region's major water supply and home of the endangered cui-ui fish. McNulty said the new review will concentrate on stretches from Truckee, Calif., to Wadsworth where the railroad is within 220 feet of the river.

But Demuth said that's not enough. He said the study must be expanded so the 2,000-foot canyon drops along the route between Truckee and Reno are included. A railcar with hazardous materials can drop 2,000 feet and land in the river.

The higher speed limit proposal is a result of a DeLeuw, Cather & Co. study for the STB that calculated the speeds of 622 trains that came through Reno in February, when the Union Pacific's Feather River Canyon route was knocked out of commission because of flood damage. The number of trains would approximate the increased train traffic Reno can expect once a limit of 14 trains a day is removed next February.

But Demuth found that almost half the trains in the study were already hitting speeds over 20 mph and wouldn't produce a gain of 10 mph — or 50 percent — if the speed limit is raised to 30 mph.

After a lengthy exchange, Gui Shearin, principal planner for the firm that prepared the STB's draft plan, conceded his numbers could be off as much as 27 percent.

Steve Bradhurst, another environmental consultant and former Washoe County chairman on the task force, argued the study put forth only the best case scenario for the railroad and no worst case.

"After a while, we could see 50, 60 or 70 trains through here. There's a

limit to what this community can withstand," Bradhurst said.

But no limits on the number or length of trains will be put on the railroad despite its impact on Reno, McNulty responded.

"The railroad is an integral part of our economic system. Our standard of living depends on it," McNulty said, adding the railroads can't possibly be run on varying limits imposed by cities across the country.

With faster trains, the STB study says almost all the mitigation issues can be addressed for Reno. Motorists won't wait as long for trains to pass, pollution levels from idling engines will drop and emergency vehicles won't be held up as long at blocked crossings.

Dave Mansen, who oversaw the study for DeLeuw, Cather & Co., said even seven overpasses or underpasses would still not produce the same results as speeding up the trains. Increased speeds is part of a \$15 million package that also includes improved tracks, rail crossings and two pedestrian overcrossings downtown.

But anyone with common sense would favor one or two overpasses rather than a higher speed limit that may not solve the problem past year 2000, said Frank Partlow, a business consultant and retired Army general who once negotiated with the Russians about nuclear weapons.

If the government ordered the railroad to pay for two overpasses at a cost of about \$70 million, Partlow said the city would have a bargaining chip in negotiating to get the railroad to pay more than the \$35 million it offered for trenching the railway through downtown Reno. That would resolve the downtown problem, he said.

10/8/97

Reno Gazette-Journal

Union official criticizes rail safety in Nevada

By Susan Voyles
RENO GAZETTE-JOURNAL

Union Pacific's questionable safety record extends to Nevada, says a railroad union official who cites two close calls within the last year.

In one incident, defused bombs had broken through a container on a flat car of a train that had just come through northern Washoe County and the Feather River Canyon, said Mike Fetters, United Transportation Union legislative director for Nevada.

"When UP starts talking safety, I would look at them with a jaundiced eye," Fetters told the council Tuesday.

In a second incident, Fetters said no in-house or outside emergency officials were called to check a train derailment near Las Vegas after two railroad tank cars containing chlorine had tipped over.

Union Pacific officials downplayed both incidents, saying the public was never endangered.

Nationwide, seven people have died in Union Pacific rail accidents this year and a number of train derailments have occurred even after federal investigators rode the line in August. The Federal

Rail Administration recently concluded the railroad has experienced "a fundamental breakdown" in safety procedures after its merger was approved with Southern Pacific a year ago.

State and local officials have said they want the nuke train coming through Reno early next year delayed or re-routed until Union Pacific proves it can run a safe railroad.

Fetters, a Union Pacific conductor in Las Vegas, said the public has a right to know how the railroad is run. "The railroad does write my check," he said. "I'm a 21-year railroad employee. But I'm concerned about public safety. I'm really tired of Union Pacific and the railroad industry cutting corners for profits."

Over last Thanksgiving weekend, Fetters said a Union Pacific car loaded with defused bombs passed through northern Washoe County on the Feather River route to Oakland, Calif.

According to a follow-up report written in January by Federal Rail Administrator James Schultz for the western states, the bombs had shifted position and broke through a container door and were partially on the floor of the flat car.

Ads alert public to danger

The most graphic and hardest hitting highway-rail crossing public safety campaign in history is now running in Nevada.

"Highways or Dieways" includes television and radio public service announcements promoting safety at highway-rail crossings and is co-sponsored by Nevada Operation Lifesaver, the Federal Railroad Administration and the rail industry. Operation Lifesaver is a national, non-profit safety education organization whose goal is to reduce collisions and fatalities at highway rail crossings and on railroad rights-of-

way. "Some people say these spots are shocking," said Gerri Hall, president of Operation Lifesaver Inc. "We think they need to be. We want the public to think when they are around railroad tracks. This is their wake-up call."

The campaign will be distributed nationwide by the end of the year and in Canada and Mexico in the future.

Nationally in 1996 there were 959 Americans killed on railroad rights-of-way and at highway-rail crossings.

Associated Press

Federal rail investigators got a tip and stopped the train in Stockton, according to Schultz's memo. Railroad officials were planning to move the train despite knowing about the bombs almost loose on the floor, Schultz said.

But Furtney, the rail spokesman, said that's not exactly so. "We called the FRA immediately," and made sure the bombs got to Oakland safely at a reduced speed.

But in his memo, Schultz said 100 "solid" violations could have

been written because of the incident. "The UP needs a big-time wakeup call with this case. The way we see it, if they can't take care of Class A explosives, it makes you wonder what they are doing with other HM (hazardous materials)."

Fetters also described a May 2 rail incident in which three chlorine tanks derailed, with two of them overturned at the Arden yard south of Las Vegas. An outer layer of one tank was punctured but didn't leak.

Since there were no leaks and

none anticipated, railroad spokesman Furtney said the railroad didn't have to notify anyone. "They did it by the book."

But a memo from railway safety engineer G.M. Christ in Las Vegas shows he was gravely concerned. He said no one from the railroad's headquarters contacted appropriate officials in Nevada about the incident. They included the railroad's hazmat response team, a private hazmat company, the Nevada Division of Emergency Management, the Clark County Fire Department, the shipper or himself.

In his memo, Christ said the fire department's hazmat engineer was not called. His job would have been to determine if the tank cars could be safely moved.

"It would appear the railroad totally disregarded procedures to notify anyone involved in the safety chain designed to protect the environment and the general public of Nevada from a situation that could have caused a serious release of a hazardous material with harm to both human life and the terrain," Christ's memo said.

"A revision of the requirements and procedures for railroad notification of incidents is urgently warranted."

10/8/87 Safety officials prepare for worst-case accident

By Benjamin Grove
RENO GAZETTE-JOURNAL

A railroad car with 30,000 gallons of acid waste that derailed in downtown Reno could poison the Truckee River, create giant plumes of toxic smoke and ignite a fire that burns for several days.

That's a worst-case scenario. But emergency-management officials say they need to be better prepared, especially now that more trains are expected to run through the Truckee Meadows.

That could mean more hazardous materials barreling through downtown Reno, within feet of the city's busiest casinos.

"It's a matter of when, not if,"

Battalion Chief Tom Donnelly of the Reno Fire Department said. "How nasty a problem it is is hard to predict. But it will happen."

On Tuesday, 18 officials — from fire and police departments to utility, weather and transportation departments — met to discuss how to handle a spill.

"You either run the incident or it runs you," Donnelly said.

The group met as part of a week-long emergency training class offered through Truckee Meadows Community College.

"We're looking at how to prepare, how to reduce dangers, how to respond to the disaster and how to recover from it," said Bob Cullins, emergency manager of the

■ *"It's a matter of when, not if. How nasty a problem is is hard to predict. But it will happen."*

Tom Donnelly
Reno battalion fire chief

Las Vegas Fire Department who teaches the class.

Reno and Sparks have had no significant derailment disasters.

But a merger last year between Union Pacific and Southern Pacific could mean more trains — from 14 to 24 a day — traveling through the area.

Officials say some of those trains carry hazardous materials, from phosphoric and sulfuric acid to diesel and propane.

Local fire departments initially would take charge of a spill. But several dozen agencies also would respond, creating the need for a well-defined emergency plan.

Officials discussed a hypothetical case of a sulfuric acid spill. Officials said they would first "size up" the extent of the disaster and determine immediate risks. Then they would establish a disaster perimeter, evac-

uate endangered residents, and begin notifying other agencies, including the Environmental Protection Agency.

Officials said they learned some lessons from a somewhat disjointed response to January flooding.

"The flood identified the fact that we need people to work together," Deputy Chief Lee Leighton of the Sparks Fire Department said.

Officials in the class lamented the absence of casino owners and city politicians from discussions about planning downtown disasters.

"We need to go on a road show to sell to businesses and local governments where we are going and how important this is to community planning," Leighton said.

Trains

From page 1A

how much city officials deplore the proposed solution.

The city has won one small battle. After the STB fed the wrong information to wildlife officials about the frequency of potential hazardous spills in the Truckee River, STB environmental chief Elaine Kaiser reopened talks with wildlife officials on the potential problem.

The \$100,000 city council approved also covers \$14,000 for an ongoing public-awareness campaign on the merger. About 89,000 brochures are now in the mail to city residences. The brochures include postage-paid postcards people can send to the STB.

John Frankovich, speaking for a citizens-business group, urged the council to keep up the fight.

"I believe and many people believe the very future of this community is at stake," he said.

Paul Lamboley, Reno's lawyer in Washington, D.C., told the council that he and City Manager Charles McNeely are very concerned about any potential conflict of interest by the consultants used to prepare STB's study and proposed solutions.

City officials repeatedly have asked whether DeLeuw Cather & Co. have been paid directly by the railroad and how frequently payments are made.

But that information has not been forthcoming from the STB.

Lamboley has filed a list of questions in the city's lawsuit asking the railroad to reveal how much it has paid DeLeuw Cather.

"Maybe we can clean up the confusion over that," Lamboley said.

Dave Mansen, a principal with DeLeuw Cather who attended the

council meeting, declined to respond about the potential conflict of interest. His firm specializes in railroad engineering work.

Mansen and STB staffers will present its list of 15 recommendations, including speeding up trains, to the Reno railroad task force today at noon in City Council chambers, 490 S. Center St.

Two public hearings are at 2:30 p.m. and 7 p.m. Thursday in council chambers.

Hourlong open houses will precede both hearings.

If Reno residents do not send in comment cards or attend the meetings, deputy city attorney Merri Belaustegui said she expects the STB will simply cross out the word preliminary on the cover of its 3-inch report and call it the final mitigation plan.

Frank Partlow, a retired Army general who negotiated with the Russians on nuclear weapons, said he can't believe the STB staffers are recommending only \$15 million to improve its rail lines through Reno to speed up trains as the solution.

Any reasonable person reading the board's approval of the merger last year would conclude the government was ordering at least two or three overpasses or underpasses, Partlow said.

Those would cost in the \$70 million range.

The railroad, which first raised proposing putting the tracks in a trench, initially offered \$35 million for the \$182 million project.

Reno won approval enabling higher room and sales taxes to raise \$82 million for the project, but the railroad has balked at paying more.

"The preliminary plan screws negotiations," Partlow said. "They took \$70 (million) to \$75 million and took it down to \$15 million. Guess what happens to negotiations? We're screwed. If

the railroad would pay a little more, we could resolve the problem once and for all."

Union Pacific spokesman John Bromley said the railroad would be happy to discuss the trenching project now that the city has something new to put on the table.

"A willingness to talk about the new plans? You bet," he said.

Reno budget manager Stuart Schillinger said PaineWebber would be estimating the fair share of each principal in the project. Any federal loans won in Congress obviously would have to be repaid.

PaineWebber has put together a similar deal for the Los Angeles area, arranging financing for a \$2.1 billion railroad project involving a 10-mile trench for which construction is to begin next summer.

For Reno, PaineWebber would be paid \$150,000 from the loan proceeds if it succeeds in securing a federal loan and the project goes ahead.

It would be paid no more than \$20,000 for out-of-pocket expenses if it fails.

In five years, the number of trains through Reno is expected to jump from 14 to 24 a day.

Reno Mayor Jeff Griffin says the actual number could hit 38, especially if the Port of Oakland is dredged to handle fully loaded container ships from the Pacific Rim.

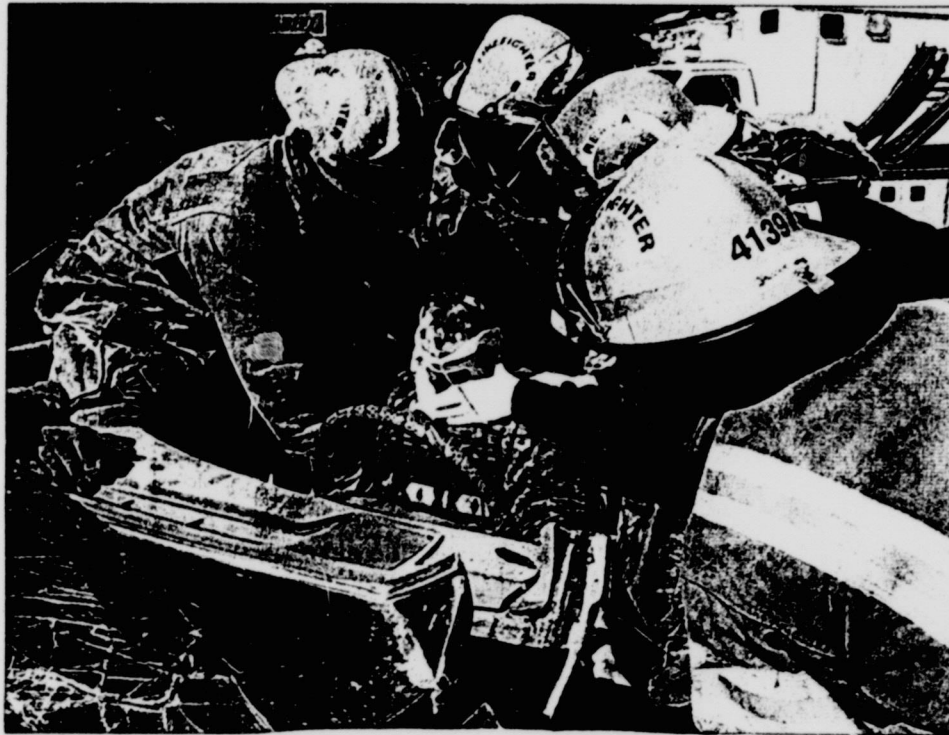
Griffin and others continued on that theme Tuesday, saying Oakland has approved \$600 million for that project. Other ports on West Coast are jammed with the container business.

And Union Pacific's purchase of Southern Pacific gives the company a new route right through the middle of the country to deliver those goods.

UP employs more than 53,000 people and operates on more than 36,000 miles of track in 25 states.

Council steps up rail fight

Mock accident tests emergency response



Photos by Andy Barron/Reno Gazette-Journal

STAGED ACCIDENT: Firefighters carefully removed an accident victim, played by Amy Smith, after cutting off the top of the car. The accident was staged in downtown Reno Tuesday to help safety officials determine response difficulty once Union Pacific increases the number of trains running through town.

City to spend another \$100,000 in court appeals

By Susan Voyles
RENO GAZETTE-JOURNAL

Reno City Council worked all the angles Tuesday in its fight to get Union Pacific railroad and the federal government to do more than just speed up trains when more come through the city.

INSIDE

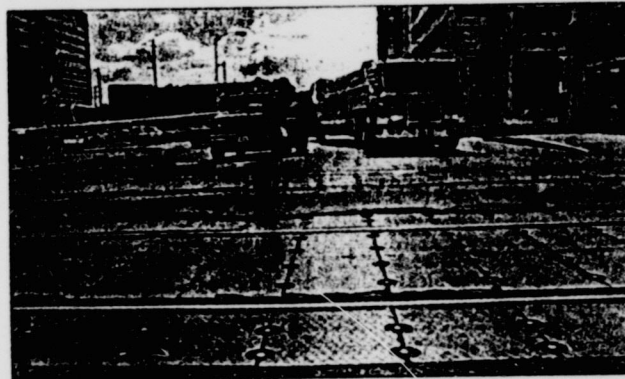
■ **Safety record:** Railroad has operating problems in Nevada.

Page 3A

It approved hiring PaineWebber to arrange a federal loan and would pay the brokerage a \$150,000 commission if it succeeds in gaining Congressional help that would launch a \$182 million project to depress the tracks downtown.

The council approved another \$100,000 in city money, most of which will go for lawyer and court costs to continue the city's fight at the federal appeals court in Washington, D.C.

So far, \$500,000 in redevelopment monies have been spent on the city's fight.



ACROSS THE TRACKS: Firefighters had to figure out how to cope with the possibility of trains blocking access to the scene.

Union Pacific became the nation's largest railroad last year with its \$5.4 billion purchase of Southern Pacific Railroad. Reno wants a full environmental-impact study on the potential damage from the merger to Reno, its water supply from the Truckee River and habitat for cui-ui fish.

The federal Surface Transporta-

tion Board has proposed speeding up trains to 30 mph to handle a doubling of volume through the city. The council termed that pathetic, absurd and feeble.

Council comments will be summarized, transcribed and videotaped for the STB, so they'll know

See **TRAINS** on page 8A

10-08-97

Backed-up trains and lost supply shipments have hurt some northern Nevada companies

By Aric Johnson
RENO GAZETTE-JOURNAL

Federal regulators are investigating the Union Pacific railroad's severe back-ups as local officials fear increased railroad traffic in Reno will be an answer to the problem.

The Surface Transportation Board recently said it was looking into rail problems that have "most recently have involved the lines of

the Union Pacific and Southern Pacific railroads."

Union Pacific, which merged with Southern Pacific a year ago, has had a myriad of problems ranging from lost cars to miles of backed-up trains. The situation has created serious problems for companies, including those in Reno and Sparks, dependent on rail deliveries for raw materials.

"They have lost several cars," said Jeffrey Rowan, operations manager at Colorite Polymers in

Sparks. "We actually had to move it to private tracks and offload it at our supplier's expense and have it trucked."

Reno Mayor Jeff Griffin said he understands there have been problems, and he said Union Pacific's back-ups could ultimately result in a substantial increase in traffic through Reno as a way to help decrease the train congestion.

John Bromley, Union Pacific spokesman, said he didn't expect traffic to greatly increase.

"If we do change, I don't think anyone will notice," he said. "... We are trying to reduce the number of trains, not increase them."

But Griffin fears the route through Reno will become the answer for Union Pacific's woes. He pointed out that crews are dredging Oakland, Calif.'s harbor to allow larger ships to dock. Because Union Pacific serves that area, it could mean greater loads for the trains and that would create increased train traffic, Griffin said.

Union Pacific has experienced growing pains in its year-old merger with Southern Pacific. Faced with mounting service complaints from shippers, Union Pacific filed a service recovery plan Wednesday that spelled out its plans to move up to 40,000 cars off the railroad. Union Pacific hopes to have much of those problems fixed in the next 90 days, officials said.

For Colorite's Rowan, it may not be soon enough. He said he is waiting for a shipment of raw materials

that left the supplier in August. It normally takes 10 to 15 days.

The company makes plastic medical supplies, such as blood bags. The shipping problem has gotten so bad that Colorite almost shut down. But the parent company, PureTec Corp. of New Jersey, is a big shipper and pressured Union Pacific to find the materials.

For Colorite, "I would have to say 20 percent of our logistics time has been dedicated to this problem," Rowan said.

10-04-97

6A TODAY'S TOPIC: RAILROADS

Wichita and Reno might join forces

By Susan Voyles
RENO GAZETTE-JOURNAL

Wichita, Kan., officials want to forge a coalition of cities seeking railroad reform after its hearings with the Surface Transportation board a week ago.

STB staff is recommending the same solution for Wichita as Reno to cope with twice as many trains: Simply raise the speed limit through town.

"Just speed up the trains, and everything is taken care of," Wichita Mayor Bob Knight said of the effects of the merger between Union Pacific and Southern Pacific.

"I did talk to Jeff Griffin this week and some other mayors having particularly onerous challenges presented by Union Pacific to see if some collaborative efforts are warranted," Knight said. "I think we're going to explore that as much as we can."

Reno and Wichita are the only cities the board singled out for plans to mitigate the effects of the merger it approved in August 1996. Reno will have hearings this week.

For both cities, the STB's order said studies will identify "the appropriate number and precise location of highway-rail grade separations and rail-pedestrian grade separations."

Two pedestrian crossings are being proposed for the heart of downtown Reno, but the board recommended no overpasses or underpasses for vehicles. At the Wichita hearing Sept. 23, the Wichita Eagle reported STB staffers appeared willing to consider only small changes in the plan to speed up trains.

Yet at the same time, staffers are urging the cities to negotiate a better deal with the railroad.

The situation is very strange, says Merri Belaustegui, Reno deputy city attorney.

"They give the railroad every incentive not to negotiate with us. Then they tell us our best avenue is to negotiate with the railroad."

Reno would prefer the railroad contribute more than the \$35 million offered for depressed tracks through downtown. Wichita would like to see elevated rails on the east side of its downtown.

These projects would largely eliminate the problem of more trains through the two cities. Both Reno and Wichita officials say regulators are being shortsighted in basing their studies on rail traffic only during the next five years.

"We feel they have overstepped their powers. They should be restrained," said Bill Stockwell, chief transportation planner for Wichita and Sedgewick County. "We've asked your mayor to join with us in a coalition of other cities across the country that feel damaged and abused by railroads in general in perhaps seeking some legislative changes to the Surface Transportation Board."

Reno Mayor Griffin said Reno definitely is interested in a coalition and hopes to meet with Wichita residents in Washington, D.C., when he meets with Nevada's congressional delegation looking for support for the city's railroad goals.

"The idea of increasing train speeds is absurd," Griffin said. "It's geometric in terms of impact, such as frequency of accidents. ... The STB makes no reference to the number or length of trains."

The plan doesn't compel the railroad to speed up the trains. It does call for city dispatchers to monitor the trains to help them in routing emergency vehicles. Griffin doesn't consider that fair.

Both Griffin and Knight contend the newly formed STB is acting more like a lobbyist for railroads an industry regulator. The Union

Comparing the options

Starting in year 2000, the number of trains through downtown Reno is expected to increase from 20 to 25. This is a look at the options to counter the increase.

	Increased train speed	Overpass/underpasses	Depressed railway
Traffic delays	Less	Less	Less
Pedestrian accidents	More	Less	Less
Train/vehicle accidents	More	Less	Less
Emergency vehicle blockages	More	Less	Less
Deraillments/spills	More	More	More
Risk for wildlife/fish	More	More	More
Noise/vibrations	More	Less	Less
Air quality/trains (Nitrogen oxide)	Less	Less	Less
Air quality/vehicles (Carbon dioxide)	Less	Less	Less

Source: Merri Belaustegui of MADCOM Consultation Services, consultants for the city of Reno. Based on data from the Surface Transportation Board's Reno Mitigation Study.

Scott Davis/Reno Gazette-Journal

COMING UP THIS WEEK

Tuesday: Reno City Council meets at noon to draft its position on the Surface Transportation Board's draft report calling for speeding up trains to cope with increased traffic resulting from railroad merger. It also considers hiring PaineWebber to put together a financing deal for depressing tracks. Staff is looking for \$100,000 to pay for court costs on a federal case seeking environmental study and to help pay for campaign against the railroad. In brochures being sent to 90,000 resi-

dents, the city has included postage-paid postcards for people to send their comments to the STB.

Wednesday: Surface Transportation Board staff presents its study at noon at a railroad task force meeting in Reno City Council chambers, 490 S. Center St.

Thursday: Surface Transportation Board has two public hearings on its draft study. The first meeting begins at 1:30 p.m. in City Council chambers and the second at 6 p.m.

Pacific merger was its first action in August 1996. The Wall Street Journal has characterized the formation of the STB as a railroad lobbying victory. The alternative was to put the Justice Department in charge of mergers in reassigning the duties of the now-defunct Interstate Commerce Commission.

Reno wants to start the review process all over by seeking a full environmental-impact statement. With the STB staff not recommending overpasses or underpasses as required in the merger decision, Belaustegui said that significantly boosts the city's case for fair treatment. The board's action is in stark contrast to another railroad merger involving Conrail on the East Coast in which the board ordered a full environmental review.

The merger is increasingly under attack. The Federal Rail Administration has taken the

WHAT IS PAINEWEBBER?

PaineWebber Group Inc. is one of the nation's largest securities firms, providing services of retail brokerage — the buying and selling of stock — and investment banking, bond trading and municipal securities underwriting.

The company has more than 2 million clients worldwide. Its sales in fiscal year ending December 1996 were \$5.7 billion with a net income of \$364 million. PaineWebber stock has tripled in value over the past three years. General Electric owns 23 percent of the company.

Source: Hoover's Online

unprecedented step of assigning a regulator in Union Pacific offices after seven people died in accidents this year and investigators detailed a "fundamental breakdown" ranging from defective locomotives to exhausted crews.

Rail

From page 1A

trains is expected to jump 14 to 24 a day. Reno Mayor Jeff Griffin says the actual number could hit 38 or more, especially if the Port of Oakland is dredged to handle larger ships.

If Union Pacific contributes \$35 million to the trenching project — what it initially offered earlier this year — and local sales and room taxes raise \$82 million, the question becomes this: Where would the remaining \$65 million for a \$182 million project come from? If it came from a federal loan, who would repay the loan?

Reno City Manager Charles McNeely said Union Pacific railroad wouldn't be off the hook.

"We still have a \$65 million gap," he said. "The question is how do we close that gap. For some of it, we will need the railroad to do that."

PaineWebber would be paid \$150,000 if it succeeds in securing a federal loan and the project goes ahead. It would be paid no more than \$20,000 for out-of-pocket expenses if it fails.

U.S. Sen. Harry Reid, D-Nev., said through a spokeswoman that bringing in PaineWebber is a good sign in getting the city and railroad back to the negotiating table.

One avenue Reid will explore is authorization for a loan in a massive highway bill now before Congress, spokeswoman Jenny Backus said.

Union Pacific railroad spokesman John Bromley said Friday that railroad executives were traveling and not yet aware of the proposal.

"If the City Council does that, we would certainly welcome a call or a letter to discuss it."

In January, Union Pacific President Jerry Davis asked Reno officials for help in lobbying for \$182 million in state and federal money for the trench. The railroad had said it would pay \$35 million, but negotiations broke off in June when the railroad refused to pay more.

Despite the setback, the Washoe County delegation and local officials still pressed for local financing options. The Nevada Legislature

authorized Washoe County to raise the sales tax by one-eighth of a penny and for the city to raise its room tax to help pay for the railroad trench.

A year ago, the Surface Transportation Board ordered specially tailored plans to offset Reno's increase in trains in approving the railroad merger. The recently released draft includes two pedestrian walkways and speeding up the trains.

PaineWebber's \$2.1 billion financial package for Los Angeles is expected to cover a 20-mile upgraded railroad line from the ports of Long Beach and Los Angeles to two major railroad yards in downtown Los Angeles. The railroads, the ports, nine cities, the state of California and federal government are involved in the project overseen by Alameda Corridor Transportation Authority.

The financial package includes a \$400 million long-term federal loan with a low interest rate; \$400 million from the two ports; \$800 million in revenue bonds; and local money, including \$350 million in regional transportation funds.

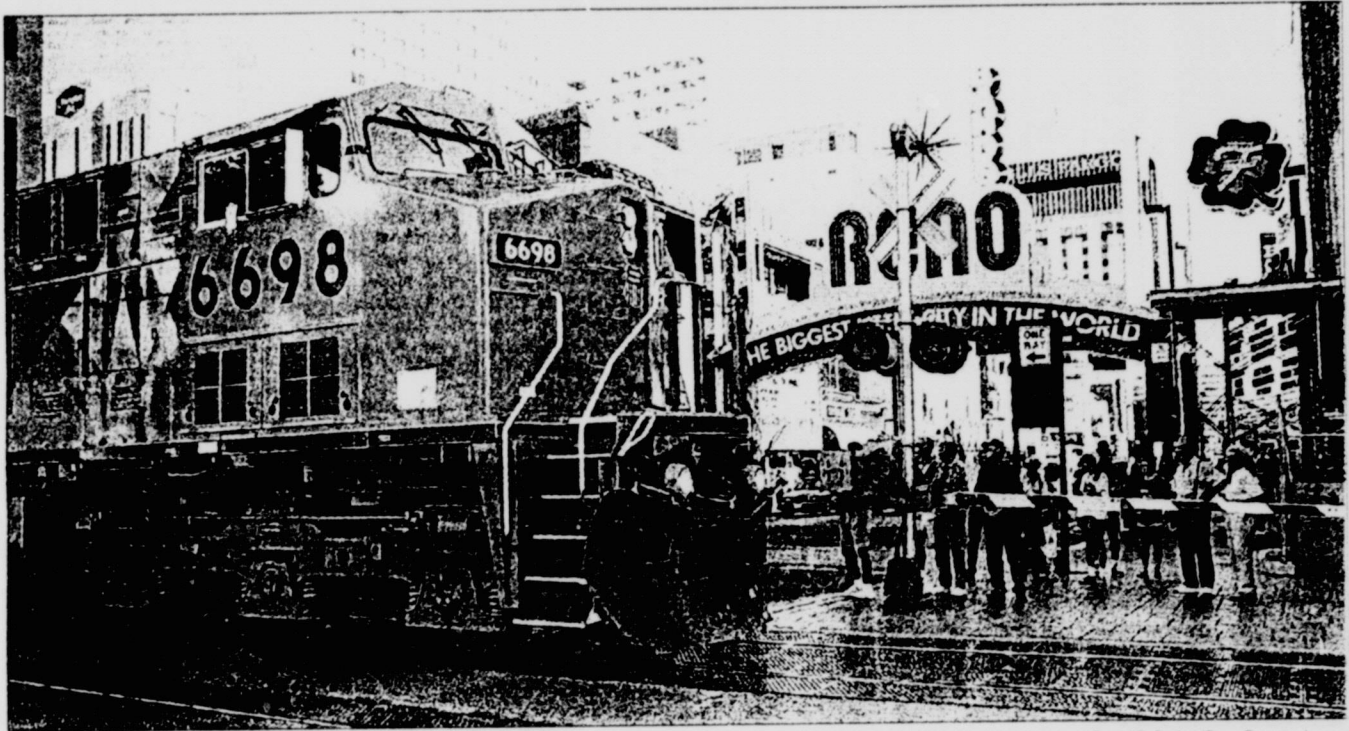
With the authority securing added right-of-way for the project, the railroads will pay 60 percent of the costs to retire the bonds and loans through fees based on the number of containers shipped.

The centerpiece of the Los Angeles project is a 10-mile trenched trainway along Alameda Street. Construction would begin next summer. That would allow trains to run at speeds of 40 mph and leave street traffic above alone. But the biggest benefit would be getting trucks that add to air pollution and traffic jams off the freeways, said Jeffrey Holt, PaineWebber first vice president for municipal securities.

Trucks now carry 80 percent to 90 percent of all the cargo containers from the ports to the central railroad yards operated by Union Pacific and Santa Fe/Burlington. In all, about 27,000 containers a day are moved through the ports.

The trench would be longer but nearly identical to one proposed in Reno: Two sets of track and an access road at the bottom of a trench. The one in Los Angeles would be 25 feet deep; the one in Reno, 30 feet.

Brokerage firm dangles possibility of federal loan for building trenches



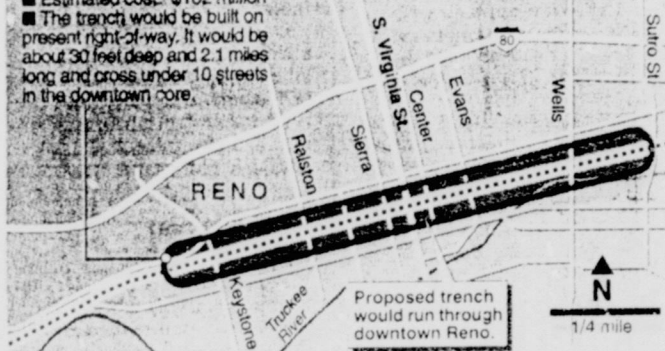
David B. Parker/Reno Gazette-Journal

THUNDERING THROUGH: A train rolls through downtown Reno Friday afternoon. City officials are reviewing an offer from PaineWebber to broker a federal loan to build trenches for railroad tracks and reduce traffic problems caused by more trains running through the city.

City considers PaineWebber offer to arrange aid

Depressing tracks through downtown Reno

- Estimated cost: \$182 million
- The trench would be built on present right-of-way. It would be about 30 feet deep and 2.1 miles long and cross under 10 streets in the downtown core.



Mark Bartley/Reno Gazette-Journal

By Susan Voyles
RENO GAZETTE-JOURNAL

Brokerage firm PaineWebber may hold the key to getting a trench dug for railroad tracks that run through the heart of Reno.

Reno City Council will consider an offer Tuesday from the firm to arrange for a federal loan needed to put the tracks in a 2.1-mile long trench. The amount of the loan has not been determined.

Such a project, estimated to cost \$182 million, is expected to eliminate many of the headaches associated with running a railroad through the center of the city.

PaineWebber put together a similar deal for the Los Angeles area, arranging financing for a

INSIDE

- **Public meetings:** Set for Wednesday, Thursday at City Hall.
- **Comparisons:** A look at solutions for rail problems.
- **The broker:** A thumbnail guide to PaineWebber.

Page 6A

\$2.1 billion railroad project involving a 10-mile trench.

Trenching the railroad track would be a permanent solution to a dramatic increase in trains expected to run through Reno, the result of a merger approved last year between Union Pacific and Southern Pacific railroads.

In five years, the number of

See RAIL on page 6A

Disastrous delays by trains a matter of time, city says

By Susan Voyles

RENO GAZETTE-JOURNAL

MEETINGS & COMMENTS

If a train in downtown Reno had blocked fire crews from reaching the Eldorado Hotel & Casino on Tuesday night, the fire would have been much worse, city officials say.

If the first fire trucks on the scene had to wait for a train to pass or make a detour, "it could well have meant extending the fire into the Eldorado towers," said Fire Chief Charles Lowden, who could see the 50-foot flames as he left for the fire from his northwest home.

"Just envision fire trucks sitting at the railroad crossing while a train is going by and in the distance you have the Eldorado going up in flames," City Manager Charles McNeely said.

"That building would have been engulfed. We were lucky it didn't happen. Thank God. But it's inevitable. Sooner or later, it's just a matter of time."

Union Pacific says Reno officials are going to extremes to argue their case.

"I pretend no expertise, but at several task-force meetings why did citizens ask, 'Gee, why are fire houses located on both sides of the tracks?'" said Mike Furtney, Union Pacific spokesman.

Fortunately, no train blocked the way, and everything else worked like clockwork, Lowden said. Firefighters arrived within a few minutes and knocked the fire down within 15 minutes.

"The building codes worked well, and security did a terrific job."

Seven firetrucks and three ladder trucks were sent to the fire. That included three engines and two ladder trucks from stations south of the tracks. The Eldorado sits along the north side of the tracks.

Had a train been traveling

■ **What:** The Surface Transportation Board will have two meetings in Reno next week to hear from the public about plans to double the speed of trains to lessen the effect of the Union Pacific/Southern Pacific merger.

■ **First meeting:** 2:30 to 4:30 p.m. Thursday at Reno City Hall council chambers.

■ **Second meeting:** 7 to 9 p.m. Thursday at City Hall. An hour-long open house precedes both meetings.

■ **To make written comments:** Write to Office of the Secretary, Surface Transportation Board, Finance Docket 32760, 1925 K St. NW, Room 700, Washington, D.C., Attention Elaine Kaiser, environmental analysis chief.

through Reno, crews at the closest station at Second and Evans streets would have been forced to use the Wells underpass as a detour, adding 12 blocks to the trip, Lowden said.

The incident points out the need to lower the tracks through downtown Reno — and not just speed up the trains as the federal government proposes, McNeely said. The Surface Transportation Board's staff wants to nearly double the train speed limit to 30 mph through Reno to handle a doubling of train traffic from Union Pacific's purchase of Southern Pacific.

With a fire like the one Tuesday night, fire engines from stations on both sides of the tracks needed to respond quickly to prevent a disaster, Lowden said.

Sparks and Truckee Meadows fire crews were called to back up the stations left unmanned.

McNeely said he is not surprised



Tim Dunn/Reno Gazette-Journal

ASSESSING THE DAMAGE: Counterclockwise from top left: Eldorado officials Rob Moucho, vice-president of operations, Joe Frankovich, attorney, Bill McGrath, attorney, Bruce McKay, director of administration and Herb Witherspoon, director of engineering, talk with owner Don Carano outside the hotel-casino Wednesday morning.

by the railroad spokesman's attitude.

"It shows the railroad's insensitivity. When it comes to lives and safety, it's Reno's problem."

At the Eldorado, fire hoses were draped over the railroad tracks to connect with hydrants on the south side of the tracks.

If the tracks were put in an open tunnel as the city wants, the hoses would have been laid on a bridge above the tracks. Part of a fire engine also was sitting on the tracks.

Lowden said his department notified the railroad to stop any trains from entering Reno before hoses were laid across the tracks.

If the tracks weren't there, that

would be one less worry in an emergency.

Furtney disagreed, saying an on-duty railroad worker called Sparks railroad yard first to report the fire and fire hoses over the tracks.

"That was the first they heard about it," Furtney said. "They should look at their own internal notification. If a fire were a big one, we should know about it a lot quicker."

But Lowden said he was monitoring radio reports while traveling from his home in northwest Reno to the Eldorado, and he's sure the railroad was notified before the hoses were laid.

"I have absolute faith in that."

Watch Out Reno, You're About To Get Railroaded.

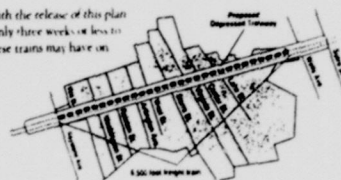


Stopping A Runaway Train.

On September 15, the Surface Transportation Board (STB), a federal agency, issued a plan outlining its recommendations on the impacts to the Truckee Meadows caused by the Union Pacific/Southern Pacific Railroad merger. This plan is not an Environmental Impact Statement, but an assessment, paid for by the railroad.

The 30-day public comment period which began with the release of this plan will end Wednesday, October 15. That gives you only three weeks or less to protect yourself and your family from the effects these trains may have on your safety and quality of life.

That's why, in your own best interest, we urge you to READ this call to action and ACT NOW, before it is too late.



The Problems More Trains Bring To Our Community.

Problem #1: Longer and faster trains could block crossings and delay police, fire and medical response.

Emergency Responders — ambulance, police and fire — could experience increased delays as more trains block the tracks. Between 24 and 38 trains per day, as large as 6500 feet long could block all 10 crossings in our valley at the same time, eliminating north-south access for up to 2 hours and 35 minutes a day.

Problem #2: Transportation of hazardous waste could cause a major catastrophe.

Beginning next year, the U.S. Department of Energy proposes to transport spent nuclear fuel shipments through the Truckee Meadows. Yet, there isn't even a plan to prepare or notify safety personnel if a derailment occurs. Due to the proximity of rail track to the Truckee River, if a derailment occurs, the probability of hazardous waste spilling into the river increases. The Federal Rail Administration recently called for a full investigation of Union Pacific's operations after seven people died in three Union Pacific crashes in the last three months; five additional railroad employees have been killed in other accidents since January.

Problem #3: Increased train traffic will jeopardize our community's quality of life — tainting the Truckee Meadows' blue skies and clear water.

If the STB plan is approved, trains will run faster, increasing current speeds from 18 mph to at least 30 mph, more than a 50% increase. More trains and delays in traffic will cause emissions to rise to as much as 460 tons per year. This could result in potentially new and costly air quality compliance measures and increasing numbers of "no burn days" to achieve compliance — not to mention health hazards to citizens.

Problem #4: More trains create more public nuisance.

Increased trains = increased noise pollution from train whistle. Longer trains = more locomotives and engine noise, and more wheel/track noise, creating additional disturbances to both residents and visitors. This is significant because our community's economy is largely tourist-based. Although our community has experienced a strong economy over the past years, bigger, faster trains could threaten special events like the Reno Rodeo, Hot August Nights, and redevelopment of the riverfront. With fewer tourists, the Truckee Meadows economy would suffer drastically.

A Depressed Trainway: The Best Solution

- ✓ It reduces the chance of accidents that may result in death, injury, and significant property damage.
- ✓ It maximizes public safety and provides free movement by emergency response vehicles.
- ✓ It diminishes environmental concerns
 - particularly cleaner air and water quality
 - and reduces the potential of a hazardous materials accident.
- ✓ It is the best alternative because ALL of the above-ground alternatives fail to ensure the safety and quality of life of Truckee Meadows' citizens.

If you care about your health, safety, and quality of life, you are running out of time to take action!

What You Can Do To Protect Your Family.

The Public Comment Period which ends next week is your last chance to protect yourself and your family from the effects these trains may have on your safety and quality of life. That's why, in your own best interest, we urge you to do two things:

1. Write directly to the Surface Transportation Board at:
Office of the Secretary
Surface Transportation Board
Finance Docket 32760
1925 K Street, NW, Room 700
Washington, DC 20423
Attention: Elaine K. Kaiser
Chief, Section of Environmental Analysis

2. Attend the public meetings on October 9. There will be two meetings on Thursday, October 9. The first will be held at 2:30 p.m. and the second at 7:00 p.m. at the Reno City Hall, 490 Center Street.

Tell the STB that:

- they should do more to address safety and quality of life concerns caused by the UP merger.
- an Environmental Impact Statement should be conducted prior to any trainway plan being implemented.
- Union Pacific should negotiate with the City and pay its fair share of the cost of any trainway plan.

For more information contact the City of Reno at 334-3813 or access the railroad merger webpage at www.reno.gov

Please complete and return this coupon to the Surface Transportation Board, Office of the Secretary, Finance Docket 32760, 1925 K Street, NW, Room 700, Washington DC 20423.

STB: My name is _____ and these are my comments regarding the Preliminary Merger Plan issued September 15th.

Signature _____
Street _____
City _____ State _____ Zip _____

Migraine

Tuesday train hearing
due big citizen turnout

9-26-97

You know that preliminary train-traffic-mitigation report that a U.S. Surface Transportation Board consulting team put together for Wichita? Turns out it looks a lot like the preliminary report the same team put together for the other big city bracing itself for a massive train migraine, Reno, Nev.

As The Eagle's Jim Cross reported last week, massive sections of the Wichita report track word for word, line for line, with the Reno report.

And both reports arrive at the same conclusion: The most "mitigation" of the effects of increased freight train traffic along the Union Pacific lines that run through both towns is (drum roll please) faster trains. Never mind that the two towns are laid out in different ways or that increased train traffic would affect them in very different ways.

Meanwhile, a City of Wichita analysis of the STB consultants' report shows that their recommended 30 mph average train speed through town (as opposed to the current average of 10 mph) is simply not attainable.

The top speed the trains can go is 30 mph, and that's only on part of the UP line through

Wichita. To hit a 30 mph average speed through town, north to south, UP trains would have to go 30 mph the whole way through, or faster than 30 mph part of the way through, and that's just not physically possible ...

... Hmmm. Given all this, you don't suppose that the mitigation study is — how can we say this — less than honest? Do you?

This is a perception that the STB consultants need to address, if they can.

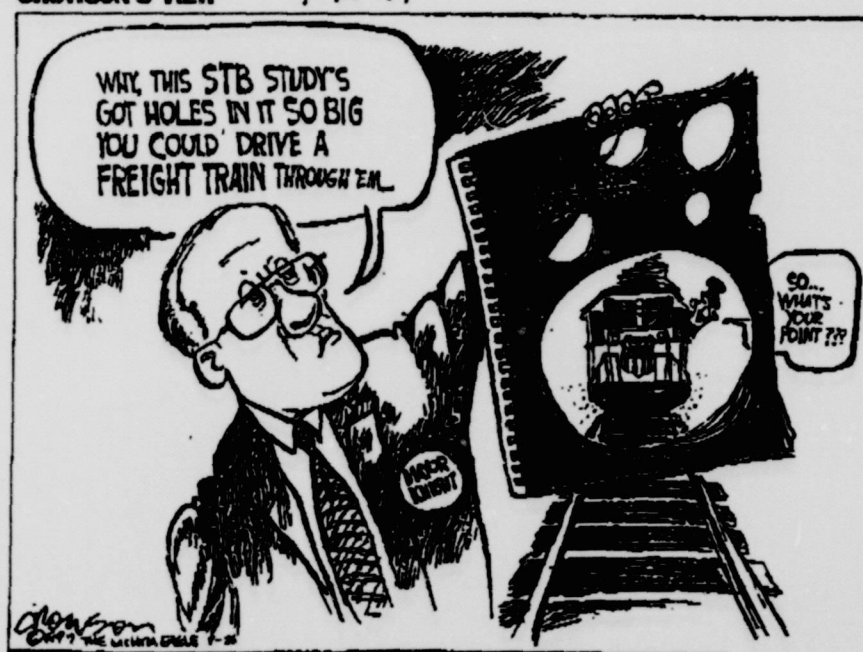
The good news is that they'll have an opportunity to address it Tuesday at Century II's Mary Jane Teall Theater. Beginning at 6 p.m., Wichitans will have an opportunity to view STB consultant's displays relative to the report. Then, from 7-9 p.m., they'll have an opportunity to ask questions about and present reactions to the mitigation report.

It's hard to tell whether citizen reaction to the report at this public hearing could persuade the three-member Surface Transportation Board — which will make its final mitigation decision in February — to offer Wichita more realistic and fairer mitigation than is contemplated in the report.

But it's worth a try. At the very least, maybe Wichita's coming train headache could be something less than a migraine.

CROWSON'S VIEW

9-26-97



Wichita Eagle
9/22/97

CROWSON'S VIEW



STB

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32760

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9/16

DOLE

From Page 12A

quickly tire of executives or find a commodity to with scores of his unable to translate for their firm.

Walter Mondale, Washington's vice president, as vice president politicians who never became said Washington Jaffe.

"There have been congressmen around and have maybe home district and. In the vast majority don't work out."

Complicating the fetch big salary bringing with them. To get Dole, for agreed to hire two days: Vicki Hart, sued in the matter Dennis Shea, his "It's sort of like the my dog," and the he's good or not," at Crowell & Merington firms that "It's a package, on critical fame."

Beri Bernhard,

The Wichita Eagle

Established 1872

Incorporating The Wichita Beacon

Peter E. Pitz
President & Publisher

Richard W. Thames
Editor

Randy Brown
Editorial Page Editor

Karen Magnuson
Managing Editor

OUR VIEW

Hogwash

Wichita will have to go down fighting on trains

Turns out we Wichitans have been looking at this Union Pacific train-increase thing all wrong. According to consultants for the U.S. Surface Transportation Board, UP's pending doubling of train traffic through Wichita won't be a problem at all for the motorists, pedestrians, emergency vehicles and others who come into daily contact with trains and railroad tracks.

It's all in how you look at it, and by the STB consultants' lights, folks hereabouts have been taking far too dim a view of the UP's stated intention to send many more trains Wichita every day.

Right now, say the consultants in their preliminary report of the STB mitigation study of the effects of the train increase, Wichita motorists spend a cumulative 98 hours per day waiting for trains to clear railroad crossings so they can drive across the tracks. But if the UP spends \$10 million upgrading the tracks and installing crossings for vehicles and pedestrians at street-track intersections that now are unprotected, and then speeds up its trains, the total cumulative daily wait for Wichitans would drop to 92 hours — even though twice as many UP trains would be going through.

Well, the STB's consultants and staff members must think Wichitans are unconscious. This report is the biggest piece of hogwash to emanate from Washington in a long time — and considering that D.C. hogwash has been elevated to an art form during the 1990s, that's saying something.

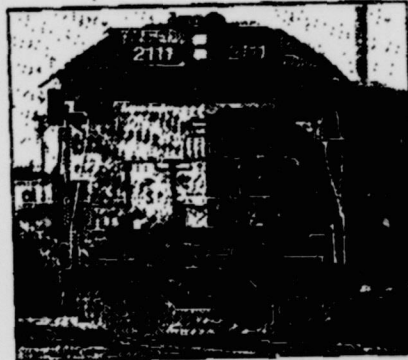
For openers, STB staffers act as if motorist delays are the only issue that the UP's pending increase in train traffic would create. What about noise? What about pollution?

What about the increased safety risk to residents of neighborhoods adjacent to the track — a concern underscored recently by a alarming increase in UP accidents nationally.

Clearly, as far as the STB staff and consultants are concerned, such quality-of-life issues are beneath concern. Otherwise, they would not have concluded that the benefits of the roughly \$88 million in bridges and elevated tracks that some folks in Wichita hoped —

no avail — that the study would recommend are not worth the cost. Wichitans want the grade separations, apparently, they're going to have to pay for the themselves.

No wonder there's much resonance Mayor Bob Knight's reservation that this whole STB "mitigation" process — triggered by the merger with Southern Pacific last year — been skewed in favor



the railroad from the get-go. Wichita never had a chance of getting anything more from the process than the token gesture proposed in the STB study: faster trains.

Now, to top it all off, the STB staff is saying that if three-member board to which it reports signs off on the mitigation study on schedule in February, the city would have no real basis for a federal-court appeal of such a ruling. That's because the "facts" used in the STB report would augur against Wichita winning appeals court.

Maybe so. But it would be better for Wichita to try to exercise the court option rather than as Mayor Knight puts it, "roll over on the mat." Then, if it turns out that train after train after train goes rolling through town at 30 mph every single day of the year, Wichitans will at least have the satisfaction of having gone down fighting.

Reno disputes railroad statements in ad

■ Union Pacific: Lawsuit was dismissed on technicality.

By Susan Voyles
RENO GAZETTE-JOURNAL

City officials are distressed by a Thursday newspaper ad in which the Union Pacific Railroad claims Reno's initial lawsuit to get an environment impact statement over the railroad merger was "thrown out of court."

Court documents show the case was dismissed without prejudice on a technicality and the city was urged to file a new case at the appellate level.

In the full-page advertisement, the railroad says the city has taken an extreme position, makes accusations and has spent hundreds of thousands of dollars on a lawsuit to obtain a full environmental review of the Union Pacific's merger with Southern Pacific.

In the ad, the railroad says the city's "chosen path will cause long delays, waste 'taxpayers' dollars and in the end it will probably fail."

And to back that up, the ad says the city's first lawsuit was thrown out of court.

But that's not what happened, said deputy city attorney Merri Belaustegui. A year ago, U.S. Judge Howard McKibben dismissed the request for the environmental review because the federal Surface Transportation Board approved the railroad merger before the judge acted on the request. With the merger decision already made, the judge referred the city to the appellate courts.

"This is extremely frustrating," Belaustegui said, saying this isn't the first time the railroad has misled people about the dismissal.

In a letter to Nevada Sen. Bill Raggio last February, the railroad said the case was dismissed with prejudice, meaning the issue couldn't be raised again. That was wrong and the railroad had to follow it up with another letter and an apology.

Union Pacific railroad spokes-

TO COMMENT ON RAILROAD REPORT

■ People who'd like to comment on the preliminary railroad mitigation report for Reno advocating a couple of elevated pedestrian crossings should write to the Surface Transportation Board before Oct. 15.

The STB is requesting one original and 10 copies:

■ Office of the Secretary
Case Control Unit, Finance Docket No. 32760
Surface Transportation Board
1925 K St., NW,
Washington, D.C. 20423-0001

Mark the lower left-hand corner of the envelope: Attention: Elaine K. Kaiser, Environmental analysis

man Mike Furtney acknowledged the letters to Raggio. But he still said the case was thrown out of court.

Furtney said railroad legal advisers believe the city's case will have "very little chance of success."

City officials have said its case was significantly boosted when STB staff ordered a full environmental impact statement in June of another merger involving Conrail on the East Coast. No one had asked for that study.

In approving the merger in August 1996, the transportation board ordered a special mitiga-

tion study for Reno because of its unique problems with the railroad. Preliminary results released this week call for speeding up the trains and building two pedestrian overhead crossings downtown as a way to contend with a doubling of train traffic — measures city officials contend are inadequate.

Reno's case is now expected to be heard by the U.S. Circuit Court of Appeals in Washington, D.C., in March, presumably after the transportation board makes its final decision on mitigation measures for Reno.

Jim Cross writes about politics and public issues. He can be reached at 268-6574.

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Officials in both cities were surprised how much the two reports -- written by the same consulting firm -- resembled one another.

"Their report is pretty similar to ours," said Bill Stockwell, a transportation planner with Wichita's Metropolitan Area Planning Commission.

"It looks like one size fits all," Farr said. "I don't know how people in Wichita feel, but we're very disappointed."

One significant difference in Reno is that the Union Pacific's tracks run alongside casinos such as the Flamingo Hilton and Harrah's, an entertainment district that is a major part of a local economy that depends heavily on attracting visitors from across the nation and the world.

"We have 300,000 pedestrians cross the tracks each year," Demuth said. "We're a tourist-oriented town. People are trying to get from one casino to another."

The federal report for Reno does call for construction of two crossings downtown to take pedestrians over or under the tracks. The railroad would contribute a total of about \$3.3 million to the two pedestrian crossings.

The railroad also would spend an estimated \$7.34 million on new equipment to help increase the average speed of trains from 20 mph to 30 mph.

During negotiations in past months, the Union Pacific has offered to contribute \$35 million to the \$183 million project to lower the tracks. But Reno officials have said they would not agree to the railroad paying less than \$100 million of the cost.

Reno officials also are fighting the Union Pacific over the effects of the increased train traffic on the city's environmental problems.

The city is out of compliance, Demuth said, with federal air quality regulations for ozone. During winter months, citizens already are required to buy specially refined fuels that cost extra. And on certain days they have been prohibited from using their fireplaces.

"The additional trains are going to add something like 800 tons of pollutants to the atmosphere," Demuth said.

Reno has filed a lawsuit that is still pending in federal court over the impact of the Union Pacific's merger with the Southern Pacific and its plans to increase the number of trains through Reno. The city of Wichita filed a lawsuit, dropped it, and is evaluating whether to file another one at some point in the future.

"It may turn out the only solution will be in the courts," Demuth said.

Reno, Wichita fuming over train reports

Consultants propose same basic solution in both cities — speed up trains.

By Jim Cross
The Wichita Eagle

The city of Reno is faring no better than Wichita, officials in Nevada said Wednesday, in its battle with the Union Pacific railroad and the federal Surface Transportation Board.

Just like Wichita, Reno received a federal consultant's report Tuesday with recommendations on what to do about the city's railroad problems.

And, just like Wichita, Reno didn't like what was in the report.

"At first, I was speechless," said Reno Fire Marshal Larry Farr. "Then I was angry. Now I just feel total disbelief."

Union Pacific's plans to route more trains through both Wichita and Reno have caused both cities to petition the Surface Transportation Board for help.

The similarities in the two cases are striking. Among them are these:

- In both cities there will be a significant increase in train traffic. In Wichita, the number of Union Pacific trains will increase from four or five a day to nine or 10. In Reno the number rises from 13 to 24.
- In both cities, consultants are recommending speeding up trains to 30 mph as the best way to solve most of the potential problems.
- In both cities, consultants did not support proposals by local officials to spend millions to separate trains from autos and pedestrians. In Wichita, officials had an \$88 million proposal for constructing underpasses and overpasses along the railroad's route through the center of town. In Reno, officials had a \$183 million proposal to dig a ditch through town so that tracks would pass below city streets.

"It looks like what we are going to get is the least expensive solution for the railroad in every case," said Mark Demuth, a principle with Reno's consulting firm, MADCON Consultation Services.

Updated
THURSDAY
September 18, 1997
12:12 a.m. CDT



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What the Wichita report said



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TOP OF THE NEWS Reno, Wichita fume over train study

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And, just like Wichita, Reno didn't like what was in the report.

• Consultants told Wichita to speed up its trains



Members of the Veterans of Foreign Wars Post 6746 in Augusta carry the casket of Loren Rooks to his burial site Wednesday at Elmwood Cemetery. (Brian Corn photo)

Augusta mourns its one homeless man

Scarcely anyone paid attention to Loren Rooks when he was alive. To many, he was little more than a passing reminder that Augusta had one homeless man. But now that Rooks is dead, his life has suddenly turned fascinating.

No one knows how he died.

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**Friday's
newspaper**
Kickboxing at
the Cotillion.



Welcome. Sit and
stay awhile. Sign
in, please.



Two cities fuming over train reports

■ Consultants propose the same basic solution in both Wichita and Reno: Speed up trains.

By Jim Cross

The Wichita Eagle

9-18-97

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■ In both cities there will be a significant increase in train traffic. In Wichita, the number of Union Pacific trains will increase from four or five a day to nine or 10. In Reno the number rises from 13 to 24.

■ In both cities, consultants are recommending speeding up trains to 30 mph as the best way to solve most of the potential problems.

■ In both cities, consultants did not support proposals by local officials to spend millions to separate trains from autos and pedestrians. In Wichita, officials had an \$88 million proposal for constructing underpasses and overpasses along the railroad's route through the center of town. In Reno, officials had a \$183 million proposal to dig a ditch through town so that tracks would pass below city streets.

"It looks like what we are going to get is the least expensive solution for the railroad in every case," said Mark Demuth, a principle with Reno's consulting firm, MADCON Consultation

Officials in both cities were surprised how much the two reports — written by the same consulting firm — resembled one another.

"Their report is pretty similar to ours," said Bill Stockwell, a transportation planner with Wichita's Metropolitan Area Planning Commission.

"It looks like one size fits all," Farr said. "I don't know how people in Wichita feel, but we're very disappointed."

One significant difference in Reno is that the Union Pacific's tracks run alongside casinos such as the Flamingo Hilton and Harrah's, an entertainment district that is a major part of a local economy that depends heavily on attracting visitors from across the nation and the world.

"We have 300,000 pedestrians cross the tracks each year," Demuth said. "We're a tourist-oriented town. People are trying to get from one casino to another."

The federal report for Reno does call for construction of two crossings downtown to take pedestrians over or under the tracks. The railroad would contribute a total of about \$3.3 million to the two pedestrian crossings.

The railroad also would spend an estimated \$7.34 million on new equipment to help increase the average speed of trains from 20 mph to 30 mph.

During negotiations in past months, the Union Pacific has offered to contribute \$35 million to the \$183 million

project to lower the tracks. But Reno officials have said they would not agree to the railroad paying less than \$100 million of the cost.

Reno officials also are fighting the Union Pacific over the effects of the increased train traffic on the city's environmental problems.

The city is out of compliance, Demuth said, with federal air quality regulations for ozone. During winter months, citizens already are required to buy specially refined fuels that cost extra. And on certain days they have been prohibited from using their fireplaces.

"The additional trains are going to add something like 800 tons of pollutants to the atmosphere," Demuth said.

Reno has filed a lawsuit that is still pending in federal court over the impact of the Union Pacific's merger with the Southern Pacific and its plans to increase the number of trains through Reno. The city of Wichita filed a lawsuit, dropped it, and is evaluating whether to file another one at some point in the future.

"It may turn out the only solution will be in the courts," Demuth said.

Reid blasts report backing fast trains

By Susan Voyles

RENO GAZETTE-JOURNAL

The Surface Transportation Board's staff report advocating increasing the speed of trains through Reno is absurd, U.S. Sen. Harry Reid, D-Nev., said Wednesday.

"If this staff report is allowed to stand, Reno will have been railroaded by the railroad. This report is pathetic," Reid said.

"The only thing I saw of substance is the trains go faster. Using their logic, they could go 90 mph through town."

Released this week, the preliminary staff report is now in the public comment phase and will be re-written before the board is scheduled to make a decision in March.

Reid said the STB should require a full environmental impact statement rather than an earlier review that was not as extensive.

Reid said it's too early to talk about dismantling the board because it was formed last year and the Reno merger study was the board's first action. The STB replaced the Interstate Commerce Commission.

Reid and Sen. Richard Bryan, D-Nev., have called on the

Council on Environmental Quality to get involved. Kathleen McGinty, the director and President Clinton's chief environmental adviser, can't order an EIS study but she can prevail upon the board to do one, Reid said.

As a member of the appropriations subcommittee on transportation, Reid said he also could have some influence. His committee will look at the board's budget next year.

But more important, Reid said, the city and the railroad need to get back to the bargaining table to talk about putting the tracks in an open tunnel — a \$183 million project.

The railroad has offered \$35 million for the project, the city has come up with \$83 million, leaving a \$65 million gap in funding. If the railroad comes up some of that gap money, Reid said he'd try to get some grants to help with the project.

Larry Kirk, a Reno railroad buff and a retired university public information officer, said he believes much could be accomplished if the name-calling ended, apologies are offered, and people start talking again.

"Let's put the issues on table and start over. I think we can solve this thing. The railroad might even up the money."

RENO GAZETTE-JOURNAL

THURSDAY, SEPTEMBER 18, 1997

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Casinos may be railroaded out of town if trains block tourists, executive says

■ **South of the tracks:** Flamingo Hilton GM says heavy loss of profits could force downtown casinos to pack up and leave.

By Susan Voyles
RENO GAZETTE-JOURNAL

Casinos south of the tracks in downtown Reno face an uncertain future if tourists find their way blocked by trains and homeless

people, said Flamingo Hilton general manager Andy Asselin.

If the number of trains jumps to 40, 50 or 70 a day as a result of the merger of Union Pacific and Southern Pacific, Asselin said the tracks would be blocked three to

four hours every day.

Coupling that with the homeless problem and the high-stakes competition with Las Vegas and other destinations, Asselin predicts some casinos south of the tracks could fold.

"These are corporations. They can pack up and leave. If Fitzgeralds, the Flamingo or the Comstock or Riverboat or Harrah's finds it doesn't pay to do business, places close," he said. "We're in a tough market the way it is. This would create major consequences

INSIDE
■ **Senator blasts rail report:** Reid says notion of increasing train speed through Reno is absurd

Page 5A

for the city as a whole."

City officials and casino executives were stunned at the federal Surface Transportation Board staff report issued Tuesday saying

See **CASINOS** on page 3A

Casinos

From page 1A
that speeding up trains to 30 mph and pedestrian overpasses are all that's necessary to ease the impact of increasing Union Pacific train traffic through Reno to at least 25 a day.

"It's unbelievable," said Don Carano, a co-owner of the Eldorado and Silver Legacy hotel-casinos. "Is this the same government that works for all of us? I know the railroad paid for the engineering study. I guess they got what they paid for."

"I just can't believe this is going to be the end of it. The railroad is going to have to do better than this. We have to get together as a community and tell Washington what we think."

With its \$5.4 billion purchase of the Southern Pacific Railroad last year, Union Pacific became the nation's largest railroad, employing more than 53,000 people and operating on more than 36,000

miles of track in the western two-thirds of the United States.

Asselin says he can't help but wonder how a couple of elevated walkways across the tracks will help if 40 or more trains a day blow through town.

Union Pacific spokesman Mike Furtney said that is a gross exaggeration. He said 25 will be the statistical average and can't imagine a day in a year when even 38 trains — as city officials believe — will run through town.

"The town has managed to survive with the railroad for 135 to 140 years and it will continue to figure out a way to continue to survive with the railroad," Furtney said.

But otherwise, Furtney said rail officials are still digesting the report. He repeatedly points out the report is only preliminary.

Bill Osgood, Downtown Improvement Association executive director, said the transportation board treated Reno as if it were a cowtown with grain elevators and slaughterhouses. Seven of 11 con-

ditions to mitigate the concerns of Wichita, Kan., are exactly the same as Reno's.

But the days of ranchers herding cattle from the south meadows are long gone. While cows don't mind the whistles and disruptions, Osgood said Reno's tourists do.

Rail traffic is a regional problem if people can't get from one end of Reno to the other, Asselin said. State and local officials recognized that as they backed a state law this year to bump the county sales tax rate by one-eighth of a cent for a project to tunnel the tracks through downtown Reno.

Union Pacific first approached the city in January with an offer of \$35 million to lower the tracks. But the railroad has said it won't spend a penny more and the deal is now on hold.

Surface Transportation Board staff contend lowering the tracks is above and beyond what the railroad must do to offset the impacts of its merger.

Councilman Tom Herndon says the project is not dead yet and could be revived if Reno convinces a judge to order a full environmental impact statement.

If the trains pass through Reno faster, the report says major problems such as traffic delays and air pollution from idling car engines will improve.

With faster trains, the staff report said the number of train-vehicle accidents is expected to increase while no predictions were made for pedestrian accidents. And there's where the elevated pedestrian crossings and safety improvements at street crossings come into play.

TO COMMENT

■ On the preliminary railroad mitigation report, write to the Surface Transportation Board before Oct. 15. The board is requesting one original and 10 copies.

Address:
Office of the Secretary
Case Control Unit, Finance Docket
No. 32760

Surface Transportation Board
1925 K St. N.W.
Washington, D.C. 20423-0001
Mark the lower left-hand corner of the envelope Attention: Elaine K. Kaiser, Environmental Analysis Chief.

■ Reno city officials also are requesting comments be sent to them so these letters can be included in the city's submission to the board. City officials want people to express their concerns over the health, safety and environmental impacts of increased numbers, lengths and speeds of trains through the city, the need for a full environmental impact statement and the importance of low-

ering the tracks through Reno and Union Pacific paying a fair share for the project.

People who can't send 10 copies to the transportation board can send a copy to Reno City Hall and copies will be made for them and forwarded to Washington.

Address:
Community relations division
Office of Reno City Manager
Attn: Railroad
P.O. Box 1900
Reno, NV 89505

■ City officials also are requesting comments about the mitigation process be sent to Nevada's two senators. Harry Reid sits on two transportation subcommittees, including one for appropriations.

Addresses:
■ U.S. Sen. Richard H. Bryan
400 S. Virginia St., Suite 702
Reno, NV 89501
■ U.S. Sen. Harry Reid
400 S. Virginia St., Suite 902
Reno, NV 89501



Some Union Pacific crossings have gates installed under a federal Surface Transportat

one at Lincoln, would consultants for the

TRAINS

From Page 1A

UP officials were pleased with the report.

"It appears the study is fair and it is based on the facts," said Mark Davis, a spokesman for Union Pacific.

Political leaders from the Wichita area reacted differently.

"It's very unfortunate," said U.S. Rep. Todd Tiahrt, R-Goddard. "I'm sure the Surface Transportation Board hasn't heard the end of this."

"I'm dismayed," said Wichita Mayor Bob Knight. "We assumed there would be some money identified for several underpasses or overpasses. There is nothing."

As the report's title suggests, it is preliminary. The next step in the process will be a public hearing at 7 p.m. Sept. 30 in the Mary Jane Teall Theater at Century II Convention Center, 225 W. Douglas. Doors will open at 6 p.m. for those who wish to examine maps, charts and other exhibits.

The purpose of the hearing is for the public to find out more about the study and to provide input for the staff of the Surface Transportation Board to consider when it prepares the final draft of the report next month.

A final vote by the three-member board probably won't come before February.

If not for the fact that the Union Pacific merged with the Southern Pacific last year — and needed the Surface Transportation Board's authority to do it — the federal board would have no say over whether the railroad chose to increase traffic through

what ought to be done to impact.

B. u. city of Wichita took advantage of the merger process to lodge a complaint about the impact, and the Surface Transportation Board made the mitigation study a condition of its approving the merger.

What the report recommends is a series of improvements aimed at speeding up trains.

The list includes the following items:

- Improving tracks and equipment to allow trains to run 30 mph through the center of town and 60 mph in the country. Trains currently operate at 10 to 15 mph.

- Eliminating crew changes in Wichita, which would allow more trains to pass through without stopping.

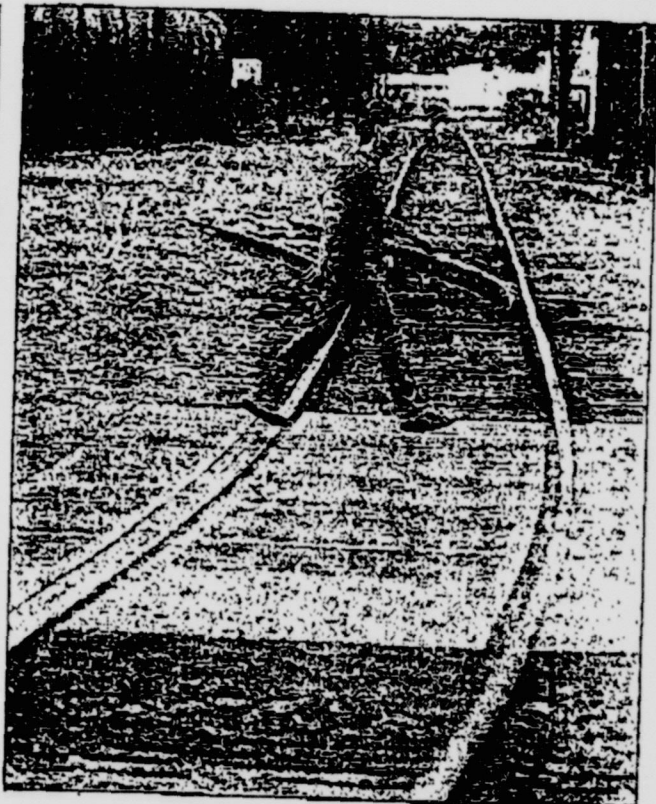
- Wiring local emergency dispatchers into a train tracking system that would give them information about what intersections are blocked at any time.

- Installing pedestrian crossing gates at 10th, 13th, Skinner and Mount Vernon streets.

- Installing crossing gates at 16 crossings.

- Installing electronic monitoring devices to detect problems that could cause derailments. The report uses a complex formula that estimates the risk of a derailment will rise from .09 derailments per year to .26 derailments, and from .003 hazardous materials spills caused by derailments to .012.

The transportation board's private consulting firm — Deleuw, Cather and Co. — considered constructing overpasses at Pawnee, Central, 13th and 21st but settled on other options.



Pedestrian crossing gates to prevent schoolchildren from crossing in front of oncoming trains would be installed at Union Pacific crossings such as this one at 13th under the proposal.

"One of the reasons for that is the costs just didn't justify the benefits," Dalton said.

The report said, however, that overpasses and underpasses probably would provide some benefits. It would be up to the city and the railroads, the report said, to work out where the structures were needed and how they would be paid for.

Another solution the city had urged the transportation board to consider was constructing a bypass to allow trains to avoid the city altogether.

"We said early on we weren't really going to look into that," Dalton said. "It wasn't reasonable in this case."

What has not been reasonable, Knight said, is the way the Surface Transportation Board's staff has catered to the railroads.

"This report could have been written by the railroads," Knight said. "The whole system has been geared to favor the railroad over citizens."

Speeding up the trains is an "unacceptable" solution, Knight said, to the problems the city may experience in coming years. In five years, he said, the transportation board's orders in this case will expire. At that time, he said, the railroad may well decide to increase the number of trains through the city again.

"I'm in no mood to roll over on this," Knight said. "I think the city of Wichita needs to be prepared to do whatever it takes."

One option would be for the city to file a lawsuit in federal appeals court — after the transportation board takes a final vote — charging that the action was arbitrary.

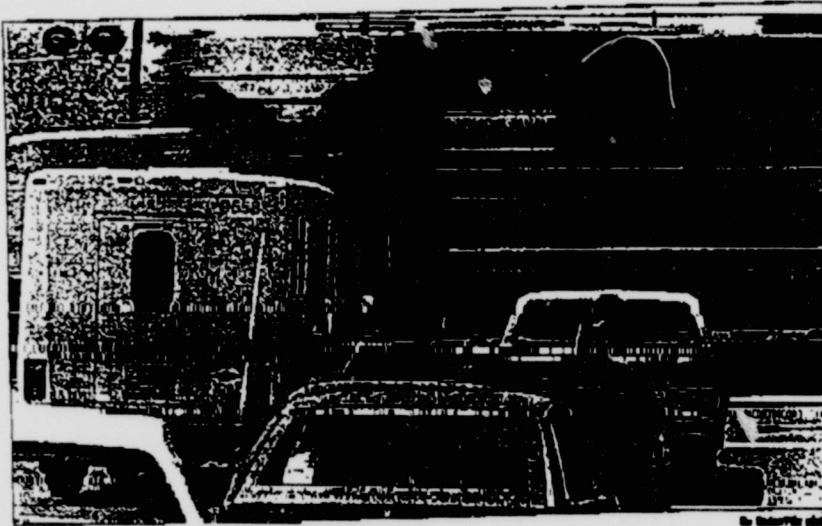
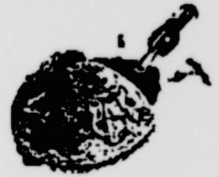
But that might be a hard case to make, Dalton said.

"You can see how thick this report is," he said. "It's full of facts."

Jim Cross writes about politics and public issues. He can be reached at 268-6574.

The Wichita Eagle

SEPTEMBER 17, 1997 • 60 CENTS



Union Pacific trains would travel through Wichita at speeds of as much as 30 mph instead of the 10 to 15 mph that they now do. Improvements would be made to tracks and crossings to allow

Report takes simple route: faster trains

Wichita's mayor outraged by federal consultants' rejection of overpasses, underpasses and bypasses.

By Jim Cross
The Wichita Eagle

It will not be necessary to commit overpasses or underpasses in Wichita to handle increased traffic on the Union Pacific Railroad, consultants for the federal Surface Transportation Board said Tuesday.

A package of improvements that could cost Union Pacific about \$10 million would allow trains to run faster and would be up to the city's mayor, said city officials.

Wichita motorists rock up along the board's city street at train crossings. That's what the city wants to do — get rid of the 100 cars stuck for 10 minutes. And so on.

With the improvements proposed in the report, Union Pacific trains would travel through Wichita at speeds of as much as 30 mph instead of the 10 to 15 mph that they now do.

And that would be after Union Pacific doubles the number of trains — from four to eight — a day in each of the two main through the city.

The board that speed alone would address the problem. The city's transportation board staff member in charge of the study.

But Wichita officials had been hoping the report would recommend constructing at least some underpasses or overpasses. The city's consultants have come up with a plan for \$10 million worth of bridges and elevated tracks along the rail corridor that runs through the center of town.

Tuesday's report route it appears unlikely that the city will be successful in getting Union Pacific to pay all — or even a large share — of those costs.

See TRAINS, Page 6A

WHAT HAPPENS NOW?

A copy of the report may be viewed at the Metropolitan Area Planning Department at City Hall, 455 N. Main, Call 841 Stockwell at 256-4490 to make arrangements.

A public hearing on the report is set for 7 p.m. Sept. 30 at Mary Jane Todd Theater in the Century II Convention Center, 225 W. Douglas. Members of the federal Surface Transportation Board's staff will be present to answer questions and to receive public

input on the plan. In October and November, the transportation board's staff will revise the report and issue a final version. A public comment period will follow. In January the transportation board's staff will make final recommendations to the board. Probably sometime in February the Surface Transportation Board will take a final vote.

What Union Pacific might have to do

- Install crossing equipment
- Relocate crossing
- Install crossing
- Relocate and grade crossing
- Speed up trains
- UP trains travel at 60 mph
- UP trains travel at 30 mph
- Install barriers or guardrails
- Various locations from 4.1 to 7.1 miles

Additional mitigations in Wichita and Sedgewick County

- Business can cross changes for merge-related through trains
- As many as 100 dispatchers know where UP trains are
- Sponsor a rail safety program in adjacent schools
- Provide safety information to all employees, employees and residents at properties abutting the UP right-of-way
- Install malfunction detectors north and south of Wichita to help prevent accidents
- Create a community advisory panel for safety and environmental issues
- File quarterly mitigation reports with the Surface Transportation Board and give copies to Wichita and Sedgewick County

The Wichita Eagle

Camp fund reassi

Embattled Re in the hands of a move unlikely for an outside p

By David Johnston a New York Times News 2 WASHINGTON — A hint from the White House's campaign advisor federal prosecutor

The resulting by agreement by the Justice Department on Tuesday, is to get control of the most important

The action is not a direct order from the White House, but a message from the Justice Department that the new managerial provide her with a full understanding of the city's

The officials said the latest quarter report the greater depth and focus began last year

Overp antibiotic fuel 's

Study finds n often treated w against viruses, antimicrobial r

By Terence M. M... The Washington Post

As health experts ubiquitously resistance, a ready to blame them by creating many po

In their survey of 1,500 physicians across the University of Colorado

The great majority caused by viruses, not passed to bacteria, at Overit, the research

Mixed

Continued from Page 1

The recommendation the city was seeking is an option to lower the tracks for a two-mile stretch between Keystone Avenue and Sutro Street.

According to the city, only by

lowering the tracks will concerns over pollution, noise and safety be adequately addressed.

The STB could have imposed this recommendation as a binding condition on the railroad. Instead, it was recommended as a "voluntary" arrangement which could be reached between

the city and the railroad.

Any voluntary agreements between the two are unlikely since negotiations broke down when the railroad offered to pay only \$35 million toward the cost of lowering the track.

The total cost is estimated at \$182 million.

Reno Mayor Jeff Griffin, who bristled at remarks in the STB's study, said, "As a result of funding difficulties, the city of Reno withdrew from negotiations (with the railroad) in 1997."

"I emphasize these are private negotiations with UP. Private. Their (UP's) task is scientific research."

Report

Continued from Page 1

Take the citizens' input and draft it accordingly," Reno Mayor Jeff Griffin said.

While the STB offered plenty of recommendations, they were lambasted as a blatant disregard for the city's chief concerns: safety and the environmental effects of the merger.

Griffin said the report was further evidence of what the city has been complaining

about for months: the STB is slanted in favor of the railroad to the detriment of Reno's citizens.

"This is continued evidence of the STB's bias in favor of the railroad... The STB ordered a quick fix of racing trains through Reno. It's a totally unbelievable solution and it doesn't have the citizens at heart," he said.

Griffin's remarks were made in reference to the STB's recommendation that the railroad increase the train speed from 18 to 30 mph to lessen the

amount of time vehicles wait at train crossings.

After a cursory glance through the hefty document, officials struggled to find something positive to say.

"It's finished," Reno City Councilman Tom Herndon said.

"I am sure there is something positive in there somewhere," said Mark Demuth, a consultant hired by the city to work on the railroad mitigation task force.

The city received the report a day and a half later than the

date published in the Federal Register, which lists the official daily activity of the federal government.

Griffin said if a public campaign against the report is ignored the city will pursue other measures.

"It's incumbent on us to try and make our point either through the court of law or the court of congress," he said.

"They'll change the cover (of the report) from draft to final, that would be the response to no public comment," Demuth said.

STB report gives mixed messages

BY JOANNA WELCH

Tribune Staff

Speed is the panacea being offered by the Surface Transportation Board to offset the effects of increased trains passing through the Truckee Meadows following the Union Pacific and Southern Pacific railroad merger.

The STB's two-inch thick preliminary report, which arrived a day and a half later than scheduled, can be summarized by a dozen points.

The effects on the environment and health and safety, key concerns raised by Reno council members, can be mitigated by increasing the speed of the trains running through the city, according to the STB's report.

Increasing train speeds from 18 to 30 mph will reduce the number of cars idling at railroad crossings and will cut down on emissions of carbon monoxide, the report states.

Increased train speed will also ensure emergency response teams are not delayed at railroad crossings.

A rapid response from emergency services is also contingent on "emergency vehicle drivers being aggressive in seeking unblocked rail crossings... passing traffic congestion and not being hampered by traffic restrictions such as one-way streets and traffic signals," the report states.

Ironically, in the same section that recommends increasing train speed, the report acknowledges that increased speed is directly linked to increased fatalities.

"... accidents are likely to be more severe with increased train speed," the report states.

The onus on directing emergency vehicle drivers on routes to avoid backed up traffic would fall to the emergency dispatch center, not the railroad.

"There is no mitigation here for public safety. It is just more work for dispatchers... I am deeply disappointed after we spent time discussing emergency response and life-saving and we get nothing," Reno's Fire Marshall Larry Farr said. "This will cost lives. Reno should be outraged."

"This is clearly not a UP mitigation, but UP telling us how to mitigate," said Mark Demuth, a consultant hired by the city to work on the railroad mitigation task force.

A suggestion that railroad safety could be improved by Union Pacific expanding its educational program into Washoe County's schools and to local businesses was met with incredulity from Demuth.

The majority of people in danger of being hit by a train downtown are not casino employees or school children but tourists, Demuth said.

The methodology used by the STB also came under fire.

"This (the report) lacks science and depth," Demuth said. "There is no discussion on why 30 mph was chosen... It favors the railroad."

Demuth also questioned why the report bore so many similarities to the STB's railroad mitigation for Wichita, Kan., when it was alleged to be tailored to the unique circumstances of a 24-hour city.

See **Mixed** Back Page



Tribune/Debra Reid

Former Southern Pacific Railroad switcher George Ahlberg "blocks" (builds) trains for the Union Pacific Railroad at the Sparks railyard.

Reno blasts federal report on trains

BY JOANNA WELCH

Tribune Staff

The next 28 days are critical.

This was the message from Reno officials Tuesday who urged the public to learn about and comment on a preliminary report issued by the Surface Transportation Board on how to mitigate the effects of the Union Pacific Railroad and Southern Pacific Railroad merger.

The merger, the biggest in railroad history, is expected to at least double the number of trains running through the Truckee Meadows by next year.

Starting today, the public has 28 days to

respond to the preliminary report. Following two public hearings on Oct. 9, the STB will begin the process of completing a final draft of the report.

City officials urged the public to contact the STB, the congressional delegation, the governor's office and the city during the next month to make known any concerns about the report. The main recommendation from the STB is to increase the speed of trains to move them through the city faster.

"I only hope this draft is just that, a draft.

See **Report** Back Page

Sparks' soccer triumphs

1B

Military safety review ordered

2A

Two F-16s collide

3A

Daily Sparks Tribune

Wednesday, September 17, 1997

The Truth Has Been Our Only Friend Since 1910

Volume 88, No. 58 35 Cents

Federal agency rips Union Pacific for safety violations

By Kathleen Sullivan
SAN FRANCISCO EXAMINER

SAN FRANCISCO — Three days before a Union Pacific railroad car loaded with live ammunition derailed in Pittsburgh, a federal agency castigated the company, which has had nine employee deaths this year, saying it had "a fundamental breakdown in basic railroad operating procedures and practices essential to a safe operation."

Union Pacific is the company expected to transport spent nuclear fuel rods, which contain radioactive waste material, from the Bay area starting next year.

In a report released last Wednesday, the Federal Railroad Administration said an investigation into Union Pacific found:

- Supervisors ordered crews to move trains with defective equipment.

- 57 percent of the locomotives inspected were defective.

- Employees were told not to report defects or injuries.

- Dispatchers and managers gave conflicting instructions that could result in head-on collisions.

"Findings of widespread safety deficiencies in the areas of training, dispatching and employee fatigue are of great concern to the FRA."

FRA administrator Jolene Molitoris said of the report.

The Federal Railroad Administration oversees railroad regulations and safety on 300,000 miles of track nationwide.

Since January, nine Union Pacific employees have died on the job, more than double last year's figure, the agency said.

Five of those died in three collisions during the past three months, and four died in yard switching accidents, the Sept. 10 report said.

"Conducting an initial review of the circumstances surrounding the collisions and four yard incidents, FRA came to the conclusion

that there is a fundamental breakdown in basic railroad operating procedures and practices essential to a safe operation," the agency said.

The agency gave Union Pacific six months to resolve its safety problems and summoned company and union officials to a meeting Wednesday that will be the first in a series of discussions to address safety.

James Gower, an FRA spokesman, said the Saturday derailment would be discussed.

Union Pacific President Jerry Davis said the company had already started addressing safety

problems raised by the FRA.

"We must refocus every Union Pacific employee's attention on safety," Davis said in a recent statement. "Let there be no doubt that this company's commitment to safety improvement is serious and comes straight from the top."

In Saturday's accident, four cars — one car carrying live ammunition from the Concord Naval Weapons Station and three carrying scrap metal from a Pittsburgh steel plant — slipped off the tracks. Four hundred homes were evacuated as a precaution.

The derailment did not cause any injuries, fires or explosions.

The incident, however, reignited a raging debate in the community over plans to haul foreign spent nuclear fuel rods from the Concord Naval Weapons Station to the Idaho National Engineering Laboratory for storage.

The radioactive materials are remnants of an agreement signed by President Dwight Eisenhower in the 1950s. Under that pact, 41 countries receive uranium from the United States for nuclear research. In exchange those countries agreed not to develop nuclear weapons. The agreement also requires the United States to take back and dispose of spent nuclear fuel rods.

Railroad

From page 1A
an \$800,000 contribution from the railroad would suffice for Virginia Street. However, Fitzgeralds officials have said they retained the right to say who gets to cross when the project City Council approved the project this past winter.

So drunks and others conceivably would have to wait on the sidewalk while trains pass.

For Sierra Street, the railroad would have to build a pedestrian overpass estimated at \$2.5 million or an underpass at \$2.4 million.

Griffin said a long train stopped in Sparks would need a lot of fuel to reach 30 mph through Reno as it starts its climb to the Sierra.

Councilman Tom Herndon said he suspects a train would need twice as many engines, which would mean twice as much pollution.

Union Pacific railroad spokesman Mike Furtney said he's not "enough of a railroad operator" to say whether all trains that stop in Sparks could get up to speed. And he refused to allow anyone in the Sparks railroad yard to answer that question: "I don't want to put anybody there on that kind of spot."

In a memo in the report from railroad engineers, they said freight trains can consistently

WHAT RENO OFFICIALS SAY

Reno officials say lowering the tracks through downtown Reno is still the best solution for increased rail traffic.

The \$183 million project would put the tracks in a ditch starting west of Keystone Avenue and run just west of Sutro Street. The railroad initially offered \$35 million for the project while city officials wanted them to pay \$100 million. Negotiations broke off in June.

Lowering the tracks would address:

- **Noise pollution.** With no crossings through most of downtown, trains wouldn't have to blow

the whistle as they do now before reaching 16 intersections.

- **Air pollution.** With motor vehicle traffic kept moving on the streets above, there'd be no idling vehicles.

- **Police, fire and ambulances** do not have to wait for trains to pass.

- **The railroad benefits.** It could run as many trains as it needed through town at whatever speed is determined safe.

- **Safety is somewhat improved** in a toxic rail accident. Most chemicals are heavier than air and would stay in the ditch. But radiation from a nuclear accident would still be a horror.

achieve the 30 mph after running improvements at the Sparks Yard through a computer model. The railroad would spend \$7.34 million for new switches and other equipment to meet the proposed timetable.

Neither Reno nor the state of Nevada can set speed limits for trains although the Nevada Public Service Commission determines whether a stretch of track is safe enough for trains to operate at the speed limit. The railroad now has set a 20 mph speed limit through Reno.

PSC spokesman Rick Hackman said some trains coming out of Sparks might not be able to reach 30 mph through Reno because of their heavy loads.

Barring no heavy loads, Mark Demuth, the city's railroad consultant, said all the trains would have to hit 30 mph to gain the reductions in stalling time for cars and air pollution.

And Griffin said he still believes the 24 trains a day — the number on which the entire study was based — is still an estimate. With a straight shot between Chicago and

California, he expects many more trains through Reno. No condition exists to address that.

"Allowing for increased speeds may sound like a nice idea, but you don't solve one problem by creating another one in terms of safety," said U.S. Sen. Richard Bryan, D-Nev.

"The bottom line is the STB missed the mark by a mile. What they are requiring of the railroad is even less than the railroad has offered to do by way of mitigation. Where the city has asked for constructive solutions, this report provides mere crumbs."

Union Pacific had proposed \$35 million to pay for lowering the tracks through Reno, a \$183 million project. Reno came up with financing for \$80 million, leaving a \$68 million gap. Reno wanted the railroad to pay more, but it refused to budge.

Nevertheless, Herndon said the project Reno wants isn't dead. The city's lawsuit for a full environmental impact statement from the Surface Transportation Board still is working its way through the courts. It would address most of the railroad issues permanently.

Demuth said he was shocked that faster trains was the basis for all of the federal board's recommendations. He described speeding up the trains as a footnote in the last of seven railroad task force meet-

OTHER ISSUES

- **Other issues addressed in the Surface Transportation Board report:**

- **No noise mitigation.** The railroad would not be required to do anything to avoid blowing whistles before each of 16 rail crossings in town.

- **New video equipment.** Union Pacific must provide \$300,000 worth of cameras and video equipment at the Reno emergency dispatch center so dispatchers can monitor the railroad's computerized signal system to see where the trains

are blocking intersections. Actual video monitors would show real-time conditions along the tracks in downtown.

This would help dispatchers get the fastest response to fire, police and medical emergencies.

But Reno Fire Marshall Larry Farr says putting added work on the shoulders of overworked dispatchers is no solution at all. They're busy enough responding to callers and getting help on the way.

"They don't need to be looking up at a television monitor."

ings. He as well as others expected an overpass or two to be recommended.

In the report, STB's environmental staff said its initial approach was to address blocked train crossings that delayed traffic and the idling of cars. Then the staff decided increasing train speeds would do the same job in getting emergency vehicles through town and address air pollution.

"It's an unmitigated disaster," said John Frankovich, a lawyer representing the Eldorado Hotel-Casino, on the report's recommendations.

"It just proves what I said all along. It's a charade," said Harry York, executive director of the

Reno-Sparks Chamber of Commerce. "The recommendations are worse than what I expected."

Seven of 11 recommendations for Wichita, Kan., in a similar report are identical to the ones for Reno, Demuth said. That's despite Reno's greater number of tourist pedestrians, faster trains and more trains than go through Wichita.

In the next 28 days, city officials hope citizens will express their concerns to the Surface Transportation Board and their U.S. senators.

The STB is expected to make a final decision in March 1998. That's when the board's order limiting Union Pacific to 14 trains a day ends.

RENO GAZETTE-JOURNAL

WEDNESDAY, SEPTEMBER 17, 1997

FINAL EDITION



"It's simply a quick fix — a racing train through downtown Reno."
—Mayor Jeff Griffin

Feds: Faster train speed limit will cure Reno rail traffic ills

Officials shocked: Federal panel wants speeds increased to 30 mph.

By Susan Voyles
RENO GAZETTE-JOURNAL

Reno officials were shocked Tuesday at a federal report that says nearly doubling trains' speed will soften the effect of doubling the number of freight trains through the city each day.

"It's simply a quick fix — a racing train through downtown Reno," Mayor Jeff Griffin said at a news conference to discuss preliminary recommendations from Surface Transportation Board staff.

If Union Pacific speeds its trains to 30 mph through downtown Reno, only two new pedestrian overpasses and more gate arms at nine crossings are needed to handle the trains, the report says. The improvements are necessary to offset the effects of Union Pacific and Southern Pacific's merger approved a year ago.

Raising the average speed of trains from 18.7 mph would improve stalled traffic, air pollution and other problems from increased rail traffic. It also would eliminate the need for new vehicle underpasses or overpasses or lowering tracks through downtown, the report says.

With faster trains, delays at Reno's 16 downtown railroad crossings would drop from 1.98 minutes per vehicle now to 1.27 minutes a vehicle. That would hold true after boosting the number of trains from the current 14 a day to at least 25 a day next March when the Surface Transportation Board rules on the mitigation efforts.

Increasing trains' speed would reduce vehicle idling time and air pollution.

The report acknowledges it has no answers on whether pedestrian-

Both sides of the track

The Southern Pacific-Union Pacific merger may increase rail traffic through downtown Reno. A new federal study eliminates what Reno officials wanted—underground tracks. Instead it recommends:



Source: Reno Gazette-Journal research, City of Reno

Scott Davis and Mark Bentley/Reno Gazette-Journal

Inside

Locals, tourists say: Trains will have little effect on those walking downtown.

Lower tracks: Reno officials emphasize advantage of depressed routes.

Nuclear waste: Energy Department wants rail carriers to bypass Reno.

Lack of safety: Federal panel harshly criticizes Union Pacific for unsafe practices.

Page 8A

It's a farce: Today's editorial says Reno is in deep trouble if study's recommendations aren't changed.

Page 11A

Union Pacific install two more crossing arms at nine downtown intersections so drivers can't zig-zag through the blockade.

Two new overhead or underpasses for pedestrians downtown. The report says an escalator overpass to be built by Fitzgeralds with

train accidents will increase, saying no formula exists to calculate that. It predicts a jump in train-motor vehicle accidents.

But to offset those accidents, the report recommends:

See RAILROAD on page 8A

EDITORIALS

Railroad merger mitigation study a farce

Transportation Board: If this draft is not changed significantly, Reno is in deep trouble

So this is the Surface Transportation Board's grand scheme to mitigate the tremendous impacts that the Union Pacific-Southern Pacific railroad merger will have on Reno:

- Double the speed of all trains to 30 mph to get them through town faster (run for your lives, pedestrians).

- Force harried Reno police/fire dispatchers to also watch video of the trains so they can gauge where, when and how fast the trains are moving so the dispatchers can send ambulances, fire trucks and police cars racing around them, hopefully in time (nervous breakdowns, confusion, deadly errors? Too bad).

- Install electronic warning signs so dumb pedestrians will know that a train is coming (gee, Fred, what is that large thing rushing toward us, anyway?).

- Install pedestrian overpasses or underpasses at Virginia and Sierra streets (although Union Pacific will only have to build one; the other is already planned with private funds and the feds will simply usurp it — whoopee!).

- Educate pedestrians on how to use train crossings (you can see them rushing to sign up, can't you?).

- Build new crossing gates at several streets (which pedestrians can walk around, except for the new pedestrian "skirts" to keep them from crawling under the gates, which they can still walk around).

- Create a community advisory panel (so residents can continue hollering at railroad and federal officials who still won't listen).

- Consult with Native Americans (hey, everybody is going to go away happy from these discussions, too). Wonderful isn't it?

There is, of course, no mitigation — none other than the 30-mph speed — for emergency vehicles stalled at the tracks while fires burn and people die — and the 30-mph speed might not be attained by many trains because they will be starting up in Sparks and possibly slowing for other reasons. There is no other mitigation for air pollution, even though a city consultant promises that once the number of trains doubles or triples, their emissions will force the Truckee Meadows into non-compliance with federal ozone restrictions. There is no mandate to depress the tracks, or build vehicle underpasses (even though the Surface Transportation Board said earlier that "separated grade crossings ... will be needed to address safety concerns."

If this doesn't appall you enough, compare the board's Reno study with a mitigation study just done for Wichita, Kan. The executive summaries read precisely the same for long stretches, and the majority of recommendations

are the same, even though Reno is a 24-hour town and Wichita is not, and even though Wichita has only eight slow-moving coal trains a day and no pedestrians. Was Reno really studied for its unique problems? It sure doesn't sound like it.

The Reno study does make brief mention of an enhanced rail safety program, but of course the board does not dwell on that, despite the fact that Union Pacific's safety record is so bad that the Federal Railroad Administration is sitting a federal official right in the railroad's offices to shape it up. Nine employees have died this year as a result of collisions and other accidents. The railroad administration lashed Union Pacific for telling employees not to report defects or injuries, for supervisors telling crews to move trains with defective equipment, and for 57 percent of locomotives inspected being

defective. The FRA found "a fundamental breakdown in basic railroad operations and practices essential to a safe operation." This is the railroad that will be shipping hazardous materials and nuclear waste through Reno. And this is the railroad that the transportation board wants us to trust. The "What me worry" report of the STB stands in marked and horrifying contrast to the "We are in charge" approach of the Railroad Administration.

One agency does its duty, the other walks away.

In short, this draft report is far worse than even the most pessimistic of us thought it would be. It portrays the Surface Transportation Board as a creature of the railroad industry and not a watchdog for the people, just as the Department of Energy is a creature of the nuclear power industry trying to ram a nuclear waste dump down our throats. If this report stands unaltered, the railroad will pay almost nothing for mitigation and Reno will be shafted. It is that basic.

Reno's government and citizens have only 28 days to comment on this travesty in hopes of changing it. They need to do so in large numbers and with the utmost urgency: casino workers who could be injured or killed by a hazardous spill or explosion, anyone else who works or visits downtown, people who drive cars there, people who have frail relatives for whom a minute's delay by an ambulance could mean death. The board really doesn't want to hear from you, though; it requires comments to be made with an original and 10 copies: i.e., making it as difficult as possible for people. The city will make the copies if you will send it the comments. Contact our U.S. senators and congressmen, too. Otherwise we will be left at the mercy of a federal agency that doesn't give a damn about Reno and a railroad whose actions say it doesn't give a damn about safety.



Monday, September 15, 1997

Railroad report delayed one day

BY JOANNA WELCH

Tribune Staff

A preliminary report from the Surface Transportation Board recommending how Union Pacific should alleviate an increase in rail traffic following last year's merger with Southern Pacific Railroad will be a day late.

Despite a notice in today's federal register, which details the activities of federal agencies, the report was delayed because of a "glitch" between printing and delivery, Harold McNulty, director of the STB, said from his office in Washington D.C. today.

The inch-thick report will be express mailed tonight and will arrive in Reno first thing Tuesday, McNulty said.

McNulty declined to discuss the contents of the report, saying it would be inappropriate until

everyone has had a chance to review it.

The delay is unlikely to help the already strained relations between Reno officials and the STB.

Today was to mark the start of 30 days of public comment on the recommendations. The city's plan to hold a press conference to hand out copies of the report and comment on the recommendations was canceled.

"We were keyed up for this. I am frustrated a federal agency cannot do more for the public," Mark Demuth, a consultant for the city on the mitigation study, said today.

"We wanted to get it into the public's hands and find out what the public thinks."

A statement from Reno read, "The city questions why the announcement of the release of

the study was in this morning's Federal Register when McNulty says even he will not receive a copy of the study until tomorrow. McNulty would not share any details of the report with the city's attorney or anyone else."

The city has been pushing for the railroad to bury the tracks through a two-mile stretch in downtown Reno at a cost of \$182 million. The railroad has repeatedly said they will chip in no more than \$35 million towards the cost.

The \$147 million shortfall has left negotiations between the city and the railroad at an impasse, which has been aggravated by complaints from Reno City Manager Charles McNeely that the STB's hearings have been slanted in favor of the railroad.

Reno misses day for railroad study comment

Reno residents on Monday lost one of the 30 days to comment on a new railroad study when no copies were made available after it was listed in the Federal Register.

The long-awaited report from consultants and staff for the Surface Transportation Board will outline steps Union Pacific could be forced to take to ease the impact of increased trains through Reno as a result of its purchase of the

Southern Pacific. The board is expected to make a final decision in February.

The study is being sent by Federal Express and is expected in Reno today.

The merger will mean the number of trains through downtown will jump from 16 to at least 24. The length of the trains also could increase.

"The delay comes as a shock to

the city," said Mayor Jeff Griffin. "We feel like we are already under the gun, since the public only has 30 days to respond to the draft. Each hour is critical in the process."

The Federal Register states citizens must send in 10 copies of their statements, which Councilman Tom Herndon described as an "unreasonable and bureaucratic burden."

Staff reports

Building a Better RENO

Respect Responsibility Responsiveness Results

AGENDA

**Redevelopment Agency
Monday
September 15, 1997
5:00 P.M.**

City Council Chambers

Staff Report:
Recommendation of
Developer for Mapes.
Staff Report: Name the River
Project Recommendations.
Staff Report: Demolition of
the Riverside Parking Garage.

**Reno City Council
Tuesday
September 16, 1997
12:00 P.M.**

City Council Chambers

Staff Report: Presentation by
U.S. Department of Energy
Idaho Operations Office
concerning transportation of
spent nuclear fuel.

Staff Report: From the Airport
Authority of Washoe County
— Larry Martin

Request for Multi-Year
Donation to the San Francisco
Shoreline Camp Project

Staff Report: Consideration
and discussion regarding an
ordinance on "Towing and
Recovery Services" and
providing for other matters
properly relating thereto.

Citizen Initiative — Reversal
of Requirements for Tow
Driver Work Card.

**Special Session
Study Session
Reno City Council
Tuesday
September 16, 1997
12:00 P.M.**

City Council Chambers

Adoption of resolution to
provide a lump sum payment
for FY1998 to achieve
eight employees hired after
the qualifying date.

Presentation by the Reno
Sparks Chamber of
Commerce of the Airport
Review Task Force Report.

Joint workshop with Planning
Commission on Truckee River
Corridor plan (4:00 pm)

Truckee Meadows Citizens Get 30 Days To Protect Themselves and Future Generations From More, Longer and Faster Trains

Today, in Washington, D.C., the Surface Transportation Board (STB) is scheduled to release a Preliminary Mitigation Plan (draft) outlining possible solutions to the impacts on the Truckee Meadows of the increased train traffic which will result from the merger of Union Pacific and Southern Pacific Railroads. Releasing this Plan will begin a 30-day Comment Period, the final and only true chance for Truckee Meadows citizens to protect themselves and future generations against the effects these trains may have on their safety and quality of life.

That's why, in their own best interests, all Truckee Meadows citizens are urged to do four simple things:

1 — Learn about this issue in every way you can. Start by reading the City of Reno's position, as described on this page. But don't stop there: study news media coverage, Union Pacific's position, and so on. Then decide for yourself what makes sense, and what is fair.



Fire truck delayed at Centre Street.

2 — As soon as possible — and no later than Tuesday, October 14 — call or send the STB a letter, note or telegram expressing your opinions. No matter how informal or brief your message may be, it is very important. Also, send a copy of your letter or note to your congressional representatives. Addresses are provided in a box on this page.

3 — Complete and return the coupon at the bottom of this page.

4 — Attend the public meeting to be held on this issue Thursday, October 9 (locations and times will be announced later by the STB).

Background

In September, 1996, the Union Pacific Railroad merged with the Southern Pacific Railroad, creating the country's largest railroad system. This merger is projected to result in a combination of increased revenues and decreased expenses which will boost Union Pacific's profits by \$750 million a year.

As a result of the merger, Union Pacific will increase the number, length, height and speed of the trains it runs through our area. Since this will affect everything from the economy to public safety and the environment, this is not, as some have suggested, merely a "technical" or "downstream Reno" issue, but one which will impact the quality of life for everyone in the entire Truckee Meadows region.

To minimize these impacts, the City of Reno and the railroad agree that a significant portion of Union Pacific's tracks should be placed in a below-ground-level passageway known as a "depressed railway." This railway would run from, approximately, Keystone Avenue on the west through Suro Street on the east.

Why The Tracks Must Be Placed In A "Depressed Railway"

To reduce the hazards of Union Pacific running more, longer, higher and faster trains through the Truckee Meadows:

— The number of trains will increase nearly three times — from 13 to 38 per day.

— These trains will be nearly a third longer than current ones — they will increase to 6,500 feet in length.

— They will also be higher double-stacked cars — 23 feet tall, the height of a two-story building — will be used.

— And the trains will be faster, probably from their current through-city rate of 20 mph to 30 mph, a full 50% increase.

To minimize environmental concerns:

— Traffic Delays and Air Quality: If the trains run above-ground, carbon monoxide emissions would increase by as much as 234 tons per year due to the additional time that vehicles would have to allow them to pass. (It is estimated that the time devoted to train-passing would double.) In addition to increasing the health of approximately 200,000 Truckee Meadows residents, we would have to find ways to eliminate all this additional air pollution, such as establishing more "no burn" days, and to resolve costly compliance issues.

— Water Quality/Supply: Because Union Pacific's tracks are so close to the Truckee River, our primary water supply, increased train traffic means an increased probability of spills of hazardous materials being transported. This is a danger to not only all Truckee Meadows residents, but to many species of fish, birds and plants, to cite one example, the Truckee River empties into Pyramid Lake, which is both home to the endangered cut-throat and threatened Lahontan cutthroat trout, and a sacred site for Native Americans.

To minimize public safety concerns:

— If the additional trains continued to run above-ground:

— Emergency response times — ambulance, police and fire — would experience increased delays as the trains block the tracks. (Trains of the new length could block every one of the 15 crossings in our valley at the same time, entirely eliminating all north-south access.)

For example, of the approximately 15,000 calls the Reno Fire Department responded to last year, nearly 1,200 required crossing the railroad tracks which divide north and south Reno. (In the same year the REMSA ambulance service responded to approximately 32,000 calls.)

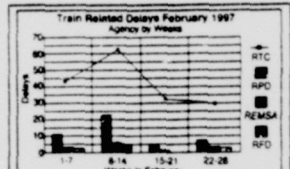
— The danger of accidents to both pedestrians and vehicles resulting from increased numbers of trains and higher speeds would increase. (In the past three months alone, seven people have died in three Union Pacific crashes, since January, five additional railroad employees have been killed in other accidents.)

Beginning next year, the U.S. Department of Energy proposes to transport special nuclear fuel shipments through the Truckee Meadows. This not only poses an increased potential for catastrophe, but at this time there is no plan to prepare safety personnel to respond to a derailment of nuclear fuel.

— Noise: The trains' whistle-blowing, and simply their passing, will create additional disturbances to both residents and visitors.

In the majority of cases trains must, by law, sound their whistles within one-quarter mile of public crossings, of which there are 15 in Reno. This will obviously occur more frequently as more trains travel through our area.

Because, as The Reno Gazette-Journal has editorialized, there is no viable above-ground alternative, this is primarily due to the cost, the lack of improvements to traffic flow and the effect on private property of the several alternatives which have been considered.



In February, the City's Environmental Team had an opportunity to see how an increased number of trains, at grade crossings in Reno, Union Pacific rerouted the trains from the Frailor River Canyon to repair flood damage. The following table shows the results of the study.

Issue One: The Need For An Environmental Impact Study

The City of Reno believes that it is only sound, responsible public policy that an environmental impact study (EIS) be completed prior to moving ahead with any railway plan, noise, air quality, water quality and public safety and health issues must be addressed in this process.

Issue Two: Financing The "Depressed Railway"

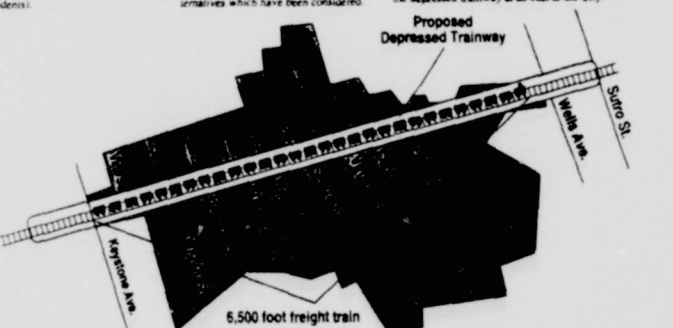
The cost of the railway is estimated to be \$182 million. The City of Reno believes that the railroad should contribute a minimum of \$100 million of this cost. Union Pacific wants to provide a maximum of \$35 million. (The rest of the money will be allocated from a one percent hotel room tax and a one-half percent sales tax.)

The City's position is rooted in two basic American principles: fairness and common sense.

— In any partnership, isn't it only fair... isn't it only common sense, that the party which will reap the greatest benefit from the arrangement contribute the greatest part of its funding? Why, in the name of both fairness and common sense, should the major beneficiary of any partnership, the one which wanted, needed and initiated it, go away with paying less than 25% of its cost?

— Isn't this especially true in this instance, as which the railway's cost will be incurred solely to accommodate the railroad? After all, if Union Pacific didn't want to run more and larger and faster trains through the Truckee Meadows in order to decrease its expenses and increase its profits, this project wouldn't even be under discussion.

The City of Reno believes that the Union Pacific should live up to the concept expressed in the letter its Vice President, M.E. Wimmer, sent to City Manager Charles E. McInerney on January 31, 1997: "Union Pacific has proposed to Nevada regulators, and proposes to the City, that the State of Nevada and Union Pacific would jointly fund the depressed railway as its cost to the City."



Key Dates In The STB Mitigation Study Process

- September 15: Release of Draft Surface Transportation Board (STB) Preliminary Mitigation Plan (PMP) for Reno (beginning of 30-day Comment Period).
- September 16: U.S. Department of Energy — Idaho Office presentation to Reno City Council on planning and training for future research reactor spent nuclear fuel shipments through Reno in early 1998 (Council begins at 12:00 noon).
- October 7: Presentation to Reno City Council on the PMP for Reno (Council begins at 12:00 noon).
- October 8: Surface Transportation Board (STB) meets with Reno Mitigation Task Force to discuss the PMP for Reno (11:00 a.m. in the Council Chambers).
- October 9: STB holds two public meetings to discuss Mitigation Plan with public (times and locations have not been released; an afternoon and evening meeting are likely).
- October 14-18: City of Reno comments on the PMP for Reno are due to the STB in Washington, D.C. (dates are dependent on the actual beginning of the 30-day Comment Period).

What You Can Do

As we said at the beginning of this message, the 30-day Comment Period which starts today is the final chance for Truckee Meadows citizens to protect themselves and future generations against the effects these trains may have on their safety and quality of life.

That's why, in their own best interests, all Truckee Meadows citizens are urged to do four simple things:

1 — Learn about this issue in every way you can.

2 — As soon as possible — and no later than Tuesday, October 14 — call or send the STB a letter, note or telegram expressing your opinions. No matter how informal or brief your message may be, it is very important. Also send a copy of your letter or note to your congressional representatives. See box at left for addresses.

3 — Complete and return the coupon at the bottom of this page.

4 — Attend the public meeting to be held on this issue Thursday, October 9 (locations and times will be announced later by the STB).

Please complete and return this coupon to Community Relations Office, City of Reno, P.O. Box 1900, Reno, Nevada 89505, or fax this form to 334-2097.

I agree with the U.P.'s proposal to construct a "depressed railway" as outlined by the city in its comments to the Reno Gazette-Journal, Monday, September 15, 1997. Please provide me with information regarding public meetings on this issue.

Name _____

Apt. or P.O. Box Number _____

Street _____

City _____ State _____ Zip _____

Thank You Very Much

Transport Board is still studying the railroad issue

By Elaine K. Kaiser

I am concerned about the article, "Reno says federal officials misleading over rail dangers," which appeared in the Sept. 11 issue of the Reno Gazette-Journal.

I want to take this opportunity to clarify that the Surface Transportation Board's (Board) Section of Environment Analysis (SEA) is conducting an ongoing consultation with the U. S. Fish and Wildlife Service (USFWS) and has conducted its own independent analysis on hazardous materials spills as the basis for the Reno mitigation study.

SEA has been conducting the Reno mitigation study over the past year as a condition of the Board's approval of the Union Pacific/Southern Pacific merger in August 1996. The purpose of the study is to develop tailored mitigation measures, in addition to the system-wide and corridor-specific environmental mitigation measures already imposed by the board, to further address the environmental impacts of increased rail traffic associated with the merger in Reno and Washoe County.

SEA's preliminary recommendations for the Reno mitigation study will be issued for public review and comment in the Preliminary Mitigation Plan (PMP), scheduled for release on Sept. 15. The PMP examines a range of potential environmental issues, that include impacts on biological resources and the Truckee River and the potential for hazardous materials spills and derailments.

As part of the preparation of the mitigation study, SEA has consulted with and will continue to consult with many government agencies and interests, including the city of Reno, Washoe County, Native American interests, the USFWS, and the Federal Railroad Administration.

Specifically, SEA has been conducting informal consultations with the USFWS on the subject of endangered species and the potential for hazardous materials spills on threatened or endangered species. This consultation, to date, has consisted of letters, exchanges of technical data and telephone discussions. SEA's consultation process with USFWS is ongoing.

Our next step is to issue the Preliminary Mitigation Plan on Sept. 15 to interested parties, including USFWS, for review and comment. The USFWS will review the PMP and the proposed mitigation measures and will advise SEA if it has further comments.

The newspaper article makes the statement that SEA's study is based on a report prepared by Professor James Carr at the University of Nevada. SEA's analysis in the PMP is not based on the Carr report.

SEA has reviewed and considered that report along with other pertinent reports and data. However, SEA has conducted its own independent analysis on the potential for hazardous materials spills and derailments, and that analysis will be presented in the PMP along with SEA's preliminary recommendations for additional mitigation measures.

I would like to emphasize that the PMP is preliminary and is being issued for full public review and comment by all interested parties and agencies. SEA will consider all public comments and then issue a Final Mitigation Plan (FMP) for additional public review and comment.

The board has made no decision regarding the types of further mitigation measures to be imposed. The board will consider the PMP and the FMP. SEA's final recommendations, and the public comments before it makes its decision, which is scheduled for February/March 1998.

Elaine K. Kaiser is chief, Section of Environmental Analysis, Surface Transportation Board in Washington, D.C.

9/13/97

Rails

From page 1A
mation as the latest sign of prejudice against Reno by STB staff. Kaiser could not be reached for comment Wednesday.

In July, City Manager Charles McNeely called the STB review process a charade and said the deck has been stacked against Reno. In the year review, many issues such as pedestrian access, emergency access, noise, air quality and city buses had not aired. And the STB canceled the last two scheduled meetings.

City officials said most unfair was that STB staff ordered a full environmental review of a merger involving Conrail on the East Coast, which no one had requested, while Reno is fighting in federal court for a similar review. The city contends the initial environmental report was woefully incomplete.

City lawyer Merri Belaustegui said the bad information given wildlife officials supports the city's court case. The Reno Sparks Indian Colony, which hasn't been consulted by the STB on the toxic spill issue, intends to file a court brief in support of the city's position, said tribal chairman Arlan Melendez.

What's next in rail controversy

■ **Monday:** Surface Transportation Board releases preliminary report on steps Union Pacific must take to offset a near doubling of train traffic through downtown Reno as a result of its merger with Southern Pacific. Daily number of trains expected to rise from 16 to at least 24 in five years. Reno officials will have a news conference to register their initial reaction to the report.

■ **Tuesday:** U.S. Department of Energy presents its planning and training efforts to the City Council for overseeing foreign nuclear waste to be shipped through Reno by rail to Idaho in early 1998. The material will consist of spent nu-

These are the most common hazardous substances carried on the Union Pacific/Southern Pacific railroad along the Truckee River:

- Sulfuric acid.
- A tie — phosphoric acid and diesel fuel.
- Anhydrous ammonia.
- Sodium hydroxide.
- Butyl ether.
- An eight-way tie — butane, calcium carbide, carbon disulfide, methyl alcohol, methyl ether, naphtha, potassium hydroxide and propane.

Source: Dr. James Carr's 1996 study on hazardous materials transported along the Truckee River

In a series of mitigation task force meetings in Reno in the past year, Belaustegui and other city officials said they repeatedly have asked STB staff to address a possible toxic rail spill on the Truckee. But city officials learned nothing of the exchange of letters about the risks to the Truckee River and wildlife until late August, leaving little time for any input for the preliminary report to be released on Monday.

clear waste rods from power plants in Asia to be stored in United States to keep it out of the hands of terrorists.

■ **Oct. 7:** Council gets presentation on preliminary STB report.

■ **Oct. 8:** STB staff meets with the Reno railroad mitigation task force at 1 p.m. in council chambers.

■ **Oct. 9:** STB has two public meetings in Reno to discuss mitigation proposal with public.

■ **Oct. 15:** City comments due on the mitigation plan.

■ **February 1998:** STB releases its final report on mitigation.

■ **Early 1998:** Asian nuclear waste shipped through Reno.

Even if wildlife officials withdraw their concurrence, they have no veto power over the STB's decisions. At this point, Allan Pfister, assistant wildlife service director in Nevada, said he has asked STB for clarification but has received no response.

McNeely also has asked U.S. Sens. Richard Bryan and Harry Reid to intervene by urging the Council on Environmental Quality to use its oversight powers.

Under the Endangered Species Act, the STB was required to get input from the wildlife service because a toxic spill along the Truckee could harm the endangered cui-ui and threatened Lahontan cutthroat trout.

In a water supply study for Sierra Pacific Power Co., Carr rated the chances of a toxic rail spill on the Truckee River as happening once every 154 years only on that portion of the river between the Nevada state line and Reno.

But he said that probability increases to once every 53 years when portions of the river running

next to the tracks in the steep Sierra canyons in California are considered. And Carr said that probability is raised to once every 29 years if 25 trains a day are factored into the equation as opposed to the current 14.

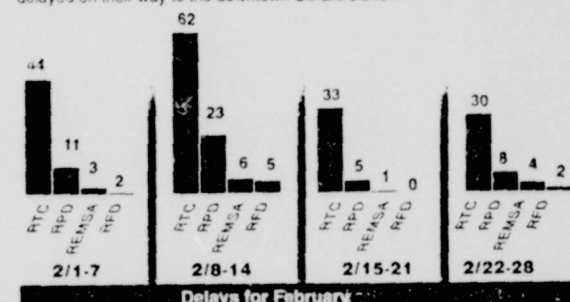
Of all cities affected by the merger, Reno was singled out for the mitigation study because of the large number of train crossings through the heart of the city and the casino district.

Reno officials are concerned about the safety, noise and the potential for disaster. Aside from the potential deaths, an accident involving nuclear waste in the heart of Reno would kill the gaming industry and affect property values for a 100-mile radius, said Councilman Tom Herndon.

Reno got a taste of what the increased train traffic will be like when Union Pacific ran many more trains through Reno in January and February during repairs on the tracks on its Feather River Canyon route, largely washed out during severe flooding.

Train-related delays: February 1997

With Union Pacific's Feather River Canyon route taken out of action, Reno residents got a taste of what an increased number of trains would be like as a result of UP's merger with Southern Pacific. The following chart shows the number of responses that were delayed or transferred to other units because of emergency vehicles stuck at train crossings. In addition, 169 buses were delayed on their way to the downtown Citilare station.



RTC: Citilare
RPD: Reno Police Department calls for service
REMSA: ambulance calls
RFD: Reno Fire Department calls

By A. Demuth with MADCON Consultation Services

Reno Gazette-Journal

RENO GAZETTE-JOURNAL

THURSDAY, SEPTEMBER 11, 1997

FINAL EDITION

50¢
May be
higher
outside
metro area



City: Feds lied on railroad spill risk

■ **Mayor, officials claim:** Transportation panel downplayed danger of toxic accident.

By Susan Voyles
RENO GAZETTE-JOURNAL

Federal transportation officials misled wildlife officials on chances for a toxic spill in the Truckee River to get them to sign off on the Union Pacific railroad merger,

Reno officials charged Wednesday.

Mayor Jeff Griffin and other city officials are upset with misinformation contained in a June 17 letter written by Elaine Kaiser, the Surface Transportation Board environmental chief, to wildlife officials to gain support for Union Pa-

cific's \$5.4 billion purchase of Southern Pacific, creating the nation's largest railroad.

"The STB is not really looking out for our interests," Griffin said in a briefing with reporters on Wednesday.

Reno officials are pushing for Union Pacific to contribute \$100 million for a \$183 million project to put its tracks in a ditch through downtown. The railroad has offered to pay \$35 million to ease the impact of the merger from added trains.

INSIDE

■ **Federal intervention:** Regulators set up shop inside Union Pacific to monitor safety practices.

■ **Hazard list:** Railroad carries number of toxic substances.

Page 6A

Reno officials fear the STB will hold the railroad only to the \$35 million it has offered, which would pay for one underpass or overpass

in the downtown area.

On Monday, Kaiser will release the preliminary results of a study on what Union Pacific should do to ease the impact in Reno of the merger the board approved a year ago. Starting next year, Union Pacific will be running 25 trains a day vs. the current 14 trains a day through Reno.

In the four-page letter to U.S. Fish and Wildlife Service officials in Nevada, Kaiser said the risk of the Truckee River being contaminated because of a rail accident is

once every 154 years, based on a study by University of Nevada, Reno geological engineering Prof. James Carr.

But Carr said Wednesday that's wrong. The risk of a major spill affecting Reno's water supply is once every 29 years, considering all the miles the railroad parallels the river from Truckee and the near doubling of trains resulting from Union Pacific's merger.

Griffin said he sees the misinfor-

See **RAILS** on page 6A

CURRENT MEDIA

APPENDIX E

TABLE 5.4
NUMBER OF LINKS PER LEVEL OF SERVICE (AM PEAK)

	1995			2000			2007			2015		
	12.7	24.0	36.0	12.7	24.0	36.0	12.7	24.0	36.0	12.7	24.0	36.0
A												
B												
C												
D	22	22	22	24	24	24	24	24	24	24	24	24
E												
F												

TABLE 5.5
NUMBER OF LINKS PER LEVEL OF SERVICE (PM PEAK)

	1995			2000			2007			2015		
	12.7	24.0	36.0	12.7	24.0	36.0	12.7	24.0	36.0	12.7	24.0	36.0
A												
B												
C												
D	22	20	2	24	21		22	18	1	24	19	
E		2	17		3	20		4	17		5	18
F			3			4			4			6

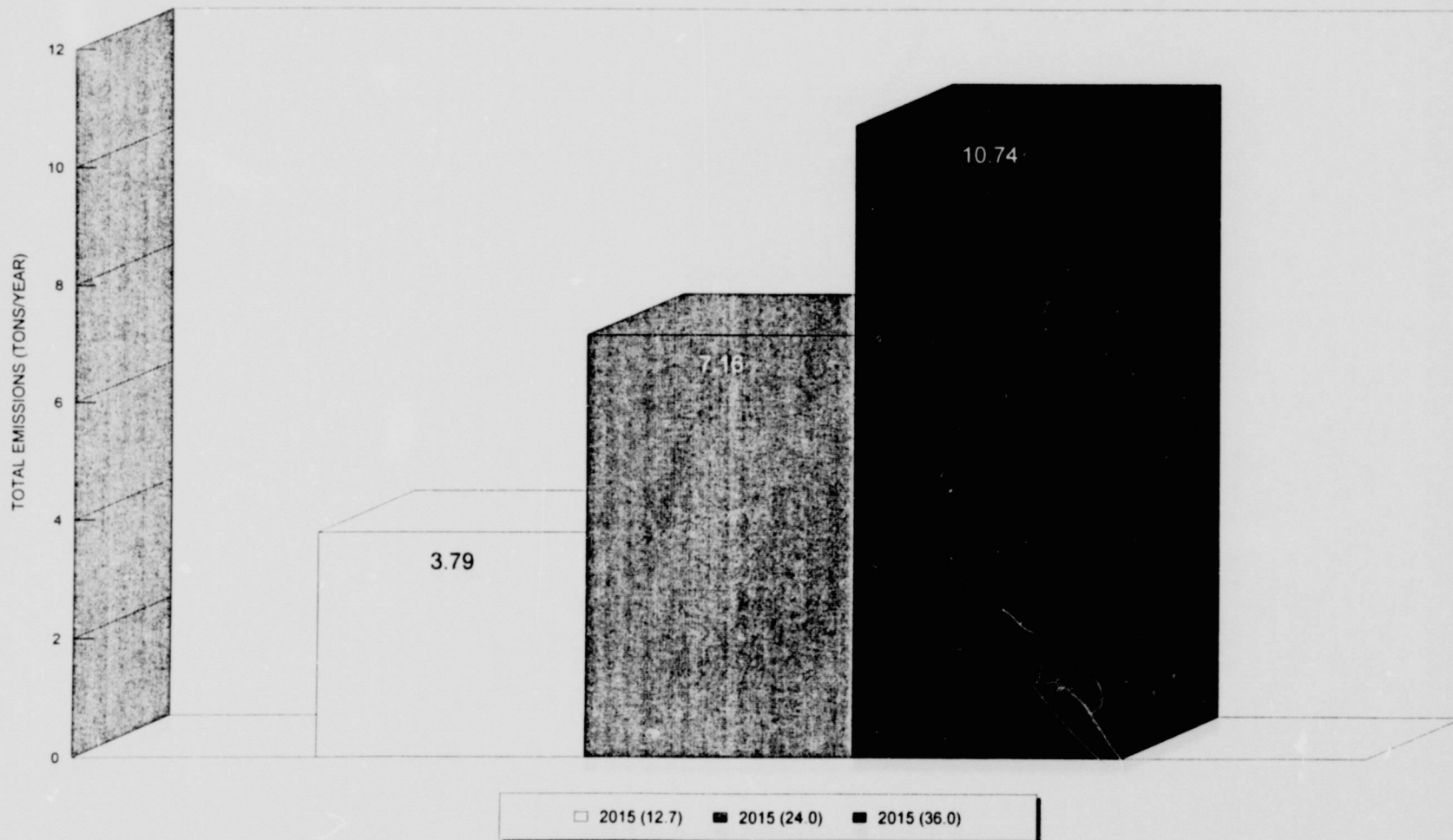
TABLE 5.6
NUMBER OF LINKS PER LEVEL OF SERVICE (OFF PEAK)

	1995			2000			2007			2015		
	12.7	24.0	36.0	12.7	24.0	36.0	12.7	24.0	36.0	12.7	24.0	36.0
A												
B												
C	11			12			12			12		
D	11	22	11	12	24	12	12	24	12	12	24	12
E			11			12			12			12
F												

C:\USERS\97\J97-068\REPORT2\RRXING2.FNL

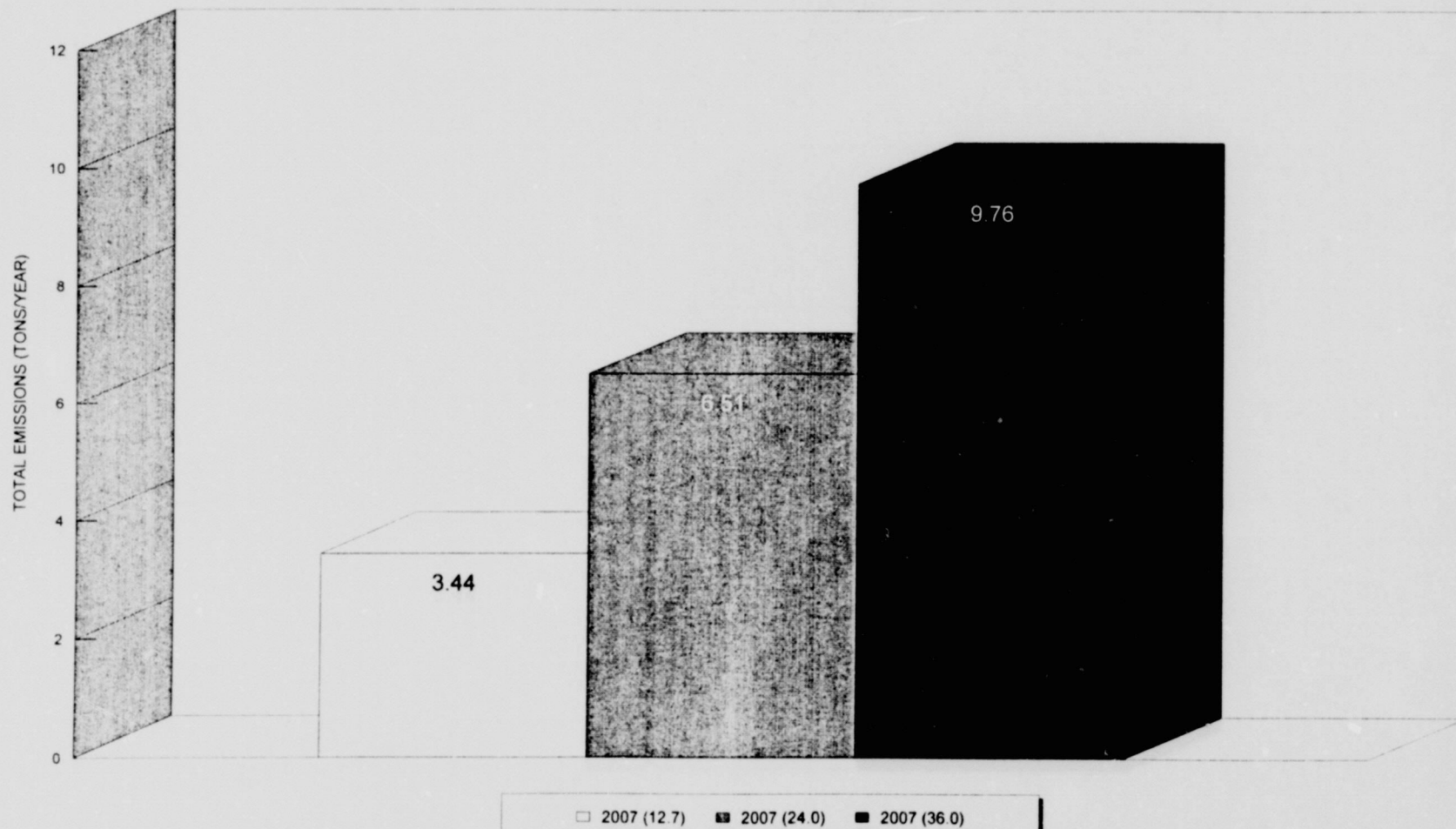
Reno Railroad Merger Study
Figure 5.12

2015 TOTAL ANNUAL EMISSIONS (TONS)



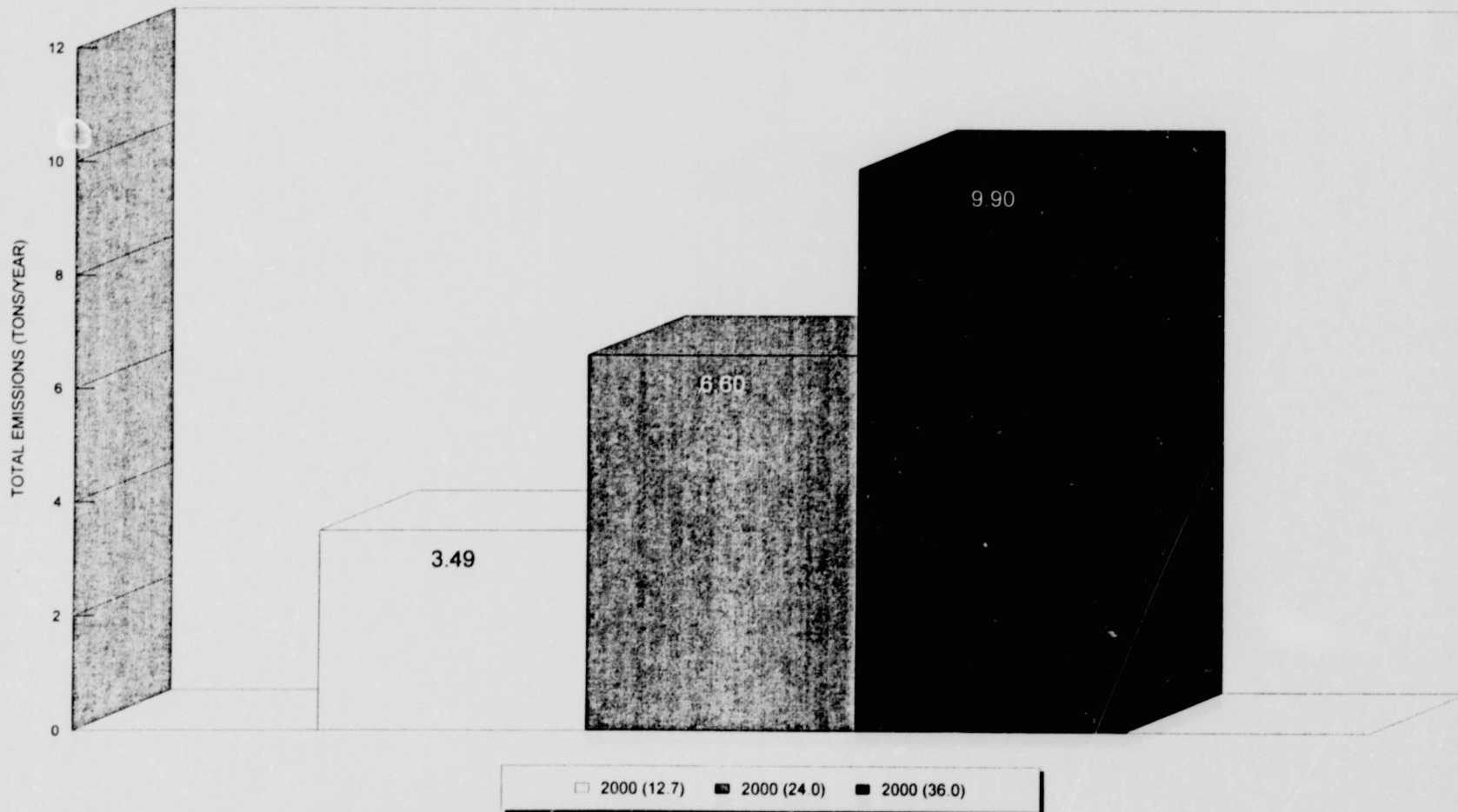
Reno Railroad Merger Study
Figure 5.11

2007 TOTAL ANNUAL EMISSIONS (TONS)



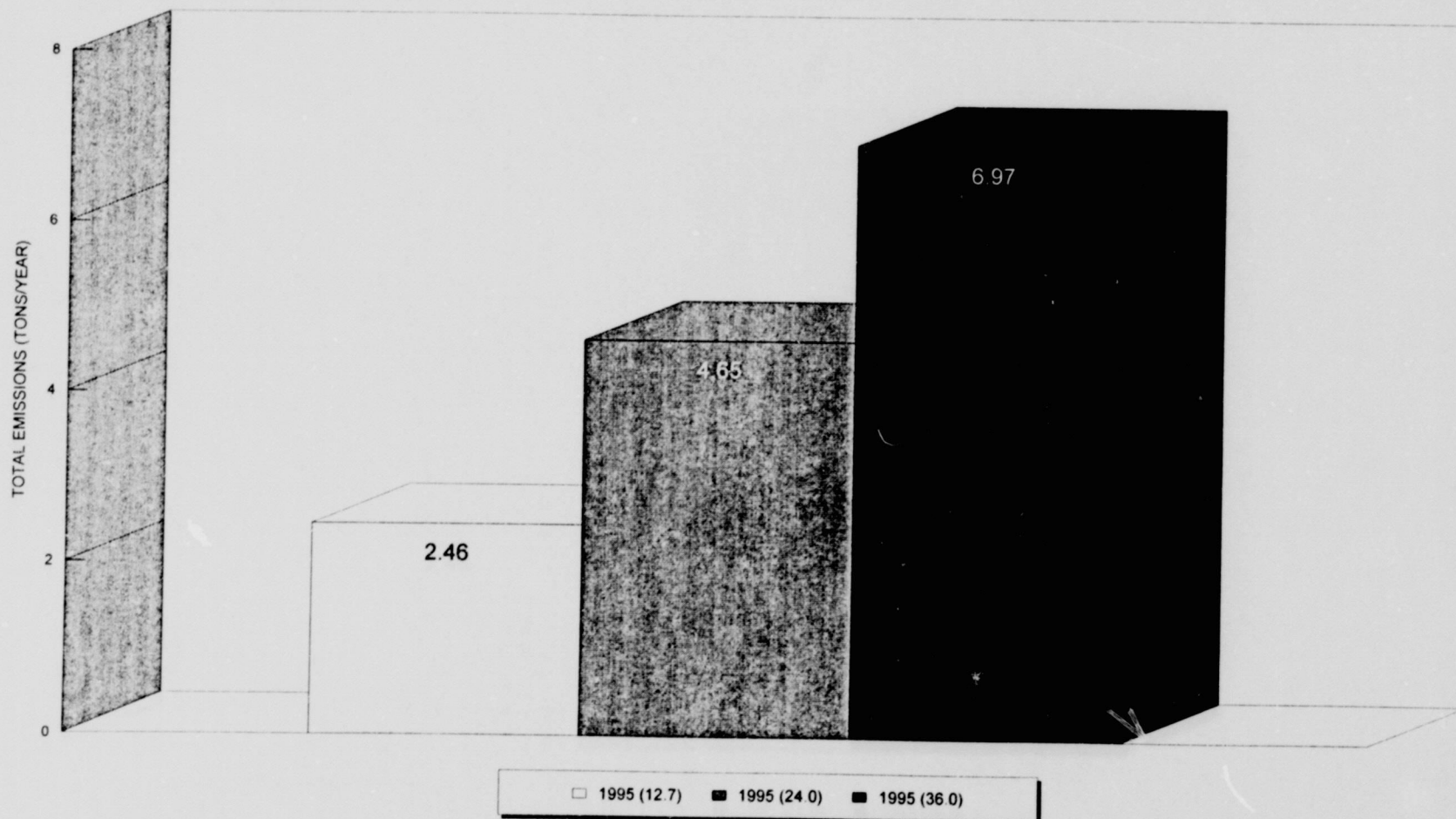
Reno Railroad Merger Study
Figure 5.10

2000 TOTAL ANNUAL EMISSIONS (TONS)



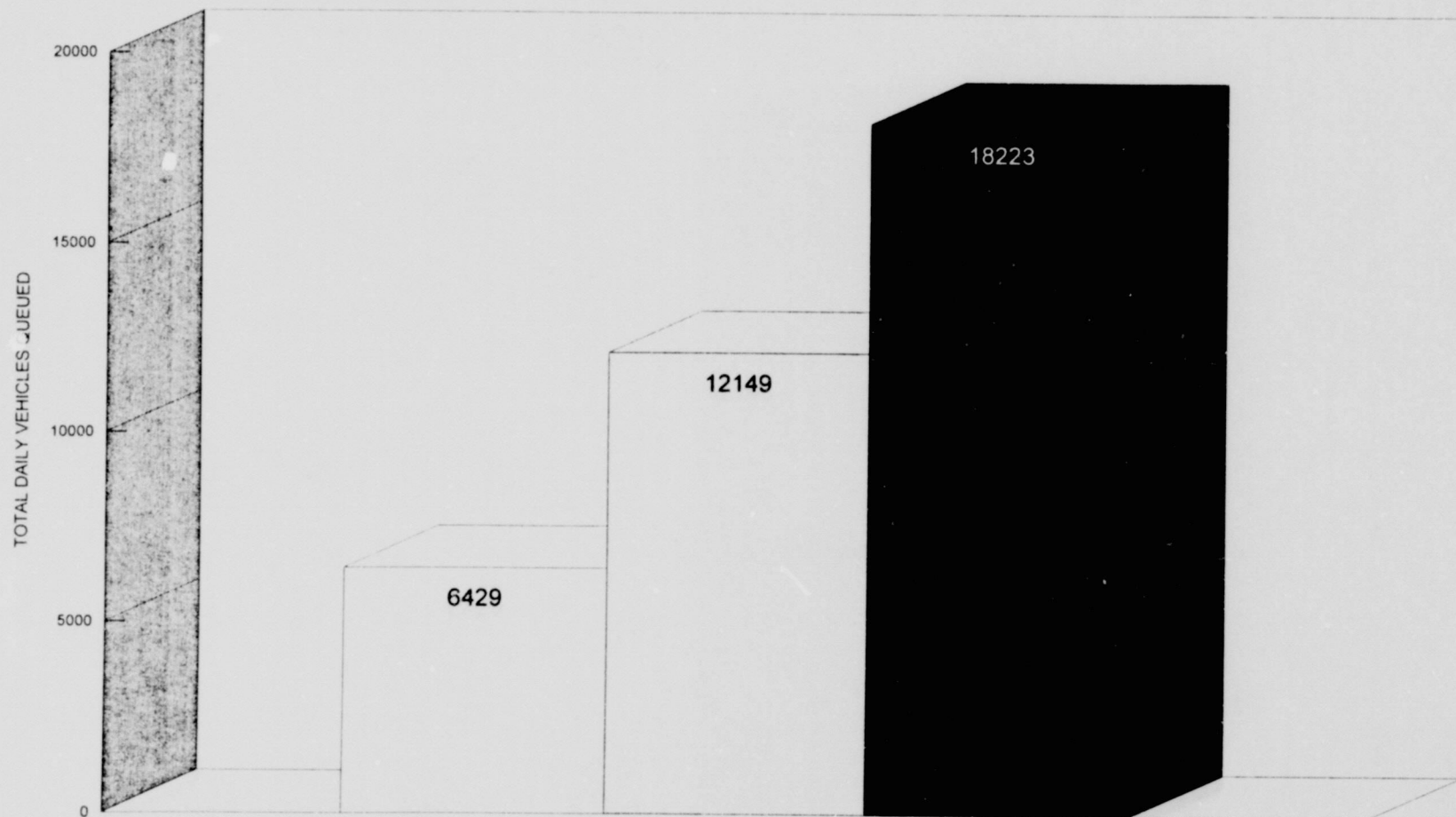
Reno Railroad Merger Study
Figure 5.9

1995 TOTAL ANNUAL EMISSIONS (TONS)



Reno Railroad Merger Study
Figure 5.8

2015 TOTAL DAILY QUEUED VEHICLES



□ 2015 (12.7) □ 2015 (24.0) ■ 2015 (36.0)

Air Quality - Vehicular Traffic Only

Table 5.3 and Figure 5.9 through 5.12 show the annual emissions (in tons) for all scenarios.

TABLE 5.3
TOTAL ANNUAL EMISSIONS (TONS)

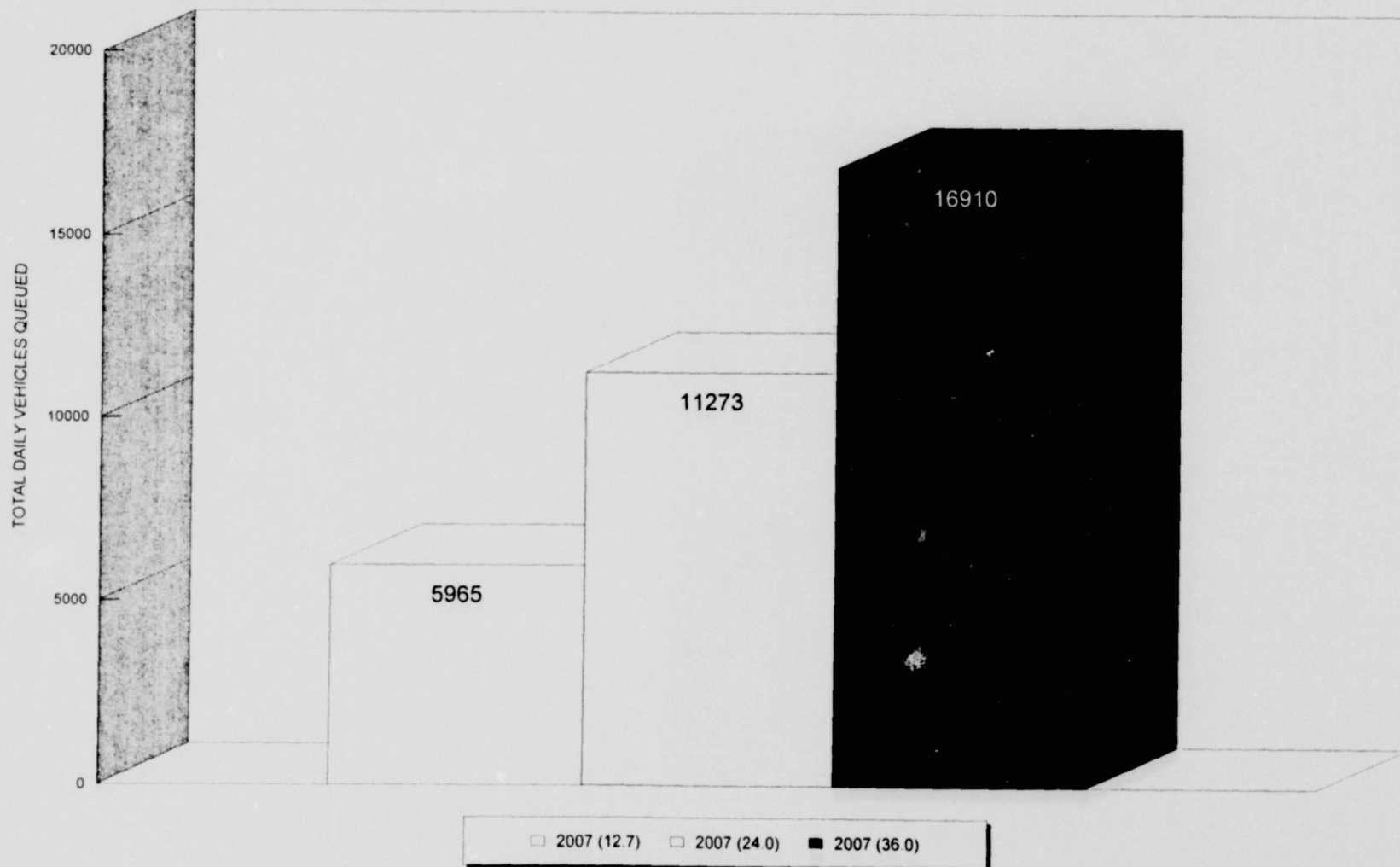
Train Crossing Scenario (trains/day)	1995	2000	2007	2015
12.7	2.46	3.06	3.44	3.79
24.0	4.64	5.78	6.51	7.16
36.0	6.97	8.67	9.76	10.74

Level of Service

Tables 5.4 through 5.6 show the summary of Level of Service for scenarios. For all years, when 12.7 trains per day cross, LOS is D. However, when additional trains are added, LOS worsens. For 24.0 trains per day in all study years, LOS is always E or better. When the number of trains are increased to 36.0 per day, then the LOS drops at a few locations to F, whereas the majority operated at LOS E.

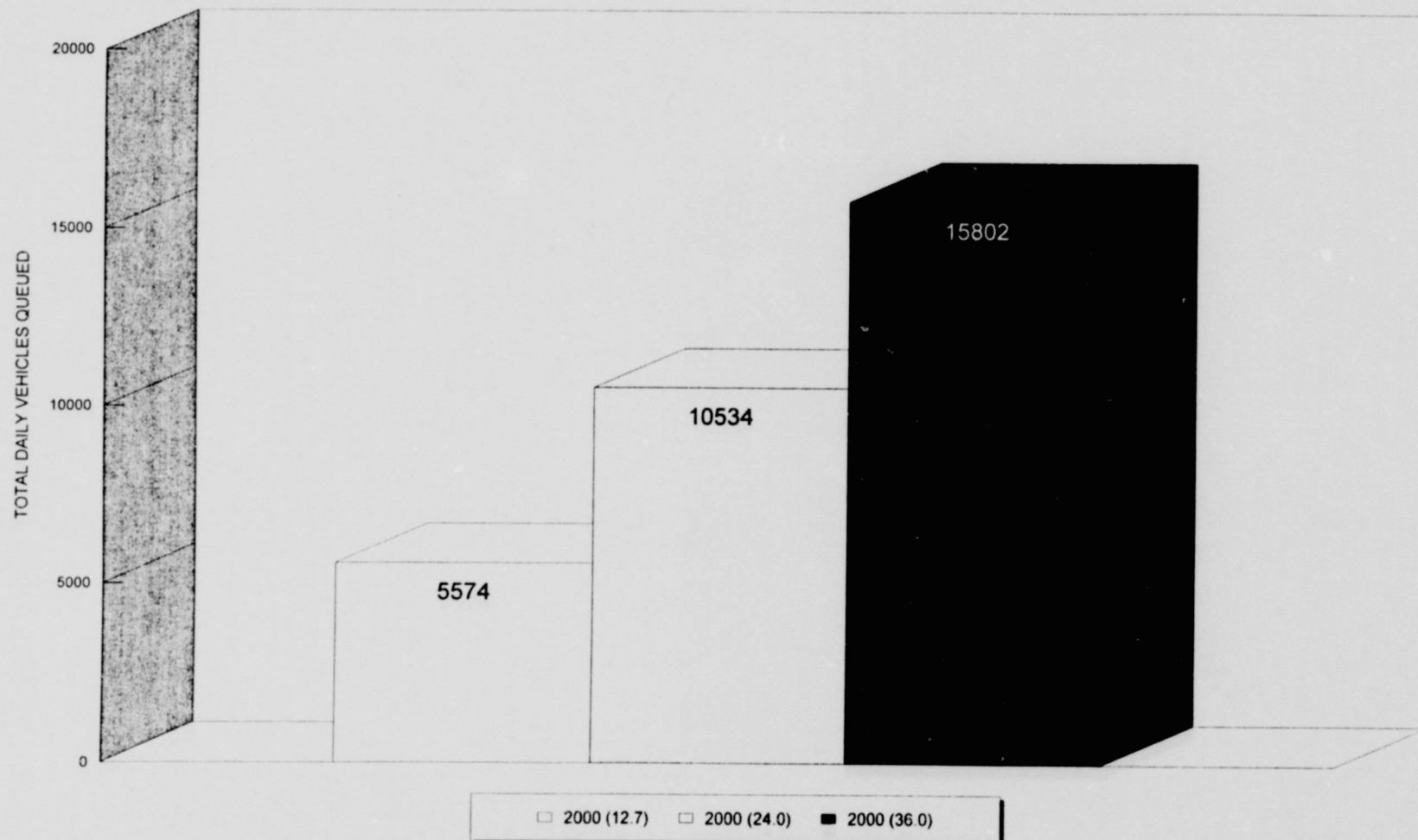
Reno Railroad Merger Study
Figure 5.7

2007 TOTAL DAILY QUEUED VEHICLES



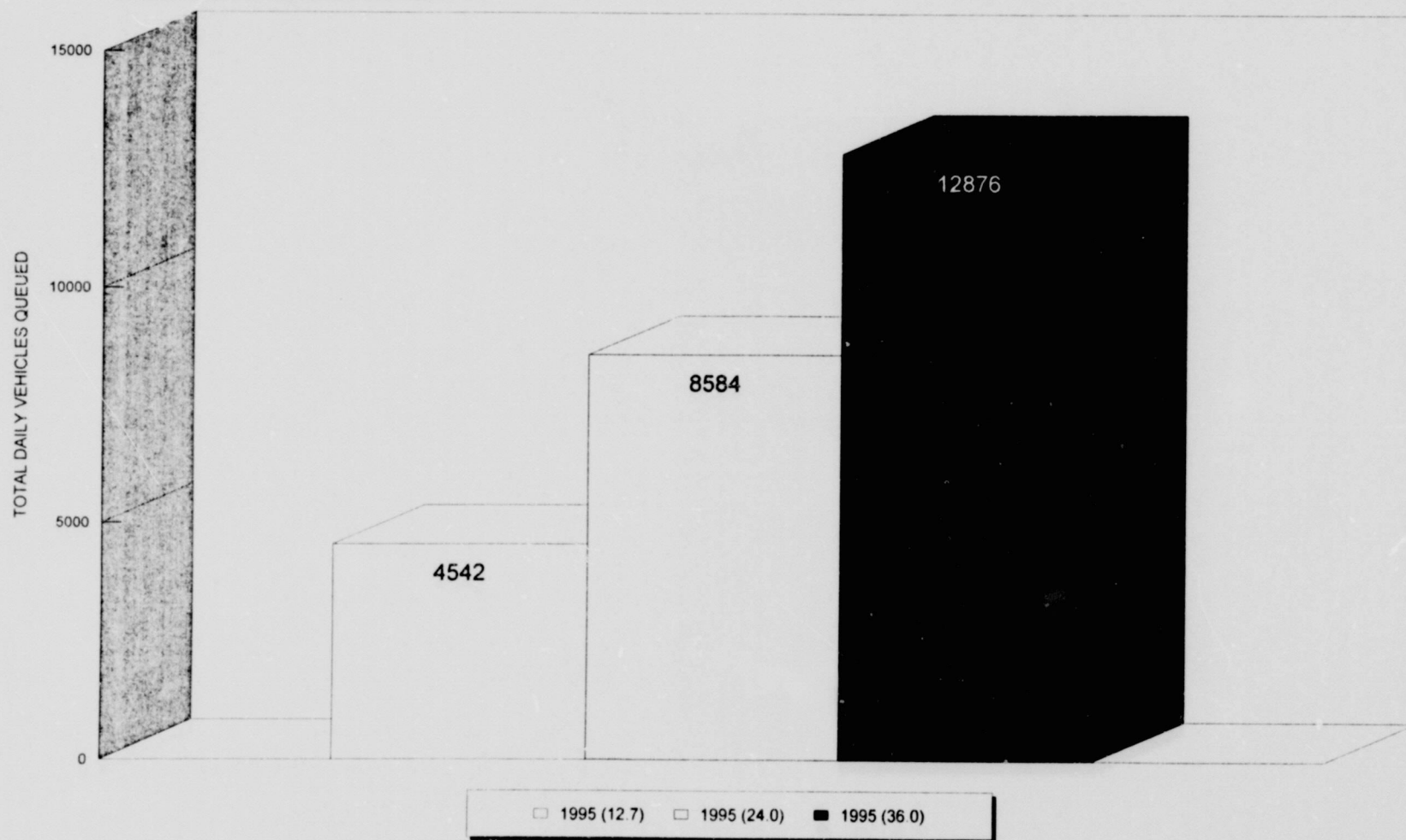
Reno Railroad Merger Study
Figure 5.6

2000 TOTAL DAILY QUEUED VEHICLES



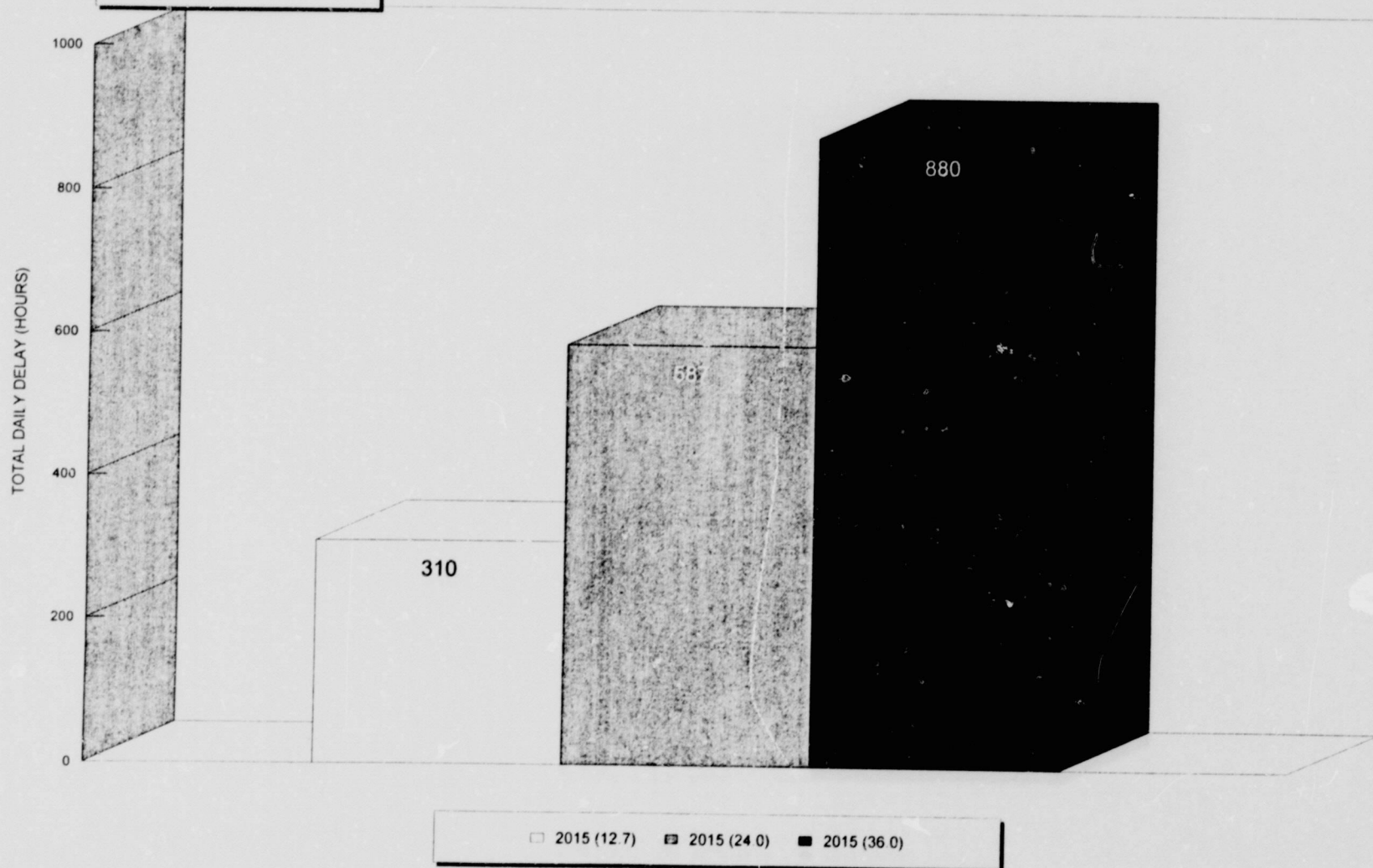
Reno Railroad Merger Study
Figure 5.5

1995 TOTAL DAILY QUEUED VEHICLES



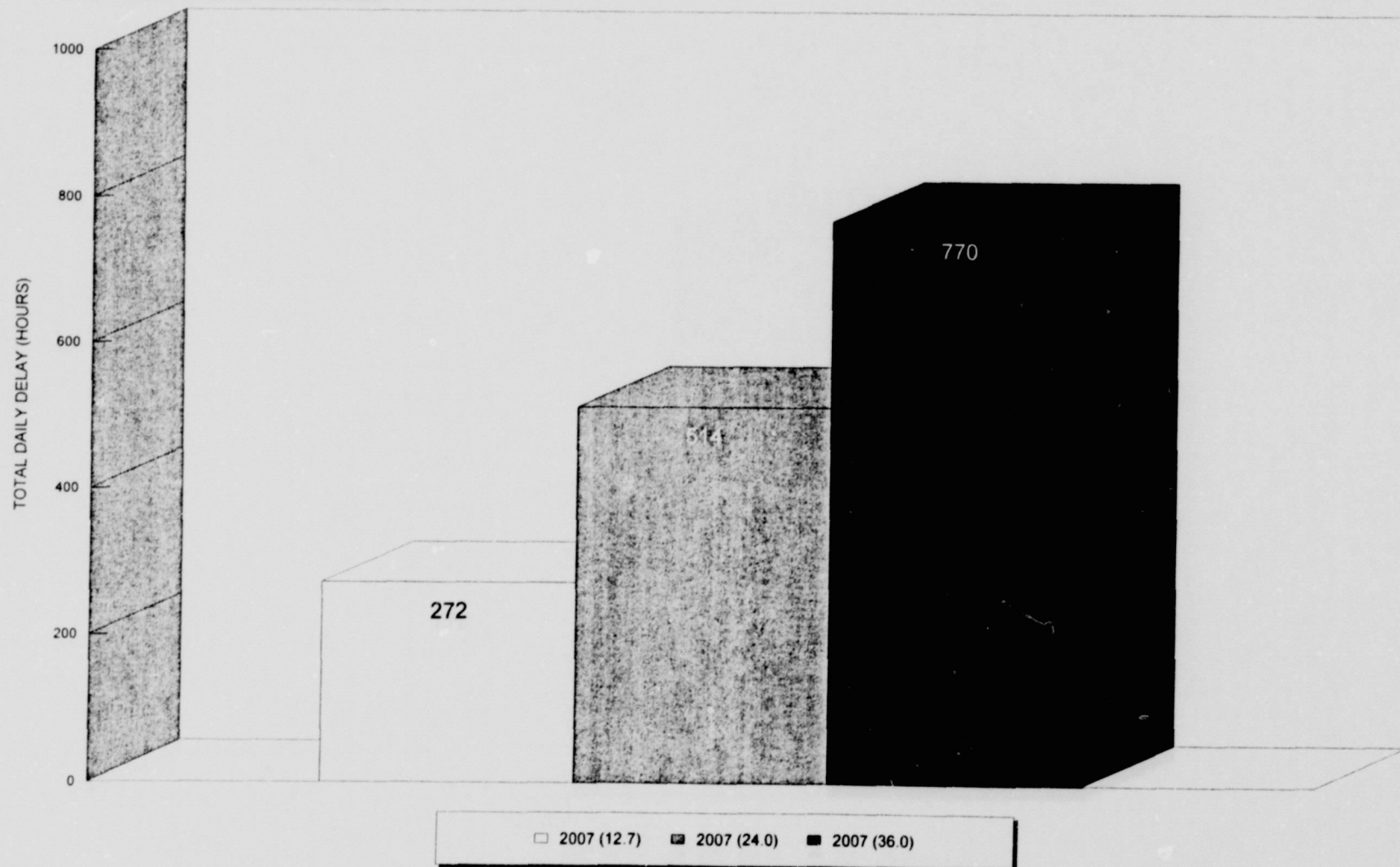
Reno Railroad Merger Study
Figure 5.4

2015 TOTAL DAILY DELAY (HOURS)
WITH INTERSECTION DELAY



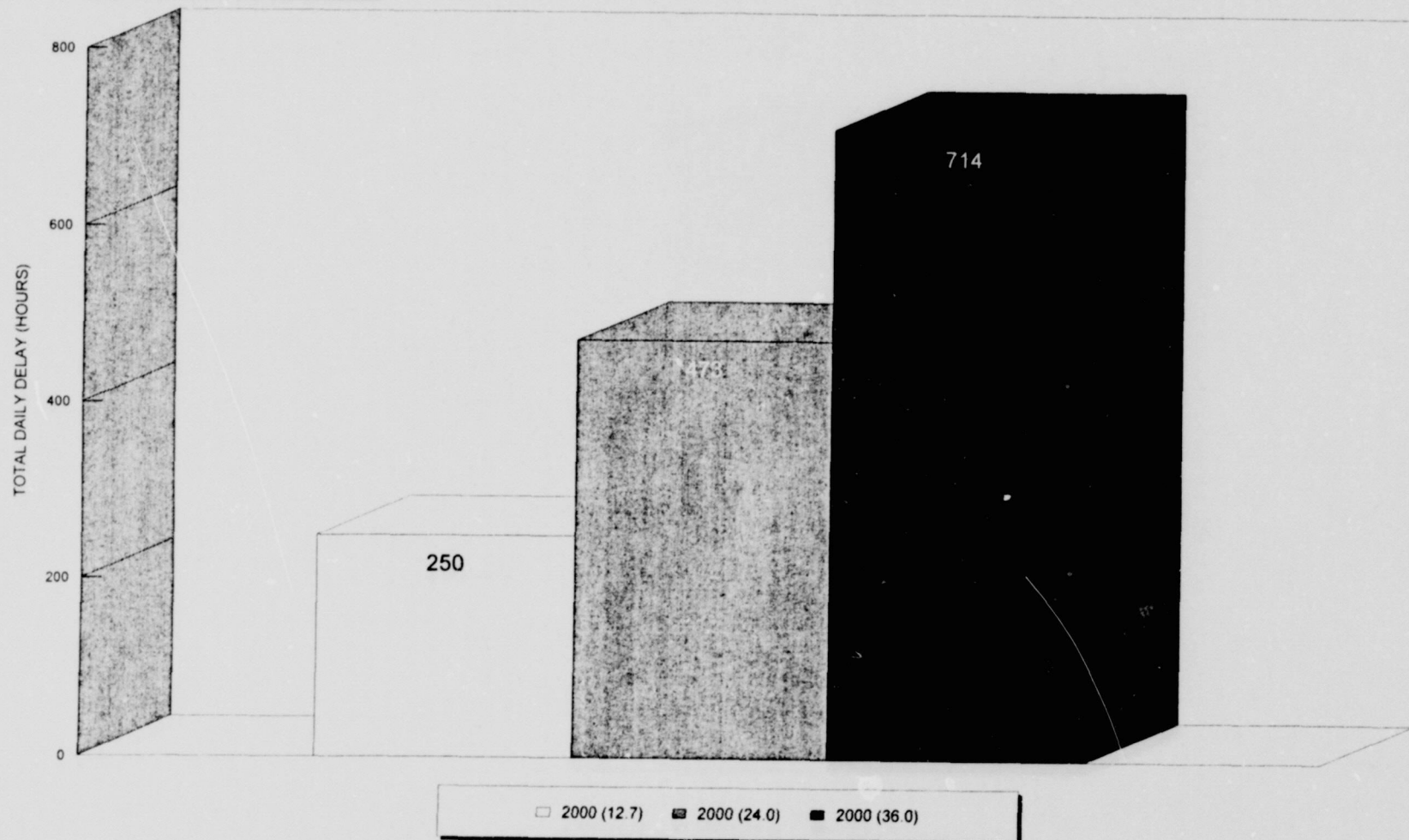
Reno Railroad Merger Study
Figure 5.3

2007 TOTAL DAILY DELAY (HOURS)
WITH INTERSECTION DELAY



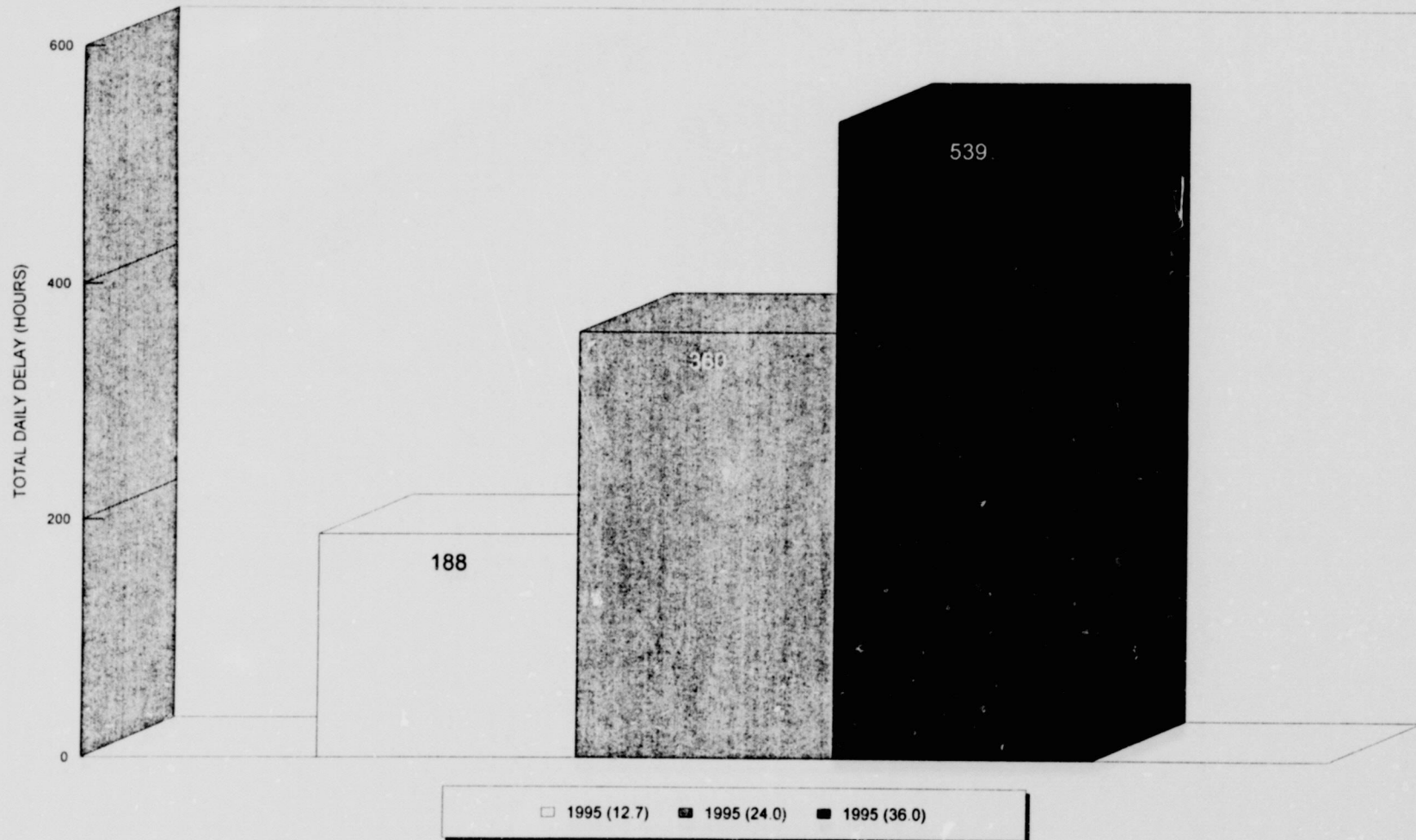
Reno Railroad Merger Study
Figure 5.2

2000 TOTAL DAILY DELAY (HOURS)
WITH INTERSECTION DELAY



Reno Railroad Merger Study
Figure 5.1

1995 TOTAL DAILY DELAY (HOURS)
WITH INTERSECTION DELAY



5.2 Findings

Total Daily Grade Crossing Delay

Figures 5.1 through 5.4 show the daily grade crossing delay. These results are summarized in Table 5.1

TABLE 5.1
TOTAL DAILY DELAY INCLUDING INTERSECTION DELAYS

Train Crossing Scenario (trains/day)	1995	2000	2007	2015
12.7	188	250	272	310
24.0	360	473	514	587
36.0	539	714	770	880

Total Queue

Table 5.2 and Figure 5.5 through 5.8 show the expected total daily number of vehicles in queue for all scenarios.

TABLE 5.2
TOTAL DAILY QUEUE (VEHICLES)

Train Crossing Scenario (trains/day)	1995	2000	2007	2015
12.7	4,542	5,574	5,946	6,429
24.0	8,584	10,534	11,237	12,149
36.0	12,876	15,802	16,856	18,223

5.0 SUMMARY AND FINDINGS

5.1 Procedure Summary

This study analyzed the mobility and air quality impacts of the anticipated increase in vehicles and railroad traffic at 12 existing and 1 future at-grade crossing in the downtown area of the City of Reno.

Scenarios Analyzed

The following scenarios were analyzed:

Train Crossing Scenario (trains/day)	1995 Traffic Volumes	2000 Traffic Volumes	2007 Traffic Volumes	2015 Traffic Volumes
12.7	✓	✓	✓	✓
24.0	✓	✓	✓	✓
36.0	✓	✓	✓	✓

Existing and Future Traffic Volumes

1995 average daily traffic volumes were primarily obtained from NDOT counts, various sources and verified by comparing with actual 1997 traffic volumes. The future traffic volumes were forecast, utilizing RTC model data for 1997, 2007 and 2015 split percentages by peak periods, directional splits and truck percentages were calibrated using actual traffic observation and counts.

Rail Operation

Train speed, train length, number of trains (scenarios) and distribution of train crossings during the 24-hour period were obtained and/or verified through actual train crossing surveys, STB database and observations.

Analysis Methodology

Queuing Theory, Highway Capacity Manual of Level of Service calculation and Modified Winfrey Method were utilized for the following topics:

- Grade Crossing Delay
- Queuing Analysis
- Level of Service
- Air Quality Analysis

Model parameters were calibrated by actual count, field survey and observation.

TABLE 4.16
COMPONENTS OF TOTAL DELAY FOR AIR QUALITY ANALYSIS

Study Year	Trains Per Day	Total Daily Delay (Includes Accel/Decel Time) (hours)	Total Daily Queue (vehicles)	Acceleration/Deceleration Per Vehicle (seconds)	Total Acceleration/Deceleration (hours)	Accel/Decel. Percentage of Total Daily Delay	Idle Time Percentage of Total Daily Delay
1995	12.7	188	4,542	14.59	18.41	9.79%	90.21%
	24	360	8,584	14.59	34.79	9.66%	90.34%
	36	539	12,876	14.59	52.18	9.68%	90.32%
2000	12.7	250	5,574	14.59	22.59	9.04%	90.96%
	24	473	10,534	14.59	42.69	9.03%	90.97%
	36	714	15,802	14.59	66.23	8.96%	91.04%
2007	12.7	272	5,946	14.59	24.10	8.86%	91.14%
	24	514	11,237	14.59	45.54	8.86%	91.14%
	36	770	16,856	14.59	68.31	8.87%	91.13%
2015	12.7	310	6,429	14.59	26.03	8.40%	91.60%
	24	587	12,149	14.59	49.24	8.39%	91.61%
	36	880	18,223	14.59	73.85	8.39%	91.61%
Average						8.99%	91.01%

STB

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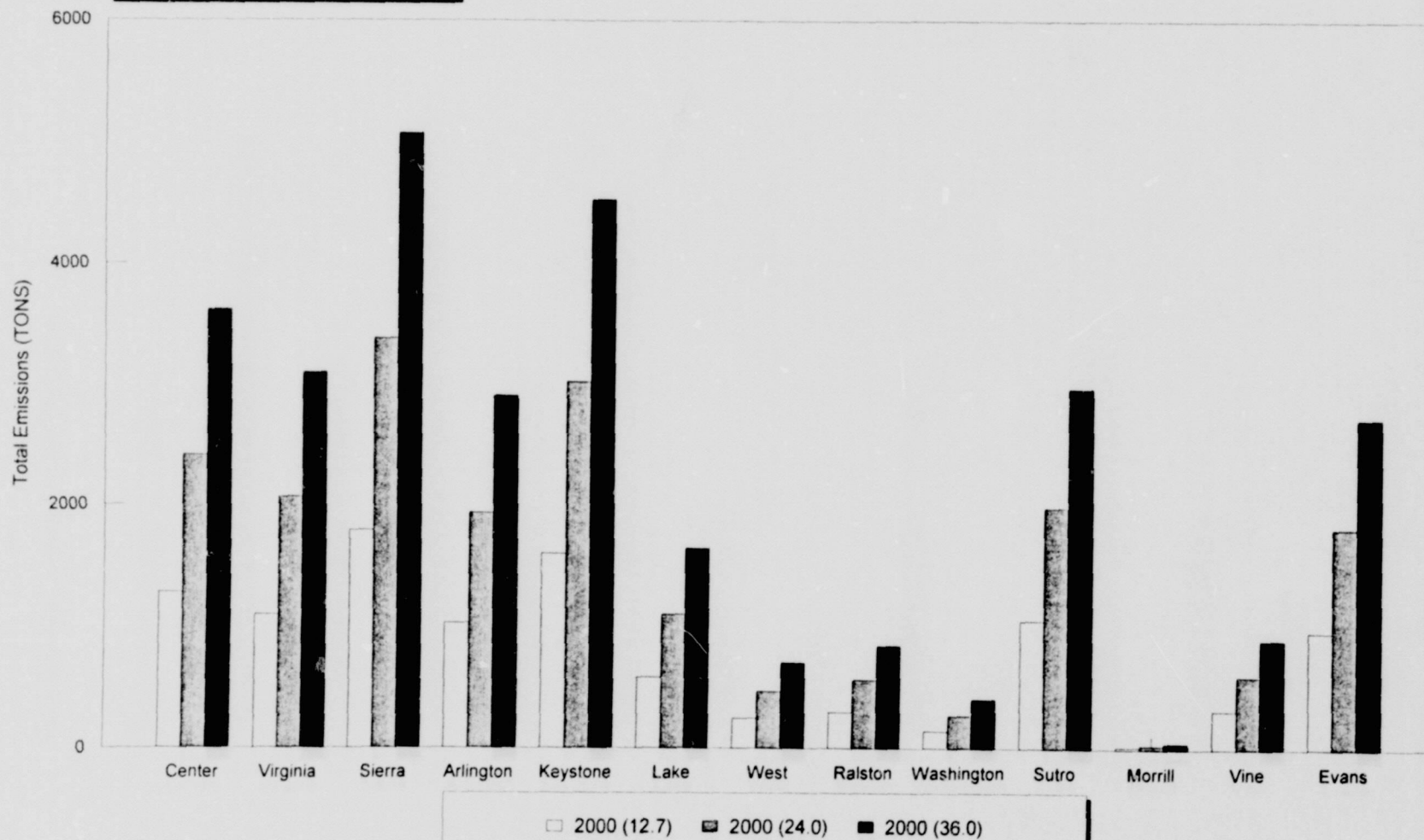
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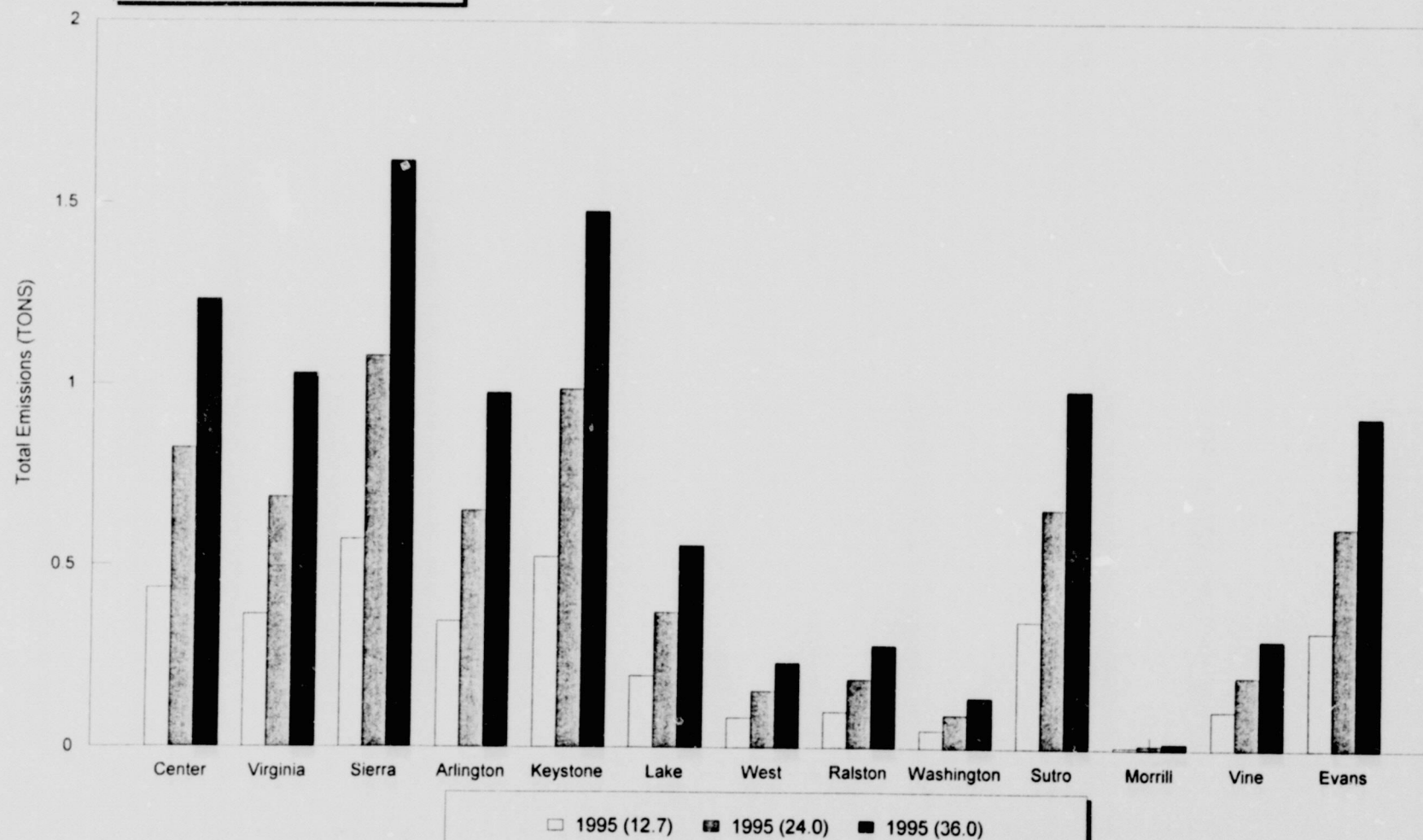
Reno Railroad Merger Study
Figure 4.31

2015 TOTAL ANNUAL EMISSIONS (TONS)



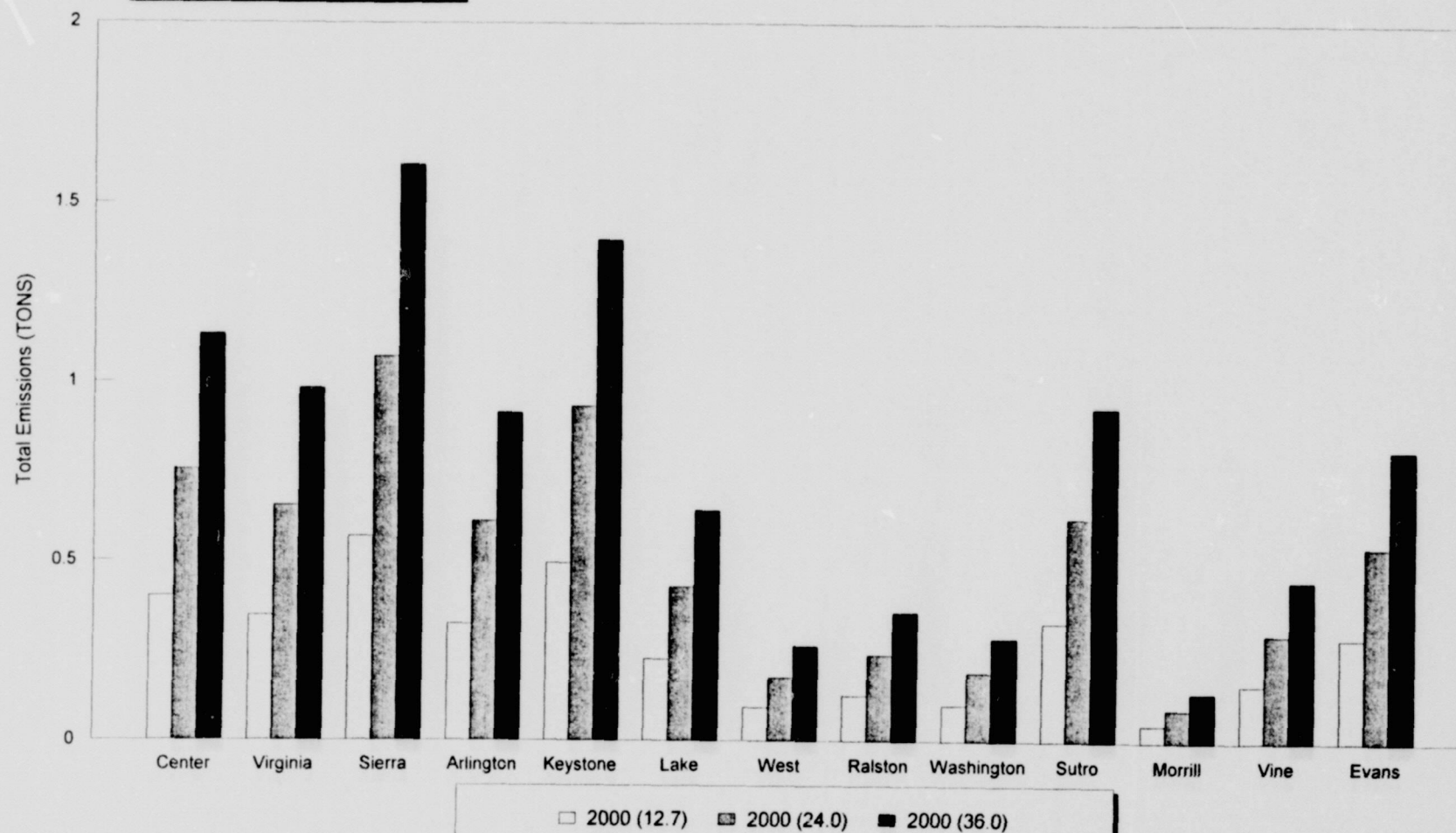
Reno Railroad Merger Study
Figure 4.30

2007 TOTAL ANNUAL EMISSIONS (TONS)



Reno Railroad Merger Study
Figure 4.29

2000 TOTAL ANNUAL EMISSIONS (TONS)



Reno Railroad Merger Study
Figure 4.28

1995 TOTAL ANNUAL EMISSIONS (TONS)

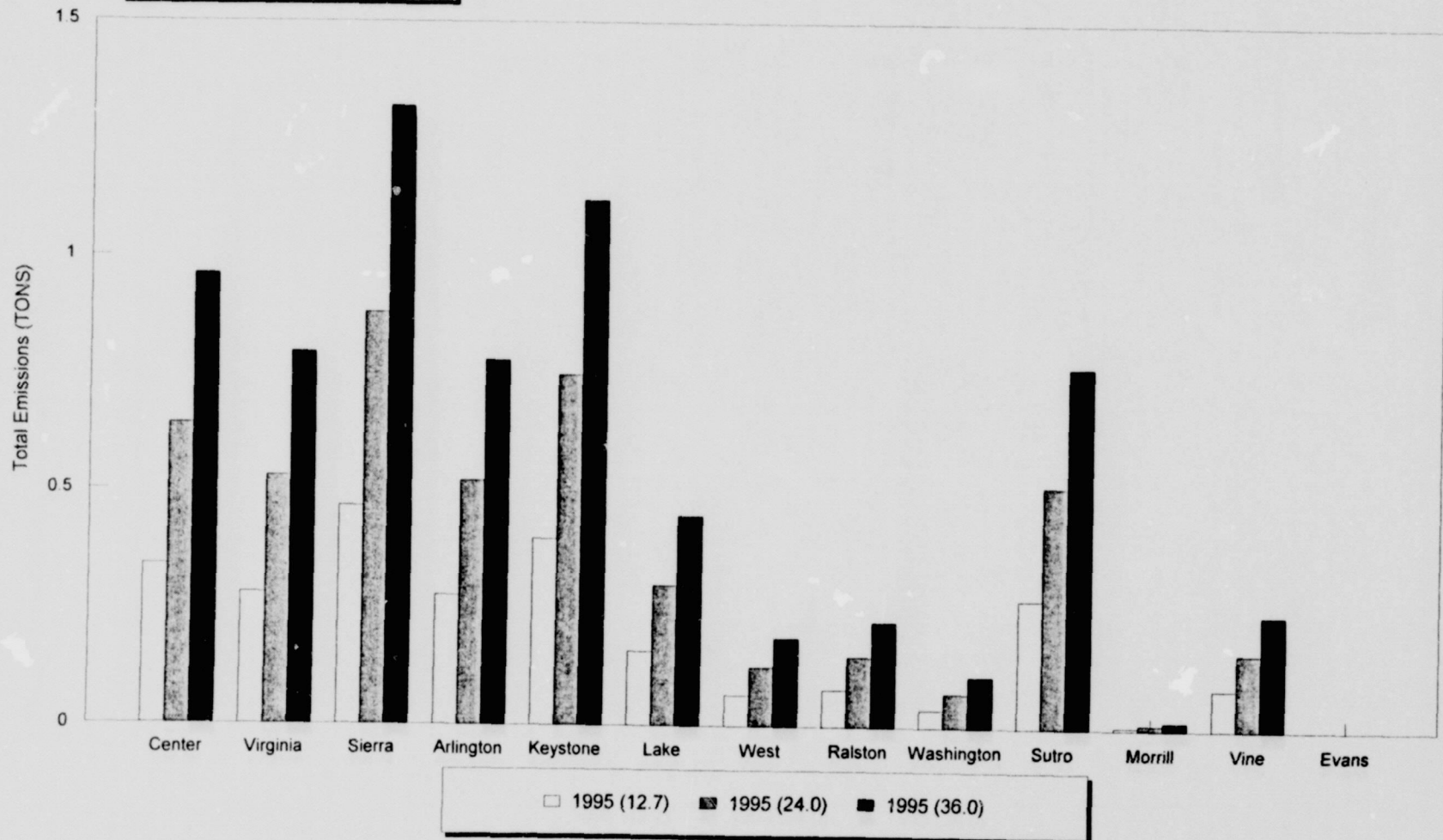


TABLE 4.15
TOTAL ANNUAL EMISSIONS PER RAIL CROSSING (TONS)

	1995			2000			2007			2015		
	12.7 Trains per Day	24.0 Trains per Day	36.0 Trains per Day	12.7 Trains per Day	24.0 Trains per Day	36.0 Trains per Day	12.7 Trains per Day	24.0 Trains per Day	36.0 Trains per Day	12.7 Trains per Day	24.0 Trains per Day	36.0 Trains per Day
Keystone	0.40	0.75	1.12	0.46	0.87	1.30	0.52	0.99	1.48	0.58	1.10	1.65
Vine	0.09	0.16	0.24	0.09	0.18	0.27	0.11	0.20	0.30	0.11	0.22	0.32
Washington	0.04	0.07	0.11	0.04	0.08	0.12	0.05	0.09	0.14	0.05	0.10	0.15
Ralston	0.08	0.15	0.22	0.09	0.17	0.25	0.10	0.19	0.28	0.11	0.20	0.31
Arlington	0.27	0.52	0.78	0.30	0.57	0.86	0.34	0.65	0.98	0.37	0.71	1.06
West	0.07	0.12	0.19	0.07	0.14	0.21	0.08	0.15	0.23	0.09	0.17	0.25
Sierra	0.47	0.88	1.32	0.52	0.99	1.49	0.57	1.08	1.62	0.65	1.23	1.85
Virginia	0.28	0.53	0.79	0.32	0.60	0.90	0.36	0.69	1.03	0.40	0.75	1.13
Center	0.34	0.64	0.96	0.39	0.73	1.09	0.44	0.82	1.23	0.47	0.88	1.32
Lake	0.16	0.30	0.45	0.17	0.33	0.49	0.20	0.37	0.55	0.21	0.40	0.60
Evans	--	--	--	0.29	0.54	0.81	0.32	0.61	0.92	0.35	0.66	0.99
Morrill	0.01	0.01	0.02	0.01	0.01	0.02	0.01	0.01	0.02	0.01	0.01	0.02
Sutro	0.27	0.51	0.77	0.30	0.58	0.86	0.35	0.66	0.98	0.38	0.72	1.08
Total	2.48	4.64	6.97	3.05	5.79	8.67	3.45	6.51	9.76	3.78	7.15	10.73

publication provides pertinent information regarding acceleration and deceleration rates for passenger car vehicles. The 1990 version of these guidelines state that acceleration time for vehicles traveling from zero to 25 mph is approximately 7.5 seconds per vehicle (pp. 750). For deceleration, stopping distance is determined to be 125 feet for a 25 mph speed limit (pp. 40). Deceleration time can be calculated as the time to come to a stop with an average speed of 12.5 mph during deceleration. The deceleration time is calculated to be 7.09 seconds. Total acceleration /deceleration time is 14.59 seconds. This translates to about 9 percent of the total delay as shown in **Table 4.15**. Correspondingly, the total idle time is approximately 91 percent of the total daily delay.

4.2.4 Air Quality Analysis Related to Vehicular Traffic

As the number of vehicles in queue increase, the number of stops and starts also increase. Vehicles which idle, stop and start produce more emissions than vehicles which do not. Therefore, with the increase in traffic volumes between 1995 and 2015 and also with the addition of trains, the number of starts and stops will increase producing more emissions.

In 1995, total emissions per crossing in 1995 are estimated to be 2.46 tons per year. With the increase in number of trains per day from 12.7 to 24.0, total emissions increase by 88 percent to 4.64 tons per year. As the number of trains increase to 36.0 trains per day, total emissions per crossing increase to 6.97 tons per year, 183 percent greater than the emissions for 12.7 train crossings per day. Total daily emissions per rail crossing are shown in **Figures 4.28 through 4.31** and summarize in **Table 4.15**.

As traffic volumes increase in 2000, total daily emissions increase by 24 percent for all scenarios. For 12.7 trains per day, total annual tons of pollutants are estimated to be 3.05. This number increase to 5.78 with the increase in trains from 12.7 to 24.0. As the number of trains increase to 36.0, total emissions increase to 9.57 tons per year.

Total daily emissions for 2007 increase by 40 percent over the 1995 values. This translates to 3.44 tons per year with 12.7 train crossings, 6.51 tons per year with 24.0 train crossings, and 9.76 tons per year for 36.0 train crossings.

For 2015, total daily emission increase by 54 percent over 1995, resulting in 3.79 tons per year for 12.7 trains per day. After the merger, total daily emissions increase to 7.16 and 10.74 tons per year for 24.0 and 36.0 trains crossings respectively.

When traffic spills over into adjacent intersections, emissions per cycle will also increase. Though this analysis was not complete for this study, the overflow traffic will add to the overall impact on the environmental conditions. As the number of trains and traffic volumes increase, the queue lengths increase causing a greater spill over into adjacent intersections. As the number of cycles needed to clear the queue increase, so do the emissions. It is therefore safe to assess that an increase in number of trains will increase the total amount of pollutants emitted into the air.

Components of Total Delay and Queue for Air Quality Analysis

Total daily delay includes the following two components:


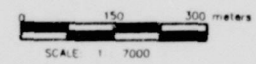
- Delay while vehicles are decelerating to a stop and accelerating from a stopping position
- Delay while vehicles are stopped (Idle Time)

Each component of the delay may have a different impact on the results of the air quality analysis. The acceleration and deceleration are directly dependant upon the speed at which vehicles depart and approach the rail crossing. As speed increases, the time to accelerate to a certain speed and decelerate to a complete stop increases. Likewise, as speed decreases, time to accelerate and decelerate decreases. For this project speeds through the downtown area is 25 mph for project arterials.

AASHTO (American Association of State Highway and Transportation Officials) publishes a set of guidelines entitled, *A Policy on Geometric Design of Highways and Streets*. This widely accepted



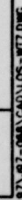
A/A/A = ARTERIAL LEVEL OF SERVICE (am/pm/atl)


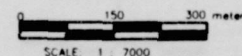


Meyer, Mahodas Associates, Inc.
Traffic Engineering • Transportation Planning

FIGURE
4.26

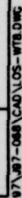






Moyer, Mohrhead Associates, Inc.
Traffic Engineering • Transportation Planning

FIGURE
4.23

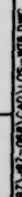




A/A/A = ARTERIAL LEVEL OF SERVICE (am/pm/att)



A/A/A = ARTERIAL LEVEL OF SERVICE (am/pm/att)







0 150 300 meters
SCALE 1 : 7000


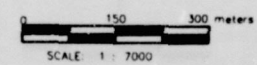
A/A/A = ARTERIAL LEVEL OF SERVICE (am/pm/alt)

M **Mayer, Michaud Associates, Inc.**
Traffic Engineering • Transportation Planning

CITY OF RENO RAILROAD CROSSING TRAFFIC AND DELAY ANALYSIS **1995 ARTERIAL LEVEL OF SERVICE WITH 12.7 TRAINS/DAY**

FIGURE
4.16

87107-008/CAO/LOS-WF.DWG



Meyer, Michaud Associates, Inc.
Traffic Engineering & Transportation Planning

FIGURE
4.21

TABLE 4.12
NUMBER OF LINKS PER LEVEL OF SERVICE (AM PEAK)

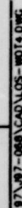
	1995			2000			2007			2015		
	12.7	24.0	36.0	12.7	24.0	36.0	12.7	24.0	36.0	12.7	24.0	36.0
A												
B												
C												
D	22	22	22	24	24	24	24	24	24	24	24	24
E												
F												

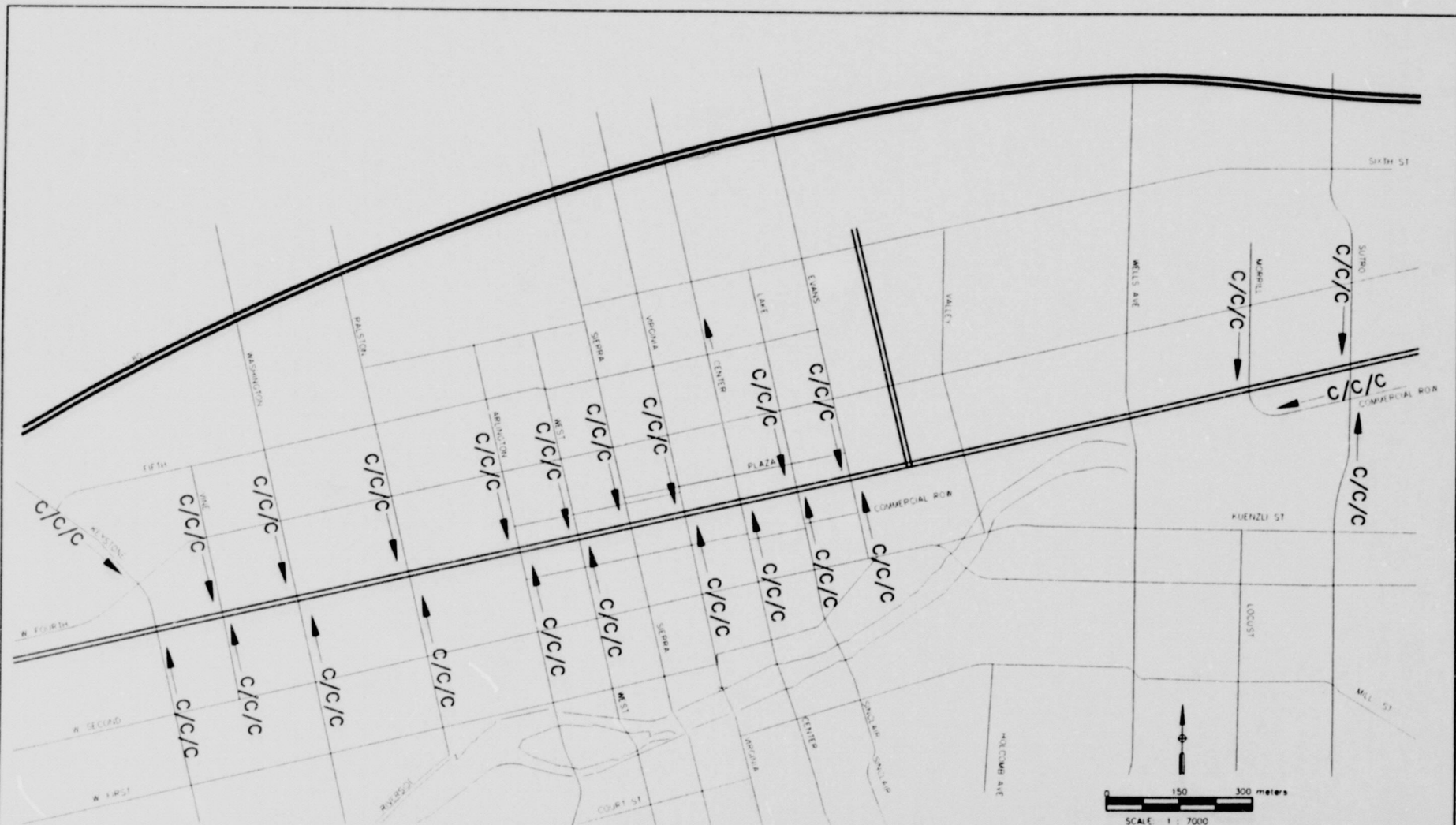
TABLE 4.13
NUMBER OF LINKS PER LEVEL OF SERVICE (PM PEAK)

	1995			2000			2007			2015		
	12.7	24.0	36.0	12.7	24.0	36.0	12.7	24.0	36.0	12.7	24.0	36.0
A												
B												
C												
D	22	20	2	24	21		22	18	1	24	19	
E		2	17		3	20		4	17		5	18
F			3			4			4			6

TABLE 4.14
NUMBER OF LINKS PER LEVEL OF SERVICE (OFF PEAK)

	1995			2000			2007			2015		
	12.7	24.0	36.0	12.7	24.0	36.0	12.7	24.0	36.0	12.7	24.0	36.0
A												
B												
C	11			12			12			12		
D	11	22	11	12	24	12	12	24	12	12	24	12
E			11			12			12			12
F												





A/A/A = ARTERIAL LEVEL OF SERVICE (am/pm/att)





A/A/A = ARTERIAL LEVEL OF SERVICE (am/pm/att)

4.2.3 Level of Service

As discussed in the Methodology section of this report, level of service defines the operating conditions of a facility. Level of Service (LOS) ranges from A to F, where A is the best operating condition and F is worst. **Figures 4.12 through 4.15** show the LOS for each study arterial for normal operating conditions without the impact of the train crossing for all intersections. As shown, all arterials operate at a level of service C during all peak periods.

Level of service for an arterial is determined by calculating the average arterial speed. When a train crossing occurs, the average speed is reduced to near zero. Therefore the average arterial speed during the peak period is also reduced. At several locations, the reduction in speed resulted in a change in LOS. **Figures 4.16 through 4.27** show the LOS for each peak period for all twelve scenarios. The total number of links with each level of service are shown in the **Tables 4.12 through 4.14** for each peak period.

As shown in the tables, the increase in traffic volumes and increase in number of trains had little impact on the level of service for all crossings. For all scenarios, level of service remained D or better for a links. For this analysis, a link is defined as one direction along an arterial. For example, Virginia is equal to two links, one in each direction.

In the PM peak, shown in **Table 4.14**, several locations experience a reduction in level of service from E to F due to the increase in number of trains from 12.7 to 24.0 and from 24.0 to 36.0. The majority of links by 2015 will operate at LOS C or D with 12.7 trains per day. However with the increase in trains to 36.0 per day, most levels of service drop to LOS E.

Off peak levels of service remain at or better for all scenarios. With 36.0 trains per day, all three scenarios will have links where LOS drops from D to E.

TABLE 4.11
TIME OF QUEUE DISSIPATION
(SECONDS)

	AM PEAK								PM PEAK							
	NORTHBOUND				SOUTHBOUND				NORTHBOUND				SOUTHBOUND			
	1995	2000	2007	2015	1995	2000	2007	2015	1995	2000	2007	2015	1995	2000	2007	2015
Keystone	182	187	191	196	300	303	367	522	197	204	208	215	279	524	477	628
Vine	236	237	238	240	223	223	223	223	237	239	240	242	224	243	224	247
Washington	234	236	237	239	243	246	248	251	235	237	238	240	259	241	268	244
Ralston	249	252	255	258	240	242	243	245	251	255	258	262	252	264	259	273
Arlington	211	217	222	229	245	258	269	284	215	222	228	235	292	241	341	260
West	244	246	248	251	243	246	248	250	246	249	251	254	259	256	267	263
Sierra	---	---	---	---	538	541	544	547	---	---	---	---	215	307	228	365
Virginia	285	350	535	358	312	312	372	372	387	393	398	404	462	589	522	605
Center	371	436	440	444	---	---	---	---	730	745	757	768	---	---	---	---
Lake	249	252	254	257	272	279	285	292	251	255	257	261	333	263	371	271
Evans	--	275	277	285	---	235	235	237	--	280	283	292	---	298	244	314
Morrill	224	224	224	224	257	261	265	269	224	224	224	224	285	224	301	224
Sutro	627	632	637	642	232	233	234	235	511	518	583	589	239	294	242	316

Overflow Queue into Adjacent Intersections

Delays will significantly increase as the vehicles in queue exceed the available capacity for storing the vehicles. The available capacity is defined by the area between the crossing gate and the adjacent intersections as shown in **Figure 4.11** below. Queues which exceed the available capacity overflow into the adjacent intersection and have a negative impact on the operating conditions of that intersection. In 1995 and 2000, six intersections are impacted in the AM peak and PM peak and two in the off peak. The intersections of Sierra/4th Street and Virginia/4th Street will be impacted during each peak period in all scenarios. By 2007 and 2015, four intersections overflow in all three peak periods. Both 2nd/Virginia and 2nd/Center become impacted in 2007 and 2015.

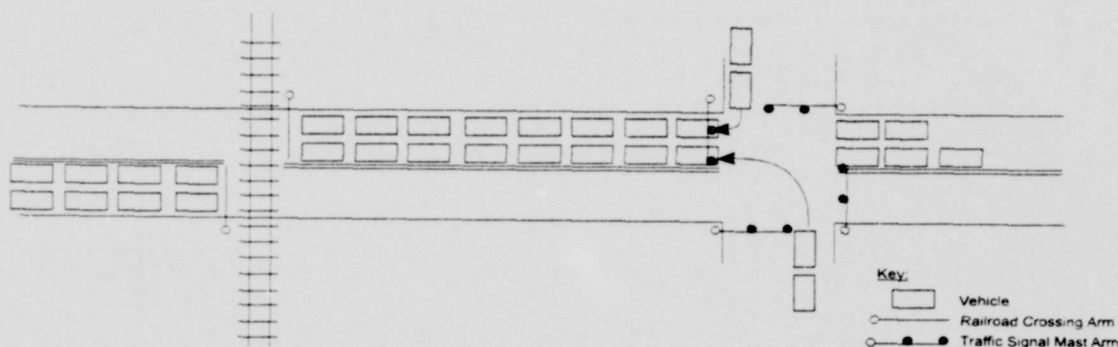
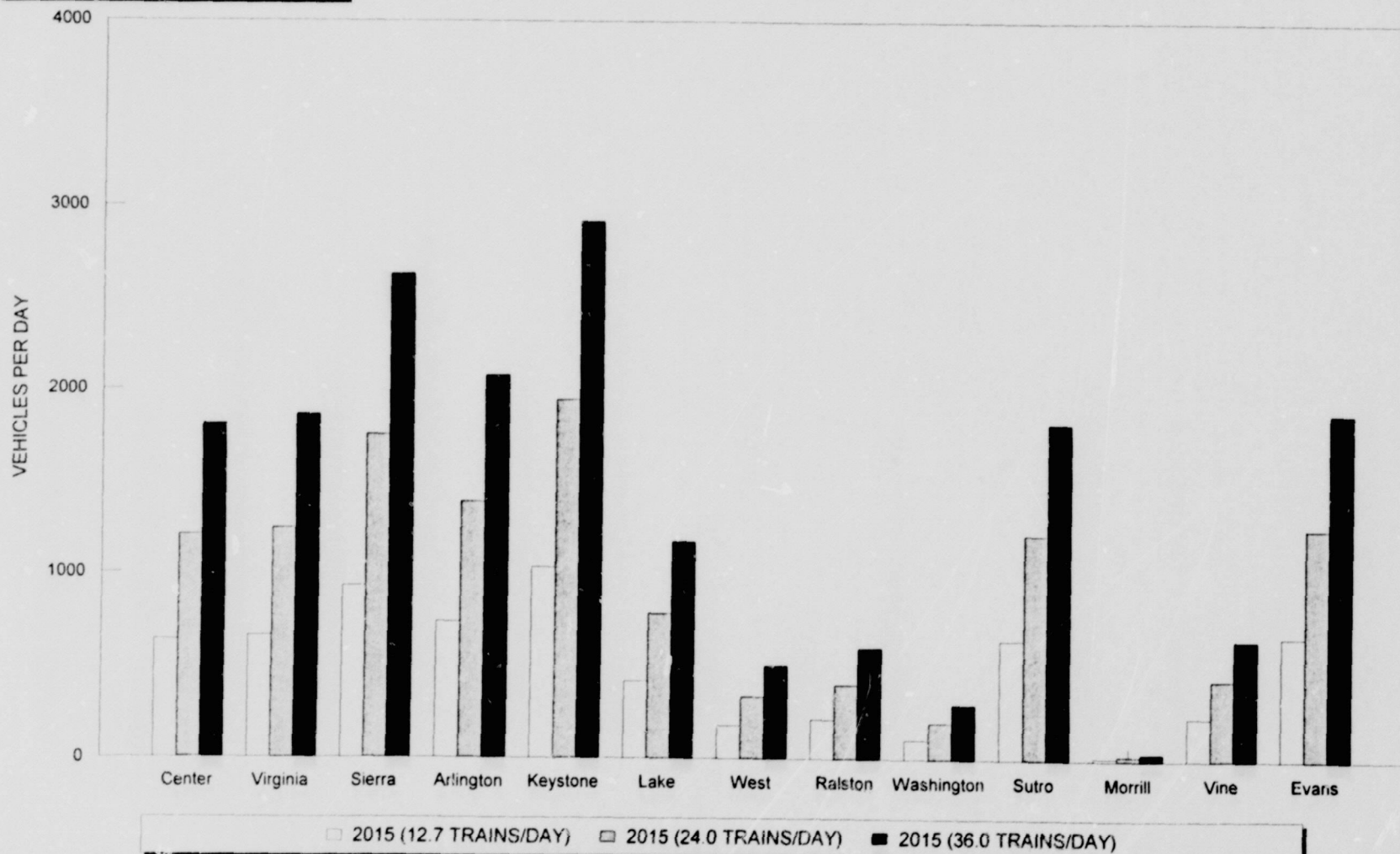


Figure 4.11 - Overflow of Queue into Adjacent Intersection

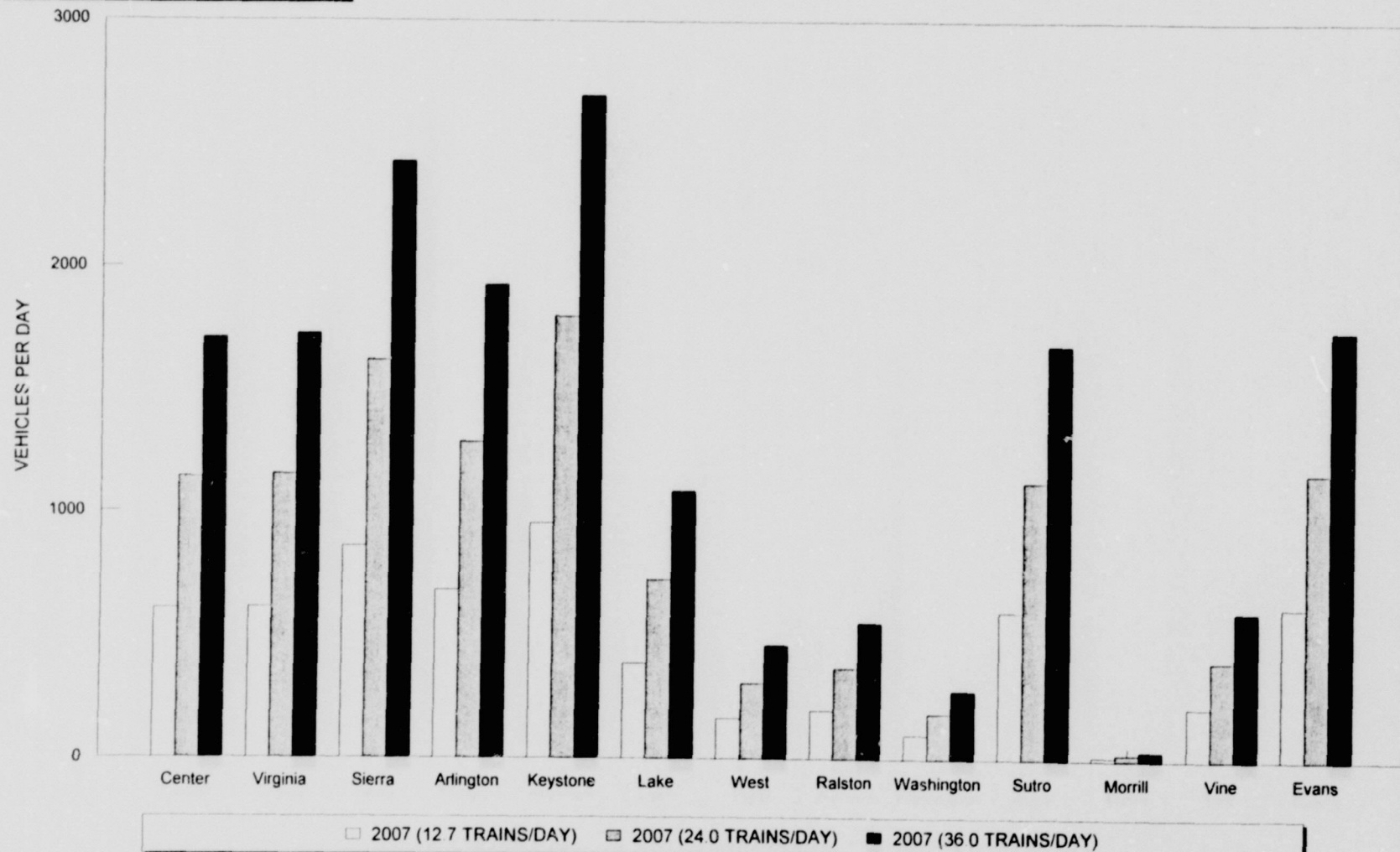
Queues form when the arrival rate exceeds the departure rate at any given location. When the train crossing gate is lowered, the departure rate is equal to zero and the arrival rate remains constant forming a queue. Vehicles continue to queue until the gate is raised, at which time vehicles depart at a rate of 0.53 vehicles per second. The queue is considered to have cleared when vehicles arriving continue through the crossing at a free flow rate. As stated, the time over which the queue dissipates is directly related to the length of queue and overflow into adjacent intersections. The time over which the queue dissipates for the AM and PM peak period is summarized in **Tables 4.11**.

2015 TOTAL DAILY NUMBER OF VEHICLES QUEUED



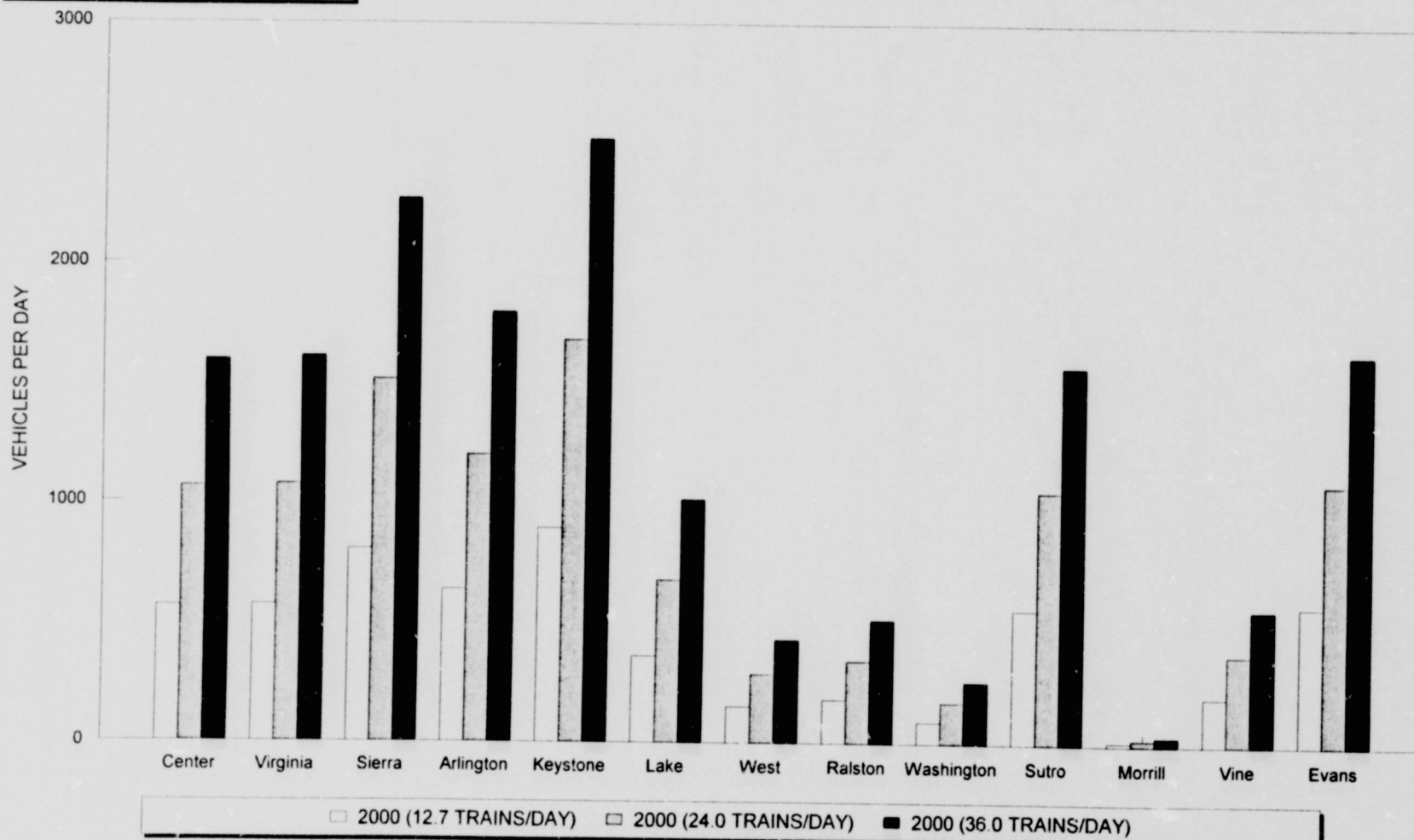
Reno Railroad Merger Study
Figure 4.9

2007 TOTAL DAILY NUMBER OF VEHICLES QUEUED



Reno Railroad Merger Study
Figure 4.8

2000 TOTAL DAILY NUMBER OF VEHICLES QUEUED



Reno Railroad Merger Study
Figure 4.7

1995 TOTAL DAILY NUMBER OF VEHICLES QUEUED

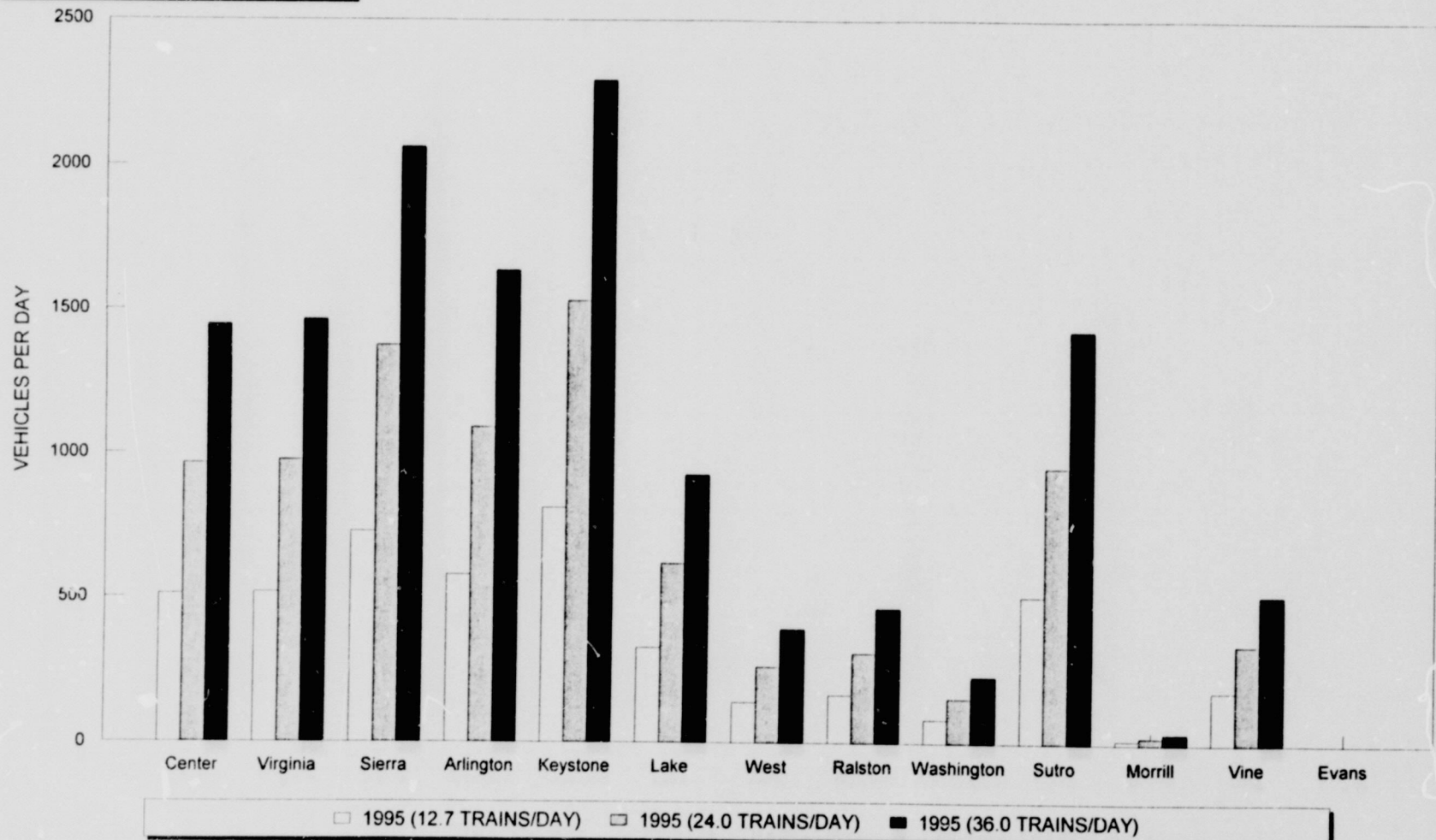


TABLE 4.10
TOTAL DAILY QUEUE PER RAIL CROSSING (VEHICLES)

	1995			2000			2007			2015		
	12.7 Trains per day	24.0 Trains per day	36.0 Trains per day	12.7 Trains per day	24.0 Trains per day	36.0 Trains per day	12.7 Trains per day	24.0 Trains per day	36.0 Trains per day	12.7 Trains per day	24.0 Trains per day	36.0 Trains per day
Keystone	809	1,529	2,293	889	1,681	2,521	952	1,798	2,698	1,029	1,944	2,916
Vine	180	340	510	198	374	561	211	398	597	228	431	646
Washington	81	152	229	90	171	256	97	183	274	103	195	293
Ralston	163	308	461	181	341	512	193	366	548	210	398	597
Arlington	577	1,090	1,635	634	1,197	1,796	679	1,284	1,925	732	1,384	2,076
West	138	260	390	150	285	427	160	305	457	176	333	500
Sierra	727	1,375	2,062	801	1,514	2,271	856	1,619	2,428	927	1,751	2,627
Virginia	515	976	1,464	568	1,074	1,610	609	1,150	1,726	657	1,240	1,860
Center	510	964	1,447	563	1,064	1,596	603	1,139	1,708	638	1,206	1,808
Lake	326	615	923	357	674	1,012	383	723	1,085	413	780	1,170
Evans	--	--	--	575	1,087	1,631	597	1,127	1,691	662	1,252	1,877
Morrill	13	24	37	13	24	37	13	24	37	13	24	37
Sutro	503	951	1,425	555	1,048	1,572	593	1,121	1,682	641	1,211	1,816
Total	4,542	8,584	12,876	5,574	10,534	15,802	5,946	11,237	16,856	6,429	12,149	18,223

4.2.2 Queuing

Arterial Queue

The length of queue is directly related to the average flow rate along the arterial, or the ADT volume. Therefore, Keystone and Virginia which have the highest volume, also have the longest queues.

As shown in the table, the total number of vehicles queued in 1995 with 12.7 trains per day is estimated to be 4,542 vehicles. With 24.0 trains per day the number of vehicles queued increases to 8,584 vehicles. The total number of vehicles expected to queue with 36.0 trains per day exceeds 12,876 vehicles per day. The results of the analysis for all scenarios are shown in **Table 4.10** and **Figures 4.7** through **4.10**.

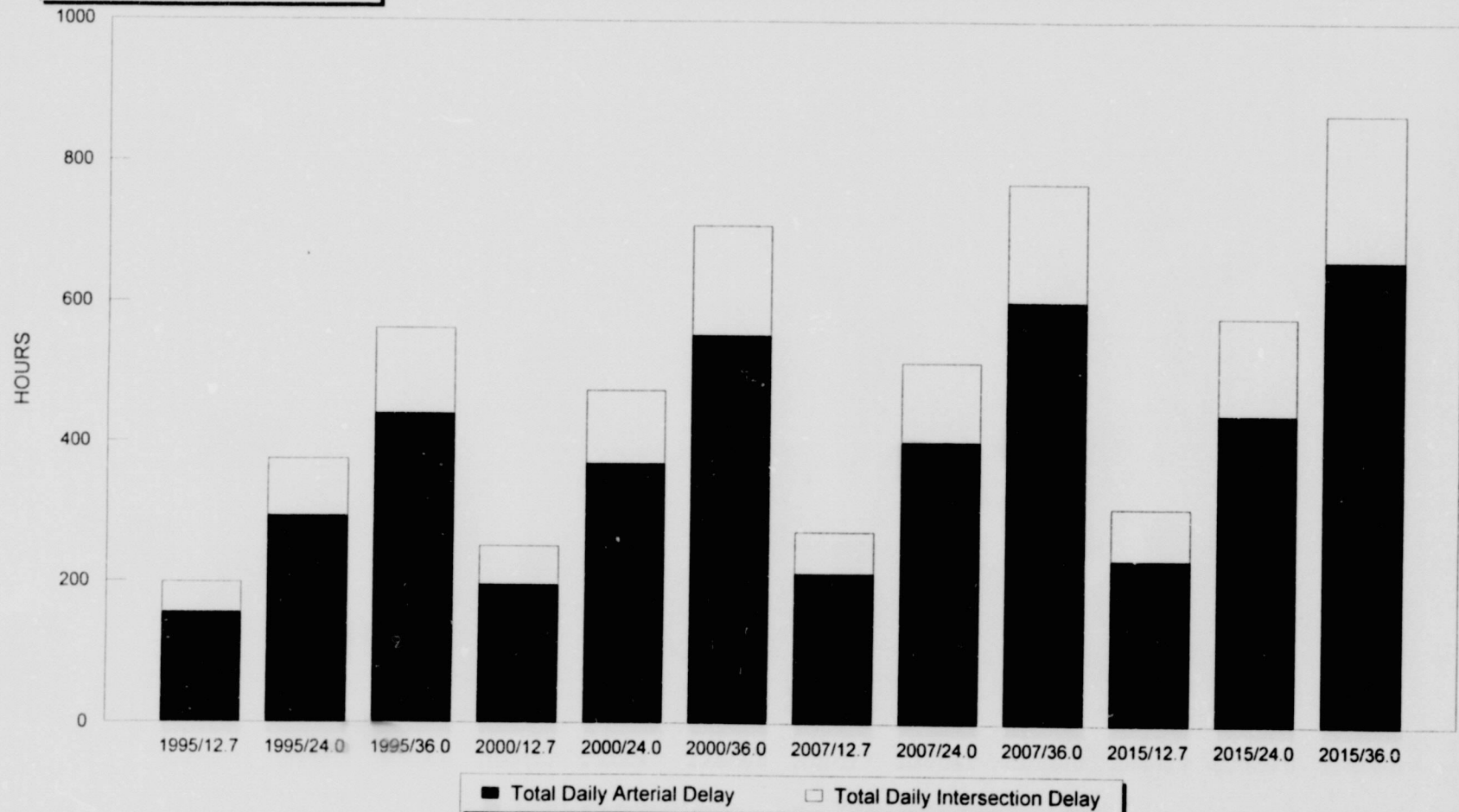
In 2000, the total number of vehicles queued is expected to increase by 23 percent for all scenarios. With 12.7 trains per day, this increase translates to 5,574 vehicles per day. Therefore total number of queued vehicles for 24.0 and 36.0 trains per day are estimated to be 10,534 and 15,802 vehicles respectively.

The total number of queued vehicles by 2007 are expected to increase by 27 percent over 1995 values. For 12.7 trains per day, the total number vehicles queued is expected to be 5,946 vehicles per day. With the increase in trains from 12.7 to 24.0, the total daily queued vehicles increases to 11,237 vehicles per day. As the number of trains increase to 36.0, total daily queued vehicles increases to 16,856 vehicles per day.

With the increase in traffic volumes, the total daily queued vehicles for 2015 increased by 42 percent over the 1995 totals. This increase translates to 6,429 vehicles per day for the 12.7 trains per day, 12,149 for 24 trains per day and 18,223 vehicles for the 36 trains per day scenario.

Reno Railroad Delay Study
Figure 4.6

TOTAL DAILY DELAY (HOURS)



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TABLE 4.9
TOTAL DAILY DELAY
INCLUDING INTERSECTION DELAY (HOURS)

	1995			2000			2007			2015		
	12.7 Trains per day	24.0 Trains per day	36.0 Trains per day	12.7 Trains per day	24.0 Trains per day	36.0 Trains per day	12.7 Trains per day	24.0 Trains per day	36.0 Trains per day	12.7 Trains per day	24.0 Trains per day	36.0 Trains per day
Keystone	28	47	71	35	67	98	39	73	110	46	87	130
Vine	6	11	16	6	12	18	7	13	19	7	14	21
Washington	3	5	7	3	5	8	3	6	9	3	6	9
Ralston	5	10	15	6	12	17	7	12	19	7	14	21
Arlington	19	35	53	21	39	59	23	43	64	25	47	70
West	5	9	13	5	9	14	5	10	15	6	11	17
Sierra	40	80	120	50	96	145	52	99	149	65	122	182
Virginia	22	43	64	27	50	76	30	56	84	35	63	95
Center	27	57	86	39	73	110	43	80	120	46	87	135
Lake	11	21	31	12	23	34	13	25	37	14	27	40
Evans	--	--	--	21	39	59	22	42	64	24	46	69
Morrill	0	1	1	0	1	1	0	1	1	0	1	1
Sutro	22	41	62	25	47	75	28	54	79	32	62	90
Total	188	360	539	250	473	714	272	514	770	310	587	880

Note: Shading indicates change from arterial analysis.

TABLE 4.7
TOTAL INTERSECTION DELAY PER TRAIN CROSSING
DUE TO OVERFLOW OF QUEUE (HOURS)

	1995		2000		2007		2015	
	AM	PM	AM	PM	AM	PM	AM	PM
2nd/Virginia	0.4	0.5	0.7	0.7	0.9	0.9	1.1	1.1
2nd/Center	1.0	5.6	1.6	6.6	1.9	7.4	2.1	8.0
Commercial Row/ Sutro	2.0	0.9	2.6	1.2	3.0	1.5	3.5	2.0
4th/Keystone	0.4	0.5	0.6	2.0	0.9	2.4	2.2	3.1
4th/Sierra	5.6	5.7	6.5	6.6	3.6	7.2	7.8	8.1
4th/Virginia	0.6	2.1	0.8	1.0	1.0	3.0	1.1	3.4

TABLE 4.8
OVERFLOW INTO ADJACENT INTERSECTION PER RAIL CROSSING
(VEHICLES PER LANE)

	1995			2000			2007			2015		
	AM	PM	OFF PEAK	AM	PM	OFF PEAK	AM	PM	OFF PEAK	AM	PM	OFF PEAK
2nd/Virginia	12	12		16	17		20	20	2	24	25	5
2nd/Center	17	59		23	69		27	77	1	31	83	3
Commercial Row/ Sutro	29	17		36	23		41	27		47	32	
4th/Keystone	11	30		17	38		22	45		28	53	
4th/Sierra	65	65	27	74	75	32	81	82	36	90	90	41
4th/Virginia	13	32	1	17	38	3	20	42	5	24	48	8

TABLE 4.6
INTERSECTIONS IMPACTED BY QUEUE OVERFLOW

[illegible]

Intersection Delay

Where queues exceed the available capacity and vehicles overflow into the adjacent intersections, total delays along the arterial and at the intersection increase. **Tables 4.6** shows which intersections will be impacted by the queue. In both 1995 and 2000, six intersections are expected to be impacted. Delays at all intersections are expected to be 60 seconds per vehicle per cycle, for all vehicles impacted by the queue. In 2007 and 2015, no additional intersections will be impacted, however at the intersections of 2nd/Virginia and 2nd/Center, the off peak will become impacted due to the increase in traffic volume during the off peak. For all crossings, the total number of vehicles and total intersection delay will increase, as shown in **Tables 4.7** and **4.8**.

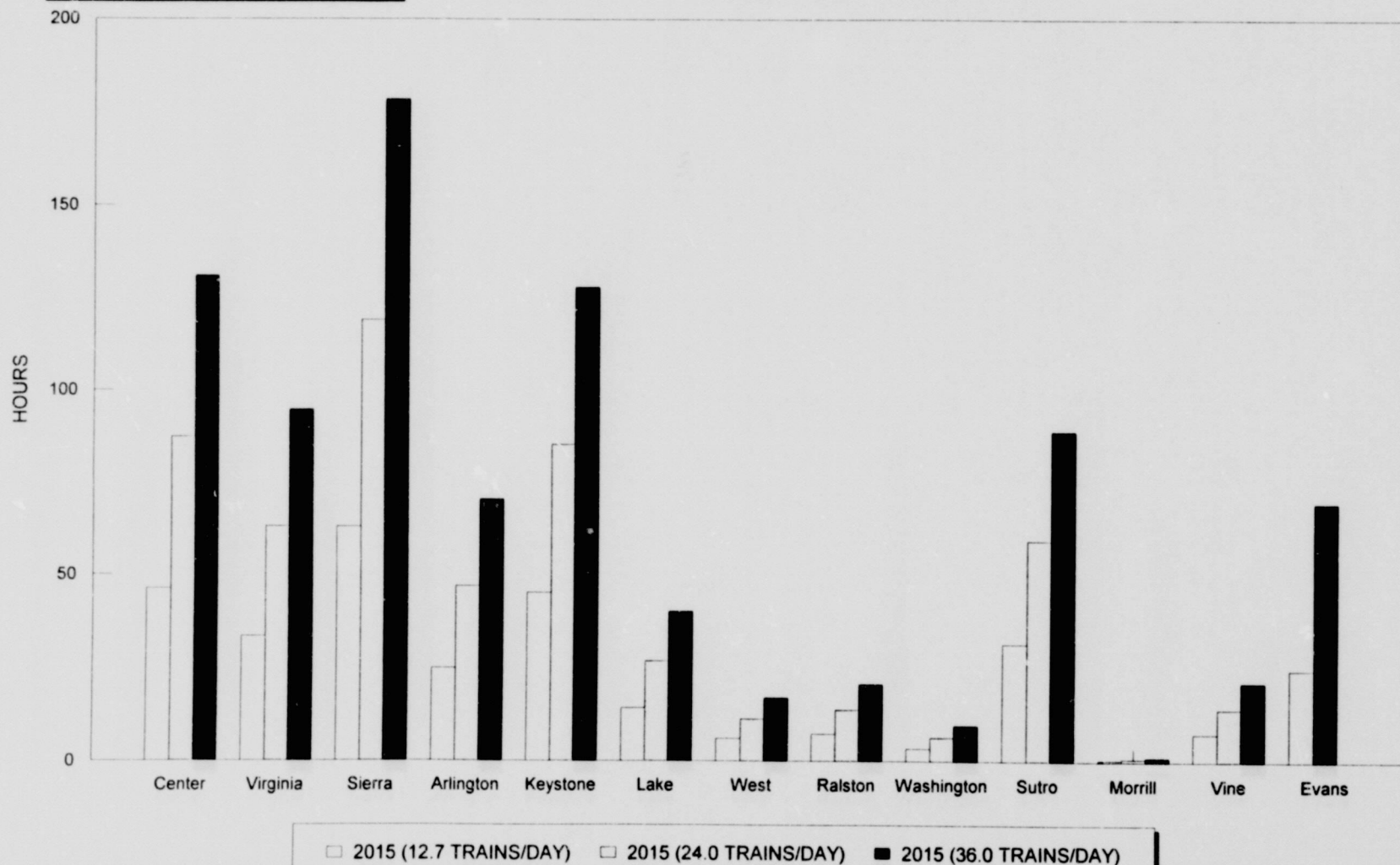
Total Daily Delay Including Intersection Delay

The total daily delay is therefore equivalent to the arterial delay plus the added delay due to overflow at the intersections. The total delays are summarized in **Table 4.9**. As shown in the table, the total delay in 1995 for 12.7 trains per day is expected to be 188 hours, an increase of 21 percent resulting in the increase in delay from the intersection analysis. With the increase to 24 trains per day, the total daily delay increases to 360 hours per day, which is 91 percent greater than the delay for 12.7 trains per day. In turn, the total delay for the 36 trains per day scenario is expected to be 539 hours, an increase of 188 percent over the 12.7 train scenario.

Total delay in the year 2000 with including the delay due to both arterial and intersection impacts is expected to be 34 percent greater than the 1995 values for all scenarios. For 2007, the increase over 1995 is expected to be 44 percent. The greatest increase in total delay will occur in the 36 trains per day scenario where the total daily delay for all crossings is expected to be 46 higher for all scenarios.

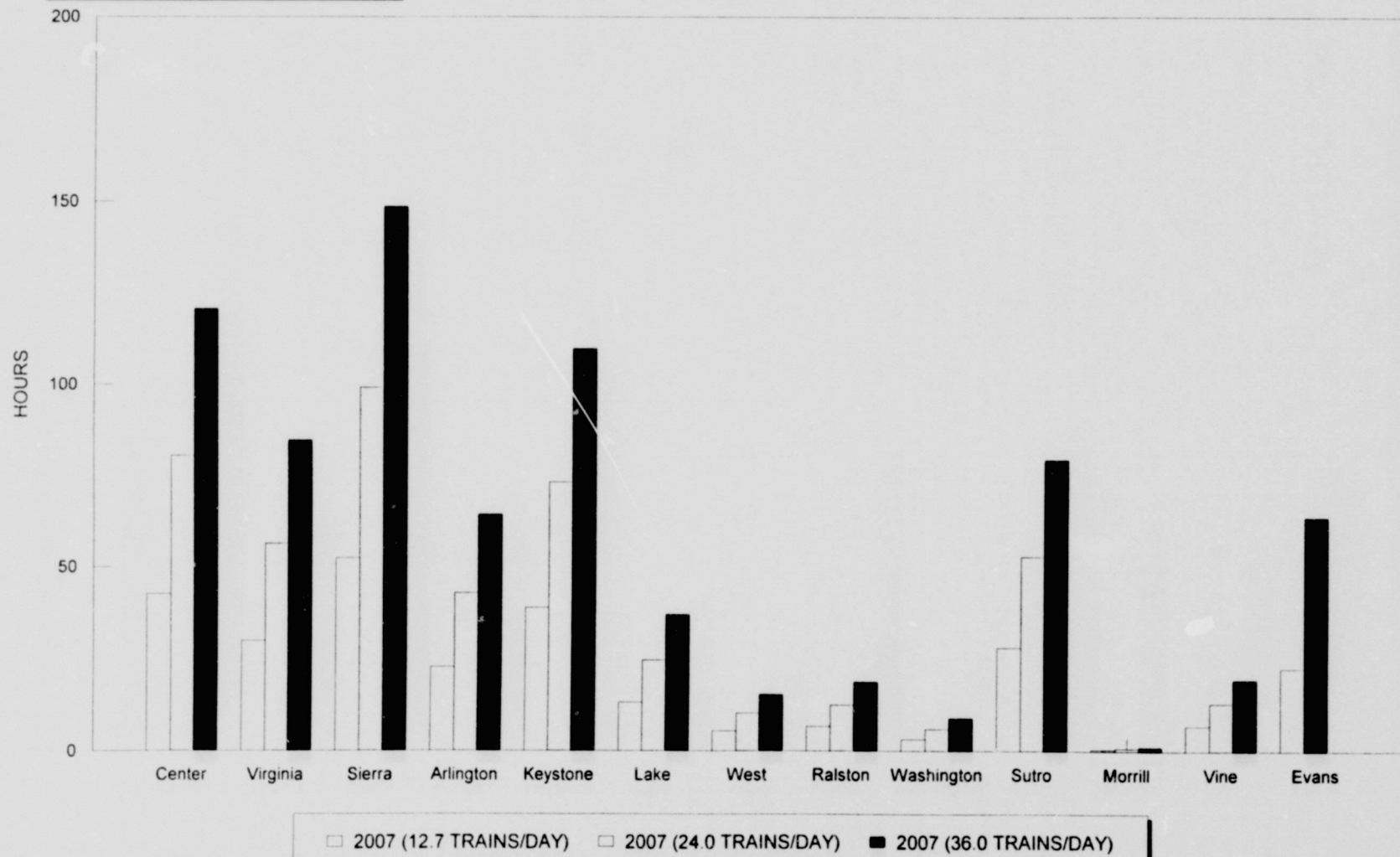
Reno Railroad Merger Study
Figure 4.5

2015 TOTAL DAILY DELAY (HOURS)
WITH INTERSECTION DELAY



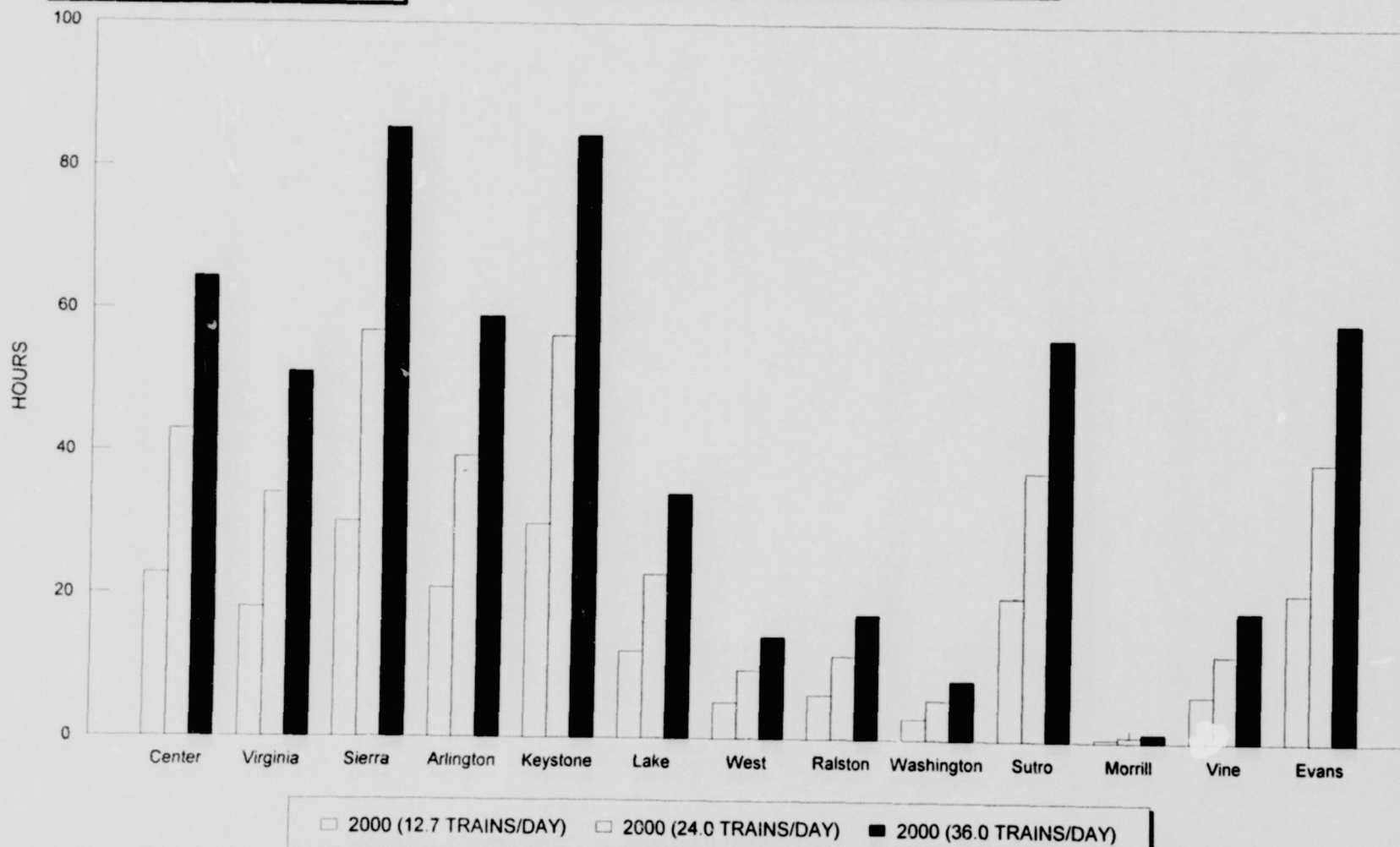
Reno Railroad Merger Study
Figure 4.4

2007 TOTAL DAILY DELAY (HOURS)
WITH INTERSECTION DELAY



Reno Railroad Merger Study
Figure 4.3

2000 TOTAL DAILY DELAY (HOURS)
WITHOUT INTERSECTION DELAY



Reno Railroad Merger Study
Figure 4.2

1995 TOTAL DAILY DELAY (HOURS)
WITHOUT INTERSECTION DELAY

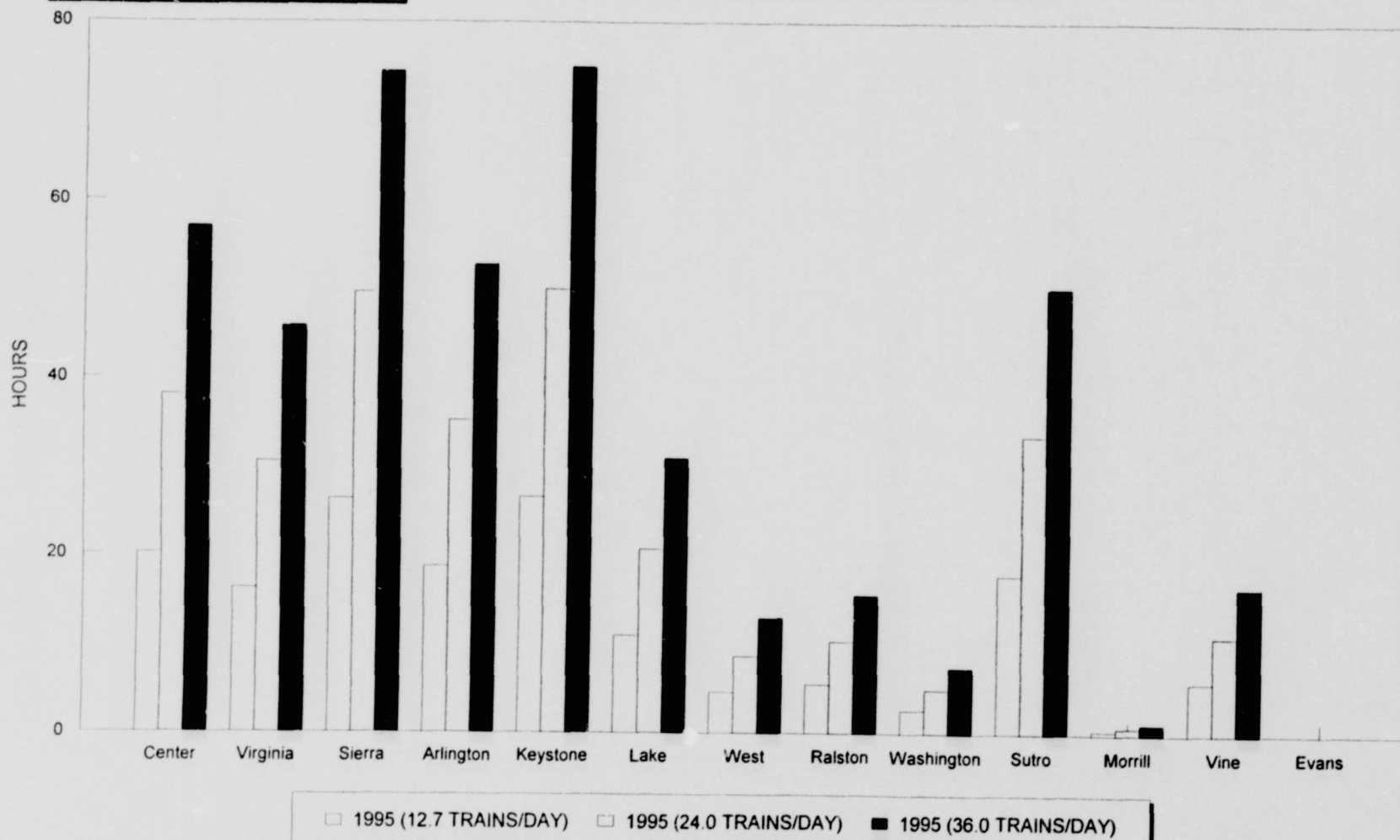


TABLE 4.5
TOTAL DAILY DELAY PER CROSSING HOURS
NOT INCLUDING INTERSECTION DELAY

	1995			2000			2007			2015		
	12.7 Trains per day	24.0 Trains per day	36.0 Trains per day	12.7 Trains per day	24.0 Trains per day	36.0 Trains per day	12.7 Trains per day	24.0 Trains per day	36.0 Trains per day	12.7 Trains per day	24.0 Trains per day	36.0 Trains per day
Keystone	26	50	75	30	56	84	33	61	92	36	68	102
Vine	6	11	16	6	12	18	7	13	19	7	14	21
Washington	3	5	7	3	5	8	3	6	9	3	6	9
Ralston	5	10	15	6	12	17	7	12	19	7	14	21
Arlington	19	35	53	21	39	59	23	43	64	25	47	70
West	5	9	13	5	9	14	5	10	15	6	11	17
Sierra	26	50	74	30	57	85	33	63	94	38	71	107
Virginia	16	31	46	18	34	51	20	37	55	21	41	61
Center	20	38	57	23	43	65	25	47	70	27	51	76
Lake	11	21	31	12	23	34	13	25	37	14	27	40
Evans	--	--	--	21	39	59	22	41	61	24	46	69
Morrill	0	1	1	0	1	1	0	1	1	0	1	1
Sutro	18	33	50	20	37	56	21	41	61	24	44	67
Total	155	294	438	195	367	551	212	400	597	232	441	661

4.2 Analysis Results

4.2.1 Grade Crossing Delay

Arterial Delay

The measurement of delay is broken into two parts, delay due to the time the gate is down and delay during the dissipation of a queue. The additional delay due to overflow of the queue through adjacent intersection is discussed later in this section. **Figure 4.1** is a graphical representation of the delay model utilized in determining total delay. The area below the arrival rate curve, which is shaded in, represents the total delay for all vehicles. In more practical terms, the total delay is the sum of the individual delays computed for each vehicle impacted per train crossing.

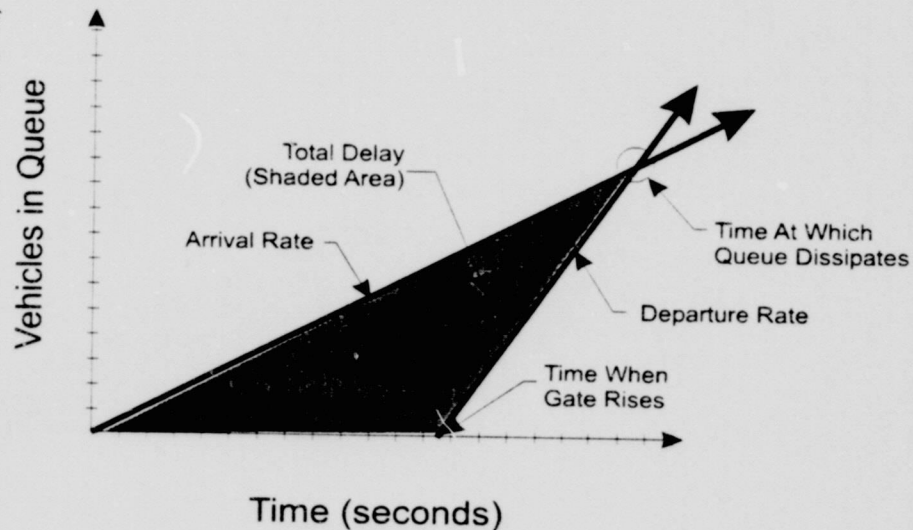


Figure 4.1 - Queue Theory, Graphical Representation

In 1995, total daily delay is estimated to be 155 hours with 12.7 trains per day. With an increase to 24.0 trains per day, total delay increases to 294 hours, an 89 percent increase over the 12.7 trains per day scenario. When 36.0 trains per day occur, total daily delay increases to 438 hours, 193 percent increase over the 1995 delays. Total daily delays for all scenarios are summarized in **Table 4.5** and **Figures 4.2** through **4.5**.

With traffic volume growth alone, total daily delay for all scenarios (12.7, 24.0 and 36.0) in year 2000 will increase by 26 percent over 1995 delays. For 12.7 trains per day, total daily delay is expected to be 195 hours. With the increase from 12.7 to 24.0, total daily increases to 367 hours. Total daily delay for 36.0 trains per day is estimated to be 551 hours in 2000.

Total daily delay for year 2007 is expected to increase by 32 percent for all three scenarios over the 1995 total daily delays. Total daily delay for the 12.7 and 24.0 train scenarios are 212 and 400 hours respectively. With the increase to 36.0 trains per day, the total daily delay increases to 597 hours.

In the final scenario, the total daily delay for 2015 is estimated to be 50 percent greater than 1995 values with total daily delays of 232, 441, and 661 hours for 12.7, 24.0 and 36.0 trains per day, respectively.

- T_d = Average time for deceleration (second/stops) = 7.09 seconds
 C_d = The emission factor for deceleration
 T_a = Average time for acceleration (second/stop) = 7.50 seconds
 C_a = The emission factor for acceleration
 T_{iv} = Average idle time along route (seconds/vehicle)
 C_{iv} = The emission factor for idling
 T_{ev} = Average cruise time (seconds/vehicle) = [Average total time - (Average acceleration time + Average deceleration time + Average idle time)]
 C_{cv} = The emission factor for cruising
 V = Total volume incurring delay (peak period)

Table 4.4 shows the emission factors used in estimating emissions of CO, NO_x and ROG.

TABLE 4.4
CONSTANT ENGINE EMISSION FACTORS FOR MWM

Condition	CO (gr./sec.)	NO _x (gr./sec.)	ROG (gr./sec.)	Time (sec.)
Idle	0.00191	0.00124	0.0012	
Cruise	0.00488	0.00945	0.00334	
Acceleration	0.06781	0.02178	0.01155	7.5
Deceleration	0.00177	0.00256	0.00119	7.09
gr. = grams; sec. = seconds				
Source: Texas Transportation Institute. "An Emission Model for Arterial Streets." 1992				

The air quality impacts are estimated by the software program using the traffic and air quality data which are already incorporated in the program. No air quality data input is required in estimating the air quality impacts.

4.1.4 Air Quality Analysis Related to Vehicular Traffic

The air quality impact related to train crossing as a result of additional stop delay to vehicular traffic only is estimated here using the Modified Winfrey Method (MWM). The MWM is recommended as an appropriate air quality model by various Transportation and Air Quality professionals for estimating the emissions benefit of localized TSM projects. The model can be applied to a specific arterial or area-wide as required for the project. This model has been validated using the Federal Emission Reduction Calculation Methodology. The procedure adopted for this project to estimate air quality impact is the best approximation available at this time. The MWM formula for estimating the air quality impact is described below.

Modified Winfrey Method

$$C_t = \{ \{ N_{sv} * (T_d * C_d) + T_a * C_a \} + \{ (T_{iv} * C_{iv}) + (T_{cv} * C_{cv}) \} \} V * 260$$

Where,

- C_t = Total emissions (grams/year)
- N_{sv} = Number of stops per vehicle (stops/vehicle)
- T_d = Average time for deceleration (second/stop)
- C_d = The emission factor for deceleration (grams/second)
- T_a = Average time for acceleration (second/stop)
- C_a = The emission factor for acceleration (grams/second)
- T_i = Average idle time (seconds/vehicle)
- C_{iv} = The emission factor for idling (grams/second)
- T_{cv} = Average cruise time 9 seconds/vehicle
- C_{cv} = The emission factor for cruising (grams/second)
- V = Total traffic volume incurring delay during peak period
- 260 = Number of commuting days per year

Air Quality Input Data

The majority of the data required for estimating the total emissions using the MWM were collected as part of the data gathering process described earlier, and the remaining rates for calculations of emissions are obtained from **Table 4.4**.

The following briefly describes the use of MWM in estimating the total emissions using field data and the emission rates in **Table 4.4**.

- N_{sv} = Number of stops per vehicle (stops/vehicle) in the test section

TABLE 4.3
LEVEL OF SERVICE DEFINITIONS
SIGNALIZED INTERSECTIONS

Level of Service	Vehicle Delay (secs.)	Volume to Capacity Ratio	Description
A	≤5.00	0.00 - 0.60	Free Flow/Insignificant Delays: No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.
B	5.1 - 15.0	0.61 - 0.70	Stable Operation/Minimal Delays: An occasional approach phase is fully utilized. Many drivers begin to feel somewhat restricted within platoons of vehicles.
C	15.1 - 25.0	0.71 - 0.80	Stable Operation/Acceptable Delays: Major approach phases fully utilized. Most drivers feel somewhat restricted.
D	25.1 - 40.0	0.81 - 0.90	Approaching Unstable/Tolerable Delays: Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly, without excessive delays.
E	40.1 - 60.0	0.91 - 1.00	Unstable Operation/Significant Delays: Volumes at or near capacity. Vehicles may wait through several signals cycles. Long queues from upstream from intersection.
F	≥61.0	1.01 - up	Forces Flow/Excessive Delays: Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections and will "build" rather than stay constant.
Source: <i>Highway Capacity Manual</i> , Transportation Research Board, Special Report No. 209, Washington D.C., 1994; and <i>Circular 212</i> , Transportation Research Board, 1980.			

TABLE 4.2
ARTERIAL CLASSIFICATIONS ACCORDING
TO FUNCTIONAL AND DESIGN CATEGORIES

FUNCTIONAL CATEGORY		
Design Category	Principal Arterial	Minor Arterial
Typical Suburban	I	II
Intermediate	II	II or III
Typical Urban	I or II	III

Intersection Congestion Levels

The performance of intersections is measured through analysis of capacity and level of service. **Table 4.3** describes LOS definitions for signalized intersections.

Capacity is the maximum flow rate of traffic which can pass through an intersection under prevailing conditions, and is evaluated in terms of volume to capacity (v/c) ratio. Values for v/c ratio can be from 0.00 (no volume) to 1.00 (when flow rate equals capacity). Actual v/c ratio cannot exceed 1.00, although the ratio of future projected demand to capacity can exceed 1.0. For present conditions, the volume (number) is the actual measured output of the intersection, not the input volume levels on the approaches to the intersection. However, for future conditions, the demand levels for each movement (i.e., approach volume) is the numerator, and can be higher than the capacity (demand). Where the v/c ratio exceeds 0.90 to 0.95, changes in geometric or signal design should be considered.

LOS is used as a measure of effectiveness for the quality of traffic flow through an intersection. It is similar to a "report card" rating, based on average vehicle delay. Level of service A, B and C indicate conditions where vehicles move freely. Level of service D and E are progressively worse. For signalized intersections, level of service F represents conditions where the average delay for all vehicles through the intersection exceeds 60 seconds per vehicle, generally indicated by long queues and delays. Under this operating condition, delay is highly variable, and it is difficult to estimate average delay accurately because congestion extends into and is affected by adjacent intersections.

While the signalized LOS is based on average delay, a high v/c ratio (i.e. greater than 0.90) can also be indicative of poor intersection performance. In cases where oversaturation occurs (i.e., high v/c ratio), queuing and delays can be substantial and lane blockages or turn lane storage problems can exacerbate operating problems. Therefore, queuing conditions and staking needs must also be evaluated for existing and future conditions.

to arrive during the peak period will arrive during the peak one-hour period. To determine the level of service with the crossing, the average speed along the arterial was broken into two components:

$$\text{Average Speed (during train)} = (\text{Gate Crossing Speed} * \frac{(\text{Gate Crossing Time} * \text{Number of Crossings})}{3600})$$

$$\text{Average Speed (without train)} = \text{Arterial Speed} * \frac{(3600 \text{ sec} - (\text{Gate Crossing Time}) * \text{Number of Crossings})}{3600}$$

The total average speed is equivalent to:

$$\text{Average Speed} = \text{Average Speed (during train)} + \text{Average Speed (without train)}$$

Average Speed is therefore calculated in feet per second.

Once the average speed is calculated, the level of service for the arterial can be estimated using the methodology previously described and shown in **Table 4.1** below.

TABLE 4.1
ARTERIAL LEVELS OF SERVICE

ARTERIAL CLASSIFICATION			
	I	II	III
Range of free-flow speeds (mph)	45 to 35	35 to 30	35 to 25
	40	33	27
Typical free-flow speeds (mph)			
Level of Service	Average Travel Speed (MPH)		
A	≥ 35	≥ 30	≥ 25
B	≥ 28	≥ 24	≥ 19
C	≥ 22	≥ 18	≥ 13
D	≥ 17	≥ 14	≥ 9
E	≥ 13	≥ 10	≥ 7
F	< 13	< 10	< 7

Arterial level of service, by contrast, is defined in terms of *average travel speed* of all through vehicles on the arterial. It is strongly influenced by the average delay on that segment. On a given facility, increasing traffic flow can substantially degrade the arterial level of service.

The following general statements may be made regarding arterial level of service.

1. *LOS A* describes primarily free-flow operations at average travel speed, usually about 90 percent of the free-flow speed for the arterial classification. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalized intersections or other locations is minimal.
2. *LOS B* represents reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free-flow speed for the arterial classification. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.
3. *LOS C* represents stable operations; however, ability to maneuver and change lanes in mid-block locations may be more restricted than at *LOS B*, and longer queues, adverse signal coordination, or both may contribute to lower average travel speed of about 50 percent of the average free-flow speed for the arterial classification. Motorists will experience appreciable tension while driving.
4. *LOS D* borders on a range in which small increases in flow may cause substantial increases in delay and hence decreases in arterial speed. *LOS D* may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these factors. Average travel speeds are about 40 percent of free-flow speed.
5. *LOS E* is characterized by significant delays and average travel speed of one-third the free-flow speed or less. Such operations are caused by some combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.
6. *LOS F* characterizes arterial flow at extremely low speed below one-third to one-fourth of the free-flow speed. Intersection congestion is likely at critical signalized locations, with high delays and extensive queuing. Adverse progression is frequently a contributor to this condition.

Table 4.1 contains the arterial average speeds associated with these six arterial LOS definitions based on average travel speed over the arterial segment being considered. It should be noted that if demand volume exceeds capacity at any point on the facility, average travel speed may not be a good measure of the arterial level of service. Thus, intersection volume-to-capacity ratios greater than 1.0 will probably result in an unacceptable level of service on the arterial. The arterial classifications in **Table 4.1** are explained in **Table 4.2**.

Impact of Train Crossing on Level of Service

For this analysis, level of service for each arterial was evaluated for both a train crossing and no train crossing condition. When the train crosses an arterial link, the level of service for the link approaches F as the speed on the arterial approaches zero. After the train leaves the crossing, the level of service returns to normal. Level of service was therefore calculated for the worst case scenario, that all trains expected

queue dissipation, arriving vehicles are joining the back of the queue and experiencing delay. Those vehicles' delay was assumed as part of normal intersection delay. As normal intersection delay will not change, it was not considered as part of this analysis. Total intersection is the sum of the delay per cycle until the queue clears. It can be calculated as follows:

$$\begin{aligned} \text{Total Delay} = & \text{Number of Vehicles Through Intersection during 1st Cycle} * \text{Delay per Vehicle per Cycle} + \\ & \text{Number of Vehicles Through Intersection during 2nd Cycle} * \text{Delay per Vehicle per Cycle} * 2 + \\ & \text{Number of Vehicles Through Intersection during 3rd Cycle} * \text{Delay per Vehicle per Cycle} * 3 + \\ & \text{etc...} \end{aligned}$$

When the number of vehicles in queue is fewer than the number of vehicles through the intersection during the green phase, then the queue is determined to have cleared. Total delay is the sum of the delays to all vehicles in queue until the queue clears.

4.1.2 Queuing Analysis

Queuing has been computed based upon multiplying the vehicular arrival rate by the time over which queuing developed. In other words:

$$N = q * T$$

Where:

N - Number of vehicles in queue (average)

q - Vehicle arrival rate (vehicle/minute)

T - Elapsed time of queue formation (minutes)

The total length of queue is then estimated at 20 feet per vehicle divided by the number of lanes, and this distance is compared to the length available for storage.

For queuing purposes, the one-hour peak AM and PM hour volumes were considered, since the greatest queues will occur during these one-hour peaks. It should also be pointed out that the queues which have been identified are based upon average arrival rates specified in **Section 4.1.1**. Variation of flow within the peak hours will invariably lead to somewhat higher queues during varying times of the day. However, as roadway flow increases, the queuing variation in the peak diminishes.

4.1.3 Level of Service

Roadway and Arterial Levels of Service

Roadway level of service (LOS) is based on *average through-vehicle traffic speed* for the segment, or entire roadway under consideration. The average travel speed is computed to the segment considering the total stopped delay for through movements.

q - Vehicle Arrival Rate (vehicles/minute)

d - Vehicle Departure Rate (vehicle/minute)

The above equation indicates the computations necessary to characterize the gate blocking time and vehicle delay for a single train passage. In order to apply the methodology, total gate blockage and vehicle-hours of delay were computed separately for each of the three time periods during the day: AM peak, PM peak, and off peak. For the AM peak and PM peak one-hour peak periods were selected. The one-hour peak periods used in this chapter are:

- AM Peak: 7 - 8 AM
- PM Peak: 5 - 6 PM

All other volume was evenly distributed across a 22-hour period. Once delay for each peak period was calculated for each train crossing occasion, the delay was then multiplied by the number of train crossings during the three periods.

Total peak period delay = Delay per Train Crossing * Number of Train Crossings in Peak Period.

Total daily delay is therefore equivalent to the sum of the delays for all peak period.

These vehicular flow parameters, including total gate downtime, were evaluated against the mix of trains projected to be present at each crossing. The train-related parameters obtained from the empirical data included:

- Train Length
- Train Speed
- Period of Operation
- Total Number of Trains/day

Additional Delay due to Overflow of the Queue Through Adjacent Intersections

For this analysis, it was necessary to evaluate the impacts of queue due to the railroad crossing which overflowed into the adjacent intersections. When overflow occurred, the additional volume was added to the existing intersection turning movement volumes. Cycle lengths and green splits for each of the adjacent intersections were used to determine the additional delay. In order to determine how many cycles it will take to clear a queue, the number of vehicles that will proceed through the intersection per cycle had to be determined:

Vehicles per Green = Green Time per Cycle * Approach Flow Rate

If all vehicles were not cleared on the first cycle, then the remaining vehicles would be forced to wait through another complete cycle. Total delay to the all vehicles remaining in queue would therefore be,

Delay per Cycle = Red Time per Cycle * Vehicles Remaining in Queue

Delay continues to be calculated until all vehicles initially in the queue are cleared. The total delay due to the intersection is then added to the total delay due to vehicles in queue. It should be noted that during

- Lead Time - Required legal 20 seconds advance warning time plus time to begin lowering crossing gate — typically 8 seconds
- Train Passage Time - Time for train to pass through the crossing — equal to train length divided by speed
- Clearance Time - Time for train followed by a 50 foot clearance zone to clear the cross street roadway — also computed from distance and train speed
- Lag Time - Time to raise gate and commence dispersion of queue following train passage — typically 8 seconds

Gate blockage time was observed for a period of 5 days and documented for the crossings at Keystone, Arlington, Sierra, Virginia, and Center and the theoretical gate blockage time was adjusted to account for actual observation. For other locations, calculations were made taking into account the items described above. An average of 222 seconds (3.7 minutes) per train crossing was used.

Arrival Rate

The vehicular arrival rate is dependent upon the roadway traffic level and it is calculated as the average arrival rate during the analysis time periods. For example, for the morning 2-hour peak period with a total of 2400 vehicles, the arrival rates is 20 vehicles/minute.

Departure Rate

As the vehicular arrival rate varies in accordance with the overall traffic level on the street, following a crossing gate activation there is a queue of vehicles waiting to cross. Therefore, these vehicles will have a higher departure rate than arrival rate once the crossing clears. This queue dispersion is similar to what occurs when vehicles enter an intersection once a signal turns from red to green. This rate (for a level crossing in good condition having a low-to-moderate truck percentage) is about one vehicle every 2.5 seconds, or 48 vehicles per minute for a 4-lane roadway. The presence of higher levels of heavy vehicles in the traffic stream adversely affects this rate, as does grade (elevation) changes or poor roadway crossing condition (i.e., smoothness). For this analysis, the departure rate of one vehicle every 2.5 seconds was used.

Vehicle Hours of Delay

Once the gate blockage time, arrival and departure rates are established, the vehicle hours of delay parameter is computed by the following formula:

$$T = T_g^2 \cdot q / (2 \cdot (1 - q/d)) / 60$$

Where:

T - Delay (vehicle-hours)

T_g - Gate Blockage Time (minutes)

4.0 ANALYSIS

This section presents the analysis of mobility impacts associated with the interaction of trains and roadway vehicles at the railroad grade crossings in the downtown area. Four specific topics have been investigated.

- Grade Crossing Delay
- Queuing Analysis
- Level of Service
- Air Quality Analysis

Taken as a set, these parameters provide a basis for characterizing highway system mobility and air quality in the vicinity of the crossings.

Analysis of each of these parameters has been accomplished for each of the 13 crossings in the study area, for each time frame under consideration. The scenarios analyzed in this report are shown below. The roadway traffic and rail forecasts which were presented in **Section 2.0**, along with additional data obtained as part of the data collection effort, were used as a basis for the analysis. This section summarizes the methodologies and the analysis.

	1995	2000	2007	2015
12.7	√	√	√	√
24.0	√	√	√	√
36.0	√	√	√	√

4.1 Methodologies

4.1.1 Grade Crossing Delay

The methodology incorporated in this analysis is based upon the Queuing Theory as suggested in the 1982 edition of Traffic Engineering Handbook (Institute of Transportation Engineers, 2nd Edition, 1982, pp. 465-468) and is based upon the following principal factors affecting operations at grade crossings:

- Gate Blockage Time
- Vehicle Arrival Rate
- Vehicle Departure Rate

Gate Blockage Time

Gate Blockage is the total time consumed by a single crossing gate activation event and theoretically consists of the total of the following times.

3.4 Distribution of Trains over 24 Hours of the Day

The STB database provides detailed information on train arrivals and type of trains over a 24-hour period. The data were collected for seven days. The number of trains per peak period were determined for each day of observation. Based on the average train arrivals across a seven day period, the percent of trains per peak were determined. The distribution shown in **Table 3.2** was used for all scenarios.

TABLE 3.2
DISTRIBUTION OF TRAINS PER PEAK HOUR

	% of Total Daily Trains	Trains Per Day		
		12	24	36
AM Peak	0.08	1	2	3
PM Peak	0.17	2	4	8
Off Peak	0.75	9.7	18	25
Total	1.00	12.7	24.0	36.0

3.0 RAIL OPERATION

3.1 Train Speed

For both the pre-merger and post-merger, train speed is assumed to be 20 miles per hour. This speed will be for eastbound as well as westbound. The maximum allowable speeds in the downtown Reno are 25 mph for freight trains and 30 mph for passenger trains.

3.2 Train Length

An average post-merger train length of 6,500 feet was used for this analysis.

3.3 Number of Trains

The train counts for pre-merger is 12.7 SP trains per day and 1.1 passenger trains per day. The post-merger train counts will include 20 UP/SP trains, 4 BN/Santa Fe trains, and 1.1 passenger trains. For this report's analysis, 12.7 trains per day was used for pre-merger and 24 trains per day for post-merger at year 2000. **Table 3.1** shows 1995 and 2000 train crossing splits.

TABLE 3.1
1995 AND PROJECTED FUTURE AVERAGE
DAILY TRAIN VOLUMES THROUGH RENO

Source of Train	Number of Trains		
	1995 [1]	Projected for Five Years Following UP/SP Merger [2]	Increase
Amtrak [3]	1.1	1.1	0.0
Burlington Northern / Santa Fe	0.0	4.0	4.0
Union Pacific/Southern Pacific	12.7	20.0	7.3
Daily Total	13.8	25.1	11.3
Notes: [1] Based on train statistics provided by UP/SP.			
[2] Based on UP/SP Operating Plan and verified statements filed with the Surface Transportation Board. 1995 & 1996			
[3] Amtrak train operations are not under the jurisdiction of the Surface Transportation Board			

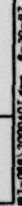


TABLE 2.4
PROJECTED YEAR 2007 TRAFFIC VOLUMES

Arterial	ADT	2007 PEAK HOUR AND OFF PEAK VOLUMES (vph)		
		AM Peak (1)	Off Peak	PM Peak
Keystone	26,000	2,600	945	2,600
Vine	4,920	490	179	490
Washington	2,250	225	82	225
Ralston	4,490	450	163	450
Arlington	17,870	1,790	650	1,790
West	3,745	375	136	375
Sierra	23,220	2,320	844	2,320
Virginia	16,500	1,650	600	1,650
Center	13,700	1,370	500	1,370
Lake	8,880	890	323	890
Evans	14,320	1,430	520	1,430
Morrill	300	30	11	30
Sutro	13,800	1,380	500	1,380
Note: (1) Peak period volumes were derived from ADT. AM & PM peak volumes are each assumed to be 10 percent of daily traffic volume. This value was validated using existing ADT and turning movement count volumes. The remaining volume (or off peak) was divided evenly between the remaining 22-hours.				

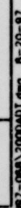


TABLE 2.3
PROJECTED YEAR 2000 TRAFFIC VOLUMES

Arterial	ADT	2000 PEAK HOUR AND OFF PEAK VOLUMES (vph)		
		AM Peak (1)	Off Peak	PM Peak
Keystone	24,300	2,340	810	2,340
Vine	4,600	460	153	460
Washington	2,100	210	70	210
Ralston	4,200	420	140	420
Arlington	16,700	1,670	557	1,670
West	3,500	350	117	350
Sierra	21,700	2,170	723	2,170
Virginia	15,400	1,540	513	1,540
Center	12,800	1,280	427	1,280
Lake	8,300	830	277	830
Evans	13,380	1,340	490	1,340
Morrill	300	30	11	30
Sutro	12,900	1,290	488	1,290
Note: (1) Peak period volumes were derived from ADT. AM & PM peak volumes are each assumed to be 10 percent of daily traffic volume. This value was validated using existing ADT and turning movement count volumes. The remaining volume (or off peak) was divided evenly between the remaining 22-hours.				

2.2.2 2007 Traffic Volumes

Year 2007 traffic volumes were estimated using a one percent growth rate per year estimated from 2007 and 2015 RTC model data. The average one percent per year growth rate was then applied to the 2000 data. A peak period split of 10 percent of the ADT volume for the one-hour AM and one-hour PM peak period was used. The remaining ADT volume was divided evenly across the remaining 22-hours and used as the off peak volumes. ADT volumes and peak one-hour volumes are summarized in **Table 2.4**, and illustrated in **Figure 2.3**.



2.2.3 2015 Traffic Volumes

After estimating year 2007 traffic volumes, a one percent per year average growth rate was applied to the 2007 data to estimate the year 2015 data. **Table 2.5** summarizes the peak hour and ADT volume estimates. Peak hour splits from the AM and PM peaks were considered to be 10 percent of the ADT volumes, as assumed in all other years. Directional splits shown previously in **Table 2.2** were used to breakdown traffic volume data into northbound and southbound movements. ADT volumes are illustrated in **Figure 2.4**.

TABLE 2.5
PROJECTED YEAR 2015 TRAFFIC VOLUMES

Arterial	ADT	2015 PEAK HOUR AND OFF PEAK VOLUMES (vph)		
		AM Peak (1)	Off Peak	PM Peak
Keystone	28,000	2,800	1,020	2,800
Vine	5,320	532	193	532
Washington	2,430	243	88	243
Ralston	4,850	485	180	485
Arlington	19,300	1,930	700	1,930
West	4,050	400	150	400
Sierra	25,000	2,500	910	2,500
Virginia	17,800	1,780	650	1,780
Center	14,800	1,480	540	1,480
Lake	9,500	950	350	950
Evans	15,500	1,550	540	1,550
Morrill	300	30	11	30
Sutro	14,900	1,490	540	1,490
Note: (1) Peak period volumes were derived from ADT. AM & PM peak volumes are each assumed to be 10 percent of daily traffic volume. This value was validated using existing ADT and turning movement count volumes. The remaining volume (or off peak) was divided evenly between the remaining 22-hours.				

Directional splits were assumed to be as shown in **Table 2.2** below. These splits were derived from existing data collected in the Surface Transportation Board (STB) Field Observation database. The data collected included 24-hour directional counts in February 1997. Average daily traffic (ADT) volumes were split into AM peak and PM peak hourly volumes by using a factor of 10 percent for each peak period. For Sierra Street and Center Street, which are one-way streets, 100 percent of the peak hour traffic volume was assigned to the arterial. Therefore the traffic volumes are twice as high in each of the peak periods for each of these two streets.

TABLE 2.2
HOURLY TRAFFIC VOLUME
SPLIT PERCENTAGE BY PEAK PERIOD

	AM Peak	Off Peak	PM Peak
Percent of ADT	0.10	0.04	0.10
Percent Northbound	0.55	0.50	0.45
Percent Southbound	0.45	0.50	0.55

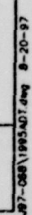
Traffic is assumed to be comprised of passenger cars only. RTC volumes used to forecast future volumes have included a passenger car equivalency factor (PCE) which converts larger vehicles such as recreational vehicles and large trucks into passenger cars. In turn, this increases the total ADT volume. Not specifically including truck percentages in the vehicle fleet results in a conservative outcome. Even if PCE factors were included, the results would still be conservative. A PCE is based on how a truck performs during all types of operations (i.e., stopping, queuing, starting, and cruising) in a weighted average fashion.

2.2 Traffic Forecast

2.2.1 2000 Traffic Volumes

ADT volumes for the year 2000 were interpolated from the RTC model data for 1997 and 2007. An average growth factor was calculated for all of the crossings. This growth factor was then applied to the 1995 data for the five year period between 1995 and 2000.

As with the 1995 data, a 10 percent peak period factor was used for each of the AM and PM peaks, and then split into their directional values according to **Table 2.2**. Intersection turning movement data used in assessing the impacts of overflow of queue into adjacent intersections were provided by the City of Reno. All volumes were adjusted to produce a year 2000 count estimate by using a 2.0 percent per year growth rate. ADT volume projections for year 2000 are summarized in **Table 2.3** and illustrated in **Figure 2.2**.



2.0 TRAFFIC VOLUMES

2.1 Baseline 1995 Traffic

Nevada Department of Transportation (NDOT) collects daily traffic count volumes annually at specific locations throughout the State including the downtown Reno area. The 1995 NDOT traffic volumes are summarized in **Table 2.1** and illustrated in **Figure 2.1**. As part of the validation process, peak hour turning movement counts were collected by the City of Reno. The volumes were then used to verify the NDOT counts by converting the turning movement counts to ADT volumes. Where NDOT data were unavailable, ADT volumes were derived from the City of Reno counts and verified against other sources including the Railroad Merger Fact Finding Report (March 1996).

TABLE 2.1
1995 ADT TRAFFIC VOLUMES

Arterial	ADT	1995 PEAK HOUR AND OFF PEAK VOLUMES (vph)		
		AM Peak (1)	Off Peak	PM Peak
Keystone	22,100	2,210	804	2,210
Vine	4,185	420	152	420
Washington	1,875	190	62	190
Ralston	3,785	380	126	380
Arlington	15,200	1,520	507	1,520
West	3,200	320	107	320
Sierra	19,700	1,970	657	1,970
Virginia	14,000	1,400	467	1,400
Center	11,600	1,160	387	1,160
Lake	7,575	760	252	760
Evans ⁽²⁾	-	-	-	-
Morrill	300	30	10	30
Sutro	11,700	1,170	390	1,170

Note: (1) Peak period volumes were derived from ADT. AM & PM peak volumes are each assumed to be 10 percent of daily traffic volume. This value was validated using existing ADT and turning movement count volumes. The remaining volume (or off peak) was divided evenly between the remaining 22-hours.

(2) Evans does not currently cross the railroad. It is planned to have a crossing prior to the year 2000.

LEGEND:

- STUDY INTERSECTION
- X TRAIN CROSSING LOCATION



1.0 INTRODUCTION

The purpose of this study is to identify and assess the mobility and air quality impacts of the anticipated increase in vehicle and railroad traffic at 12 existing and one future at-grade crossings in the downtown area. The analysis covers these crossings along the railroad main line from Keystone to Sutro. **Figure 1.1** shows the study elements.

The specific objectives of this study include:

- Collect, compile, and validate required data;
- Document and assess demand and growth projections for both vehicle and rail traffic for 1995, 2000, 2007 and 2015;
- Analyze vehicle queues, delays, levels of service (LOS) and air quality impacts for the street network surrounding the 13 crossings for 1995, 2000, 2007 and 2015 traffic volumes with corresponding train crossing frequencies; and
- Document and summarize findings.

The study was accomplished under the direction of the City of Reno. Current and forecast traffic volumes were obtained from various sources including Regional Transportation Commission (RTC) model runs, the City of Reno turning movement counts, Nevada Department of Transportation (NDOT) daily traffic volume counts and the Barton Aschman report on City of Reno's Downtown Traffic and Parking Study. Rail operations forecasts were obtained from the City. A database and a software program were developed to calculate the variables under various scenarios. This report includes sections on traffic volumes, railroad operation, analysis, and summary and findings.

Following this introduction, the report is organized as follows:

Section 2.0 presents existing and forecast traffic volumes to be used in delay analysis.

Section 3.0 presents rail operation and parameters assumed for this study.

Section 4.0 presents a description of the methodology employed followed by presentation of the analysis results.

Section 5.0 presents a summary of the results and findings.

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TABLE ES-6
NUMBER OF LINKS PER LEVEL OF SERVICE (AM PEAK)

	1995			2000			2007			2015		
	12.7	24.0	36.0	12.7	24.0	36.0	12.7	24.0	36.0	12.7	24.0	36.0
A												
B												
C												
D	22	22	22	24	24	24	24	24	24	24	24	24
E												
F												

TABLE ES-7
NUMBER OF LINKS PER LEVEL OF SERVICE (PM PEAK)

	1995			2000			2007			2015		
	12.7	24.0	36.0	12.7	24.0	36.0	12.7	24.0	36.0	12.7	24.0	36.0
A												
B												
C												
D	22	20	2	24	21		22	18	1	24	19	
E		2	17		3	20		4	17		5	18
F			3			4			4			6

TABLE ES-8
NUMBER OF LINKS PER LEVEL OF SERVICE (OFF PEAK)

	1995			2000			2007			2015		
	12.7	24.0	36.0	12.7	24.0	36.0	12.7	24.0	36.0	12.7	24.0	36.0
A												
B												
C	11			12			12			12		
D	11	22	11	12	24	12	12	24	12	12	24	12
E			11			12			12			12
F												

Total Queue

The number of vehicles in queue as a result of train crossing for each analysis year are shown in **Table ES-5**.

TABLE ES-5
TOTAL DAILY QUEUE (VEHICLES/DAY)

Train Crossing (per day) Scenario	1995	2000	2007	2015
12.7	4,542	5,574	5,946	6,429
24.0	8,584	10,534	11,237	12,149
36.0	12,876	15,802	16,856	18,223

Level of Service

Tables ES-6 through ES-8 show the summary of Level of Service for all scenarios. For all years, when 12.7 trains per day cross, LOS is D. However, when additional trains are added, LOS worsens. For 24.0 trains per day in all study years, LOS is always E or better. When the number of trains are increased to 36.0 per day, then the LOS drops at a few locations to F, whereas the majority operated at LOS E.

Air Quality - Vehicular Traffic Only

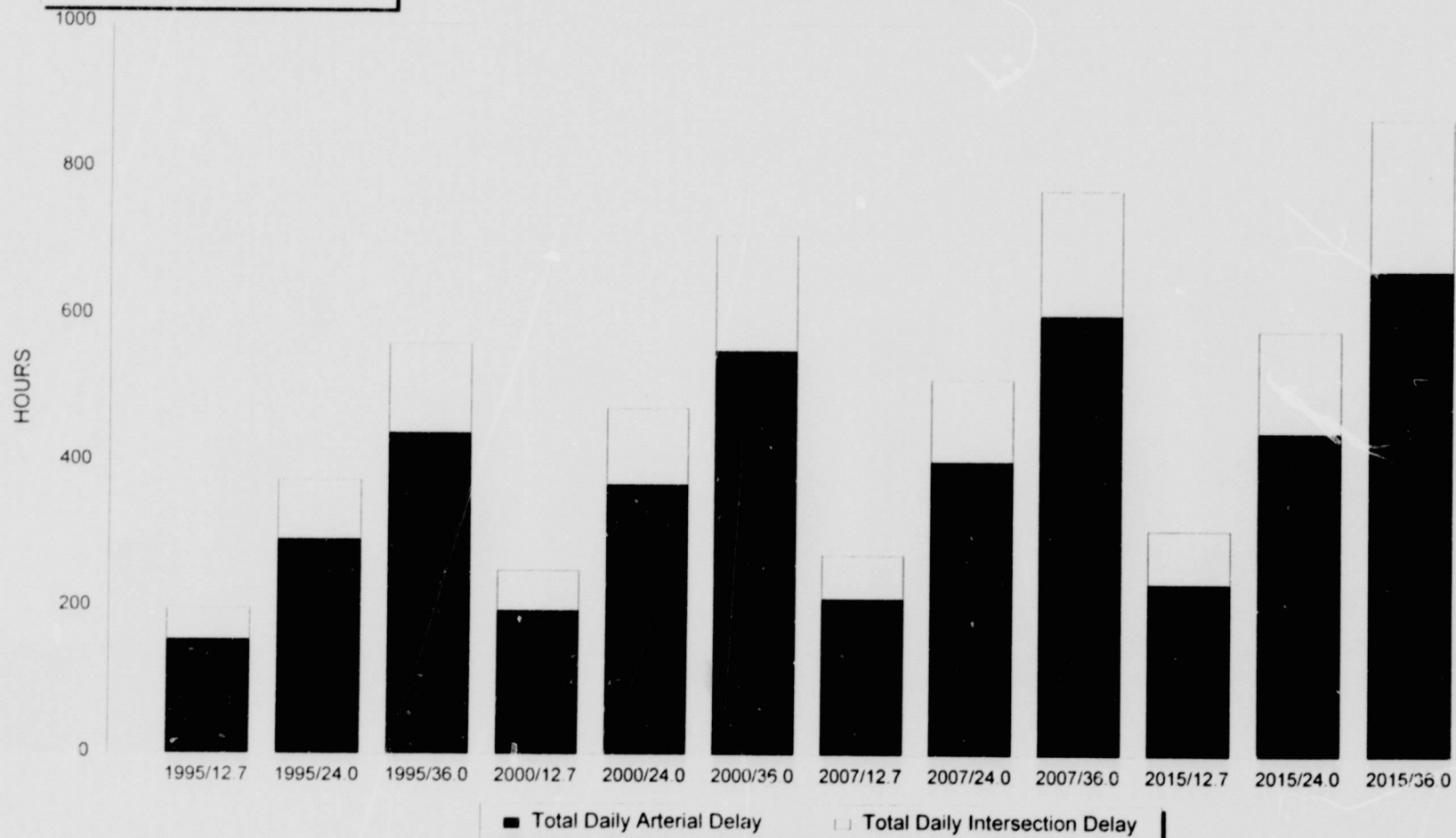
Table ES-9 shows the total daily emissions for all train crossing per day scenarios.

TABLE ES-9
TOTAL ANNUAL EMISSIONS (TONS)

Train Crossing (per day) Scenario	1995	2000	2007	2015
12.7	2.46	3.06	3.44	3.79
24.0	4.64	5.78	6.51	7.16
36.0	6.97	8.67	9.76	10.74

Reno Railroad Delay Study
Figure ES-6

TOTAL DAILY DELAY (HOURS)



Total Queue

The number of vehicles in queue as a result of train crossing for each analysis year are shown in **Table ES-5**.

TABLE ES-5
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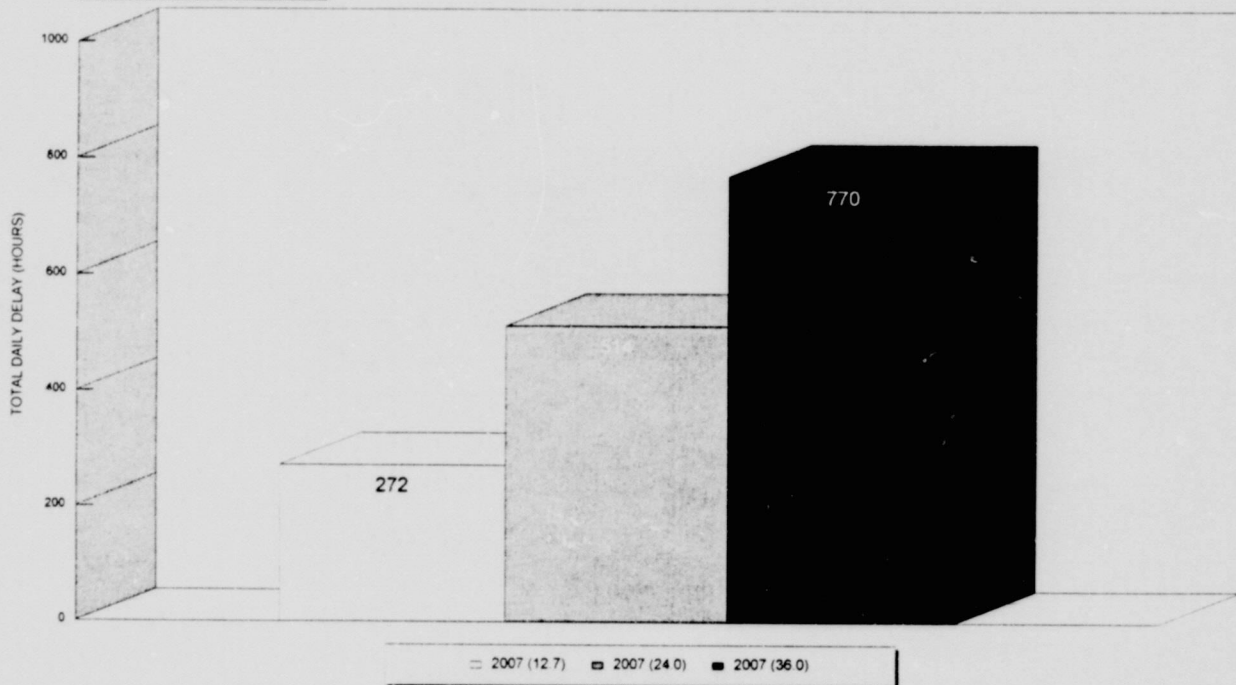
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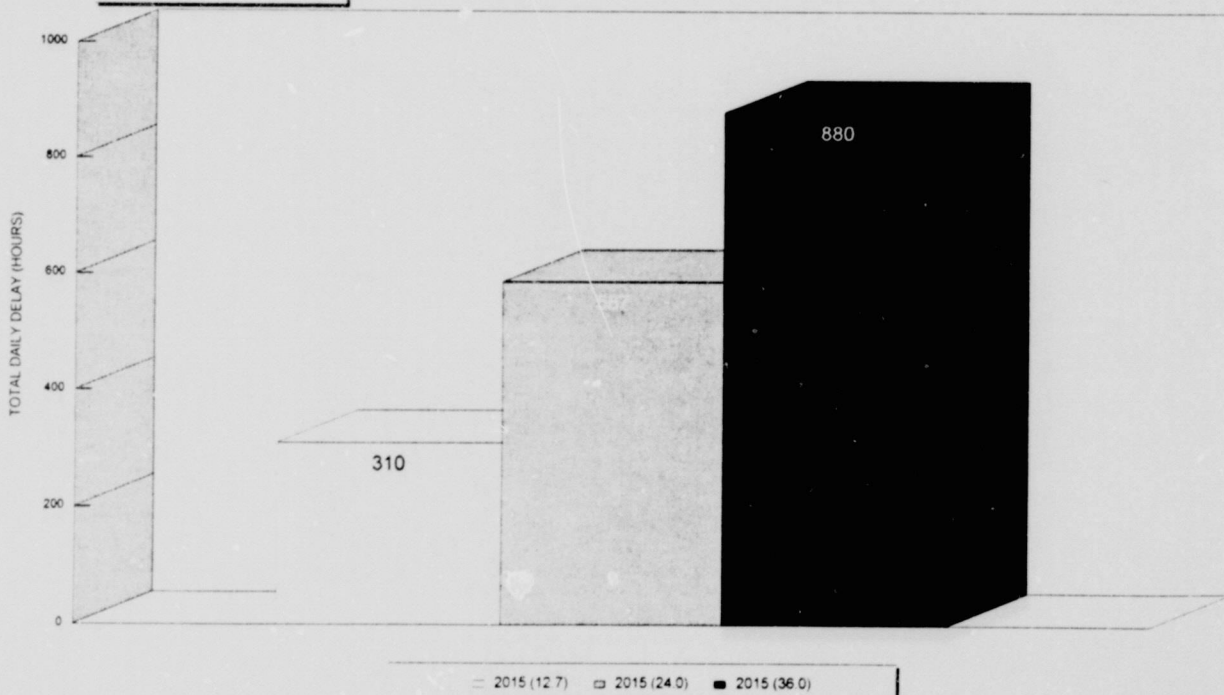
Reno Railroad Merger Study
Figure ES-4

2007 TOTAL DAILY DELAY (HOURS)
WITH INTERSECTION DELAY



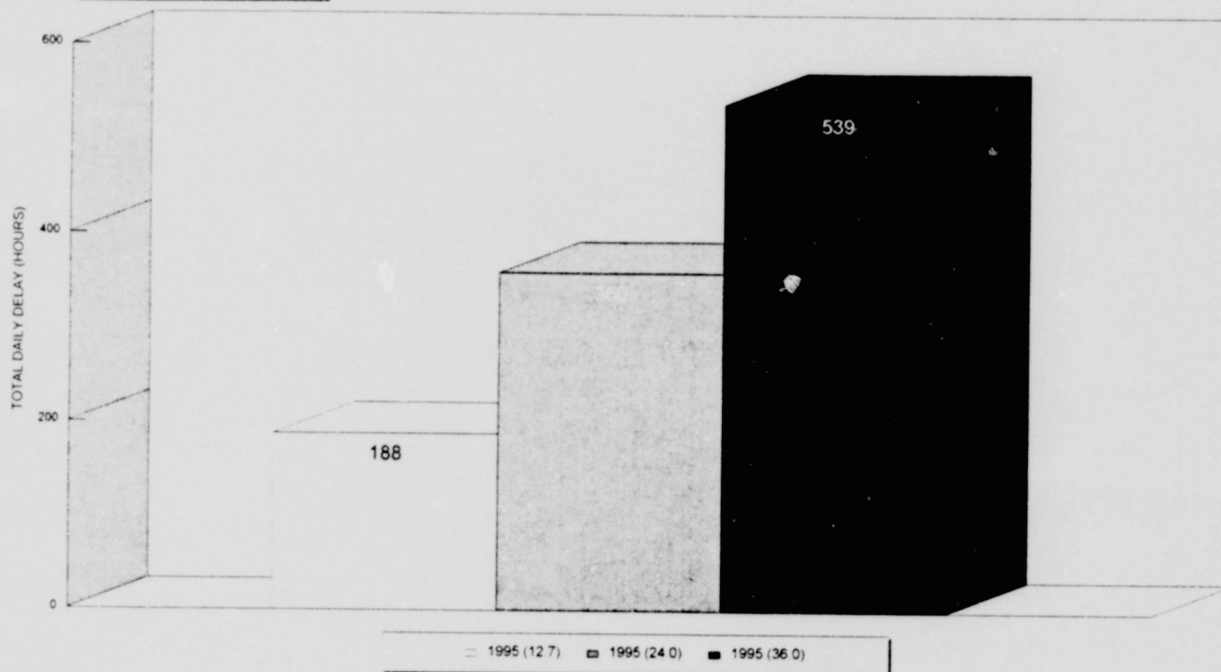
Reno Railroad Merger Study
Figure ES-5

2015 TOTAL DAILY DELAY (HOURS)
WITH INTERSECTION DELAY



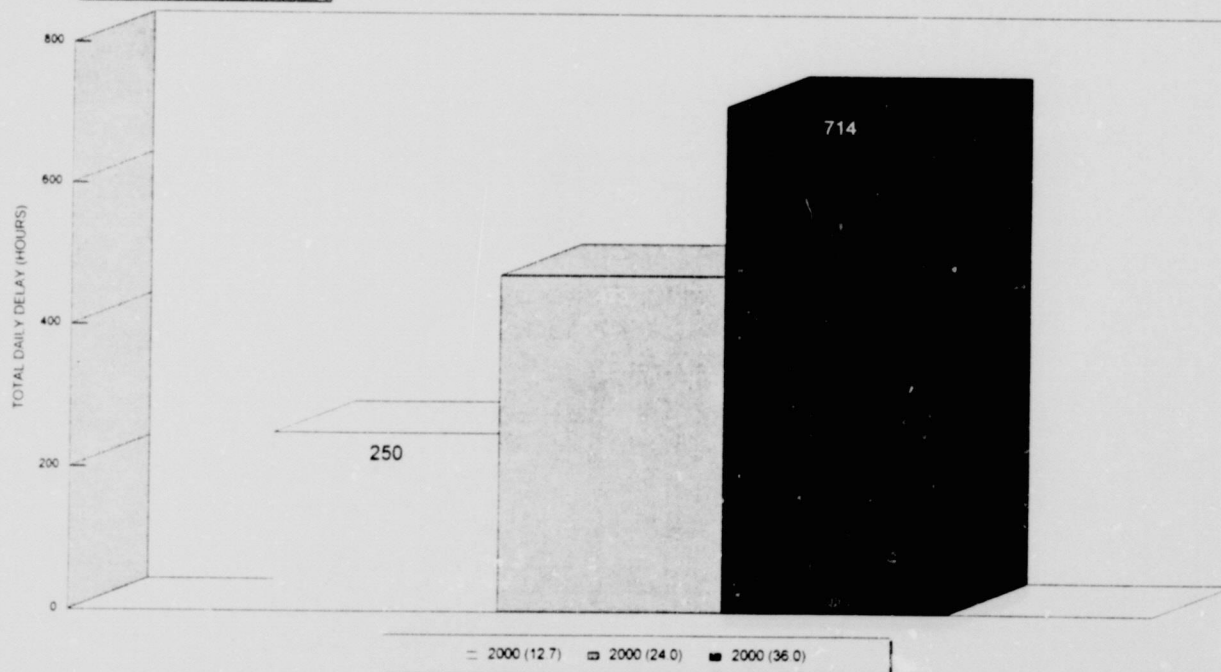
Reno Railroad Merger Study
Figure ES-2

1995 TOTAL DAILY DELAY (HOURS)
WITH INTERSECTION DELAY



Reno Railroad Merger Study
Figure ES-3

2000 TOTAL DAILY DELAY (HOURS)
WITH INTERSECTION DELAY



Analysis Methodology

Queuing Theory, Highway Capacity Manual of Level of Service calculation and Modified Winfrey Method were utilized for the following topics:

- Grade Crossing Delay
- Queuing Analysis
- Level of Service
- Air Quality Analysis

Model parameters such as lead and lag time before lowering and after raising crossing gate, arrival rates and departure rates were calibrated by actual count, field survey and observation when needed.

Total Daily Grade Crossing Delay

The daily grade crossing delay was calculated for each crossing and added up to get the total daily delay of the study locations. The total delay includes delay due to the time the gate is down and delay during the dissipation of the queue that is developed. Additionally, an added delay was included to account for extra delay due to the overflow of the queue into adjacent signalized intersections. The overflow vehicles will experience this extra delay while waiting for the queue to clear the intersection.

Figures ES-2 through ES-5 show the daily grade crossing delay for the studied crossings. **Table ES-4** shows a summary of the total delay findings and **Figure ES-6** shows the components of total delay due to train crossing and overflow.

TABLE ES-4
TOTAL DAILY DELAY INCLUDING INTERSECTION DELAYS
(HOURS)

Train Crossing Scenario (trains/day)	Analyzed Year			
	1995	2000	2007	2015
12.7	188	250	272	310
24.0	360	473	514	587
36.0	539	714	770	880

**TABLE ES-2
AVERAGE DAILY TRAFFIC (ADT) VOLUMES**

Arterial	1995	2000	2007	2015
Keystone	22,100	24,300	26,000	28,000
Vine	4,185	4,600	4,920	5,320
Washington	1,875	2,100	2,250	2,430
Ralston	3,785	4,200	4,490	4,850
Arlington	15,200	16,700	17,870	19,300
West	3,200	3,500	3,745	4,050
Sierra	19,700	21,700	23,220	25,000
Virginia	14,000	15,400	16,500	17,800
Center	11,600	12,800	13,700	14,800
Lake	7,575	8,300	8,880	9,500
Evans	-	13,380	14,320	15,500
Morrill	300	300	300	300
Sutro	11,700	12,900	13,800	14,900

Rail Operation

Train speed, train length, number of trains (scenarios) and distribution of train crossings during the 24-hour period were obtained and/or verified through actual train crossing surveys, STB database and observations.

**TABLE ES-3
RAIL OPERATION PARAMETERS**

Characteristics	1995.00	2000.00	2007.00	2015.00
No. of Trains	12.70	12.7, 24 and 36	12.7, 24 and 36	12.7, 24 and 36
Distribution of Trains over the Day	AM Peak: 8% PM Peak: 17% Off-Peak: 75%			
Train Speed	20 mph	20 mph	20 mph	20 mph
Average Train Length	6,500'	6,500'	6,500'	6,500'

LEGEND

- STUDY INTERSECTION
- X TRAIN CROSSING LOCATION



EXECUTIVE SUMMARY

This study analyzes the mobility and air quality impacts of the anticipated increase in vehicles and railroad traffic at 12 existing and 1 future at-grade crossing in the downtown area of the City of Reno. The analysis covers these crossings along the railroad track from Keystone to Sutro. The following figure, **Figure ES-1** shows the study elements.

Scenarios Analyzed

The following scenarios (**Table ES-1**) were analyzed:

**TABLE ES-1
ANALYSIS SCENARIOS**

Train Crossing (per day) Scenario	1995 Traffic Volumes	2000 Traffic Volumes	2007 Traffic Volumes	2015 Traffic Volumes
12.7	✓	✓	✓	✓
24.0	✓	✓	✓	✓
36.0	✓	✓	✓	✓

Baseline and Future Traffic Volumes

1995 average daily traffic volumes were primarily obtained from NDOT counts, various sources and verified by comparing with actual 1997 traffic volumes. The future traffic volumes were forecast, utilizing RTC model data for 1997, 2007 and 2015. Split percentages by peak periods, directional splits and truck percentages were calibrated using actual traffic observation and counts. Baseline (1995) and future (2000, 2007 and 2015) traffic volumes used are summarized in **Table ES-2**.

UP/SP Railroad Merger Impact Analysis

Traffic / Delay Analysis Final Draft

**Prepared for
Nevadans for Fast and Responsible Action**

**Prepared by
Meyer, Mohaddes Associates, Inc.
3010 Old Ranch Parkway, Suite 350
Seal Beach, CA 90740**

October 3, 1997

J97-076

**"UP/SP RAILROAD MERGER IMPACT ANALYSIS:
TRAFFIC / DELAY ANALYSIS"
BY MEYER, MOHADDES ASSOCIATES, INC.**

APPENDIX D

STB

FD

32760

10-16-97

K

12/16

JOHN E. BROMLEY
DIRECTOR PUBLIC AFFAIRS

UNION PACIFIC RAILROAD COMPANY

1416 DODGE STREET
OMAHA, NEBRASKA 68179-0605
(402) 271-3475



February 4, 1997

Lawrence Torango
2240 Idlewild Drive
Reno, NV 89509

Dear Mr. Torango:

Your points are well made.

You might be interested to know we have offered to work with the city to institute a whistle ban in Reno, but so far they have refused to consider it. Needless to say, the elimination of whistle blowing downtown would go a long ways toward reducing complaints.

We have whistle bans in effect in Chicago and its suburbs and in the St. Louis metropolitan area and they have worked well.

Sincerely,

A handwritten signature in dark ink, appearing to read "John E. Bromley". The signature is fluid and cursive, with the first name "John" being the most prominent.

ATTACHMENT 3

out of sight, out of mind. And there are those people that have the nostalgia for railroads and they would really miss them in their day to day life.

However, as we look at the day to day problems of delays, interference with emergency vehicles, and noise, there is one thing we are sure of, Reno is still growing and will continue to grow. If the solution doesn't take that into consideration, it will not be a real solution, it will only be a quick fix which means we will be back discussing this same issue a few years from now. There seems to be only one real solution that will solve this problem for the foreseeable future. Move the tracks to the freeway. The important thing is to agree on that. Once we have agreement, we can begin to solve the problem of how to get it done and get it paid for.

This problem has not been caused by any one entity, we have all helped whether by benign neglect or actions performed without consideration for the consequences. There is no reason the railroad must pay the whole cost, just like Reno shouldn't pay the whole cost. I personally think it is more of a 50-50 thing. And, if we use the example of the freeway evolution, make a long term plan, coordinate it with the projected growth, then do it incrementally, the costs can be spread out over time as the job gets done. After all we are talking about a major task here. It will impact a lot of businesses as well as plain people.

Arrogance? Yes all bureaucracies have plenty of that. The major problem with this situation is that we have the bureaucracy of the government on one side and the bureaucracy of the railroad on the other. Bureaucracy squared!!!

I suggest, John, that you take a couple weeks off and come live in Reno, talk to the plain people (don't tell them who you are) and see for yourself what the problems are. Get in a car and drive around. Find a place to sleep somewhere within a ¼ to ½ mile of the tracks like several hundred of us locals do. We live where we do because most of the time being by the river is nice. Also, living space is getting a little short in the valley now a days as well as very expensive. Of course you will wake up every hour on the hour some nights as the trains go through tooting their horns. Did you know most of the engineers follow the rules well and toot their horns for a ¼ of a mile before each crossing? At 8 - 10 miles an hour that is about 1 ½ to 2 minutes worth of tooting, longer than most songs you hear on the radio. Which brings up an interesting thing about some of your engineers. You've got some frustrated musicians posing as engineers. Some of these guys have several different horns with different tones and offer up a rather sorry attempt to serenade us. Somehow it doesn't come off very well at 2:00AM. I guess it has to do with timing and volume. Those horns are really loud early in the morning.

Sincerely,

Larry Torango

PS: A copy of this letter has been sent to the Reno task force. Hopefully, you guys can start communicating along the same lines and work out a lasting solution so we can all live together peacefully. (Especially at 2:00AM)

ATTACHMENT 2

PAGE 3 OF 3

cooperation to solve problems, the railroad just keeps living in the past doing what it has always done. Now I know that the railroad leads a very complex life due to being between the government and a very strong union, so please don't take any personal offense, but if you honestly look at the situation, these statements reflect reality.

Unfortunately, as with all neglected problems, the problems we have with track location has got more difficult and complex as time rolls on. Cities like Reno, that have grown up around the tracks, create a situation where it becomes very difficult and expensive to find solutions that will work in the long term. In Reno, we also have a serious limitation on what can be done with the tracks due to the topology. We are bordered by mountains on the west and east side with only one narrow valley following the river. Due to this limiting topology the freeway, the railroad and family housing have all followed the river through the valley. While housing is starting to climb all over the mountain sides, it would be very difficult and expensive to put the freeway or train tracks up there, so that is not an option.

I'm sure you remember that 35 years ago, the railroad did mostly follow the "freeway", old highway 40. We can take a cheap shot at Reno and complain that it should have insisted the tracks be relocated to the new freeway when it was built around Reno 25 or 30 years ago. I can imagine the reaction that would have received. Reno was still just a little town back then. It has only been the last 15 years or so that Reno has really started growing thus aggravating the problem until something must be done.

And we can take a cheap shot at the railroad. Why hasn't it followed the example of other transportation industries? Take the example of the highway industry, 35 years ago literally all the little 2 and 3 lane roads everyone used to get from one place to another crossed other roads at least every few miles. Today I can gas my truck up, get on a freeway and drive all the way across the country without going through one crossing. Why didn't the railroad evolve like that? If it had been more in concert with the rest of the transportation industry, it would have taken the initiative to relocate the tracks when the freeway was built. Had it done that back then I'm fairly certain your track maintenance costs and your community relations headaches would be a fraction of what they currently are.

I am sure there are a lot of excuses and the blame can be spread all over, but it doesn't do any good looking in the past, let's look to the future, make a goal for eliminating crossings, and start the process. Will things change? Absolutely, but unless attention is paid to the problems, maybe not for the better. Will everything ever be finished? Absolutely not, growth and change will always present new problems, but you just don't want them aggravating old problems. However, just because things tend to change, and everything will never be finished, doesn't mean you can't do anything. Look forward and start the process going for long term solutions. There will be successes along the way.

The problem with the tracks being where they are is that they create a dangerous nuisance. The particulars have been given quite a bit of exposure lately, especially those associated with traffic delays and isolation of emergency vehicles, along with dangers of spills, etc. And by the way please don't down play the danger of a spill. Unlike Shasta Lake where all that nasty stuff eventually drained into the Pacific cesspool with its enormous amount of water, our water usually ends up in Pyramid Lake. If all that stuff that went into Shasta went into Pyramid, how many centuries would it take before we could eat the fish again? Or even go play in the water?

To be sure, there are also quite a few people that perceive no problem with the tracks. Usually their daily activities do not bring them in contact with the delays and noise so it is

January 29, 1997

John Bromely
Director of Public Affairs
Union Pacific Railroad
Omaha, Neb.

Lawrence Torango
2240 Idlewild Dr.
Reno, NV 89509
(702) 348-6005

Dear John:

This letter is in response to your letter published in the Reno Gazette-Journal on January 26, 1997.

John, when you attended UNR in 1960 tourists came to Reno for the most part by 2 lane roads. Now a days, there are probably more tourists in town on one hot august nights event then there were in Reno in the whole year of 1960.

Some tourists did fly into Reno. Back then the airport was a small tin building at the end of Plumb Lane where you had to walk outside, go across the apron and climb the steps to get into the plane. At that time it was way outside of town.

The railroad ran through Reno all right, but the population of Reno was only a fraction of what it is now and hardly anyone lived around the tracks. And there were fewer crossings and many fewer vehicles.

35 years later, the roads leading to Reno consist of major freeways. They didn't just appear over night. In fact just a few months ago the new extension of 395 opened that takes you all the way to the Mount Rose Highway. The freeways have slowly evolved as a result of planning for the future. The planning included taking advantage of technology to reduce road noise by building acoustic walls in areas where families live, thus reducing the noise impact on each family's quality of life.

The airport has grown quite a bit also, but the airline industry has used technology to make quieter airplanes and the airports have created buffer zones to reduce the impact of air traffic on bordering residences. Again, this was done to reduce the impact on the nearby families' quality of life.

Yes John, some things have changed very much here in Reno. I know it is nice to remember how things used to be because the mind somehow manages to remember the good things and toss away the things that were not so good. Like your comment referencing more than 24 daily trains through Reno in the 1960's and no one gave it a thought. I wonder, if the railroad just continues doing what it does, in another 35 years will there be people that say, "Well the trains went through Reno in the 1990's and no one gave it a thought". Come on John, I don't care what the issue is, there are always some people who will put up a fuss. You will never make everyone happy so I am pretty sure there were some people in the 1960's that complained and fussed over the trains.

For the railroad's part, it is basically the same now as it was in 1960. While the other transportation facilities have improved significantly, the railroad remains the same. Since the beginning of time it has created two major impacts on its neighbors, delays at crossings and noise. These problems are literally over a century old. However, the railroads, displaying the same tradition bound behavior that resulted in having men on board each train to shovel coal long after trains used no coal, have been unable or unwilling to work for solutions to these problems in a coordinated and consistent manner. As a result, unlike other industries that have used forward vision and taken the initiative to solicit community

ATTACHMENT 2 PAGE 1 OF 3

Since I have again been criticized by name in a Gazette-Journal editorial (Jan. 16, "City errs in denouncing extra trains"), I am compelled to write.

The thrust of your opinion was that my tone as the railroad's spokesman was "arrogant" in commenting on city hall's "outrage" over our emergency detour trains.

When I was attending the University of Nevada in the 1960s, Southern Pacific operated more than 24 trains a day through downtown Reno — and more during the late summer and fall California perishable season — and no one gave it a thought.

No buildings burned as fire trucks waited helplessly, there were no massive tank car explosions, the Truckee River didn't run deadly with spilled toxins, and tourists didn't flee the city because of trains.

My words aren't born of arrogance, but rather of frustration. The railroad is not the monster you have painted for your readers.

To set the record straight, the Surface Transporta-

tion Board in its conditions establishing the limit on the number of trains that could be operated through Reno during the 18-month study period, clearly stated the railroad could exceed the limit for emergency trains operated as detours. We faxed a copy of that order to your reporter and notified the city manager as a courtesy.

Union Pacific takes great pride in being a responsible corporate citizen of the states and locales we serve.

John Bromley, director public affairs
Union Pacific Railroad, Omaha, Neb.

ATTACHMENT 1

have been tuned and improved as a result of comparing the predictions to actual outcomes.

Unfortunately, computer models are often used to predict consequences of one time or infrequent processes. This use, as appears to be the case with this report, makes the effort of validating the credibility of the outputs very time consuming and difficult. Many questions arise as to the critical factors used in the simulations, weighting factors assigned to different conditions, and many many other things. Then, the additional concern of programming errors raises its ugly head. Simulators are notoriously hard to debug, that is why the useful simulators are built for ongoing repetitious processes. After many years of use in wide ranging conditions, most of the bugs, not all are ever found, get fixed and the correct weighting factors and parameters can be tuned to increase confidence in the outputs.

I have this nagging thought in the back of my head the authors of the report use the computer simulations to justify predetermined outcomes, not raise the confidence of the outcomes. In essence, I have the feeling the use of computer models was an attempt to gain credibility.

The solution to the railroad problems I am looking for is going to require a coalition of railroad, city, state and federal cooperation with private organizations like the Nature Conservancy group that may be interested in pieces of the river property once the railroad is moved to the tunnel.

The railroad gains the most from this proposal to move it under the freeway. Their short term costs may be a little more but in the long term, their maintenance costs for length of track will be much less. Their exposure to the enormous costs of a major disaster associated with derailments will be much less.

- Once the train is eliminated from the heart of Reno, the city can begin to plan for the city as a complete entity, not as two pieces of a whole separated by a right of way.
- There is very little potential for disrupting any historical sites.

There is only one disadvantage to this proposal:

- It will no doubt be the most expensive option.

Depress the Railroad Through Downtown Reno

The advantages of this proposal are:

- It will result in some significant reduction of noise from the train horns around the downtown area.
- It will enhance the safety of locals and tourists moving between the north and south sections of downtown Reno.

The disadvantages are:

- This proposal is designed for the Reno downtown area only. It does nothing for the vast majority of the population living within a mile or so of the railroad tracks and the crossings that will still exist.
- The emissions generated from the trains will be more obnoxious because instead of being exhausted from a distance of several feet in the air, they will emanate from ground level.
- The right of way through the heart of downtown Reno will still exist thus continuing to separate the downtown area into two distinct areas.
- The implementation of this proposal will be extremely difficult, thus subjecting the project to the chance of significant cost overruns due to unforeseen problems.
- The impact on everyone while construction is in progress will be tremendous.
- After all is done, the city of Reno and the railroad will still have a significant set of overlapping sites that will require them to mitigate every time one or the other wants to do something different.

Summary

The report detailing the mitigation measures bases many of its conclusions on the use of computer models and complex algorithms. I have spent over 30 years in the computer industry, 17 of them doing consulting work for many different industries. I have seen many computer models in use, but only a few that I would place any confidence in. The essence of a computer model is, naturally enough, to model some real life thing. The value of a computer model is to help simulate some complex process to gain some confidence in predictions associated with various outcomes. The best models I have seen are associated with electrical load studies, flight simulations, weather reporting, and a few others. What these models have in common is that they have been in use for years and

- Create facilities that can expand to meet business growth without impacting the local businesses and people
- Reduce maintenance costs

There are only two solutions worth consideration:

1. Move the railroad to the I-80 corridor
2. Put the railroad in the ground as it goes through downtown Reno

Move Railroad to The I-80 Corridor

I would propose that the railroad come off the existing tracks just west of the viaduct where 4th street goes under I-80. It would then go through a tunnel generally following the freeway and come out just west of the Keystone intersection with I-80 underneath the middle of the freeway. This is a distance of about 4 miles. Air vents for the tunnel could be installed in the median of the freeway with no impact on the surrounding environment.

The train continues down the middle of the freeway until just after the Wells exit. As the freeway rises, the train goes under and connects to the existing tracks that go into the yard. This second section is also about 4 miles long.

An Amtrack passenger platform would be built between the Virginia and North Center areas under the freeway with the Amtrack station put on the pad that currently exists over the freeway. Elevators and escalators put into either the north or south side of the freeway would connect the platform with the station.

The advantages of this proposal are:

- It is a long term solution that enables both the city of Reno and the railroad to begin to operate with minimal concern for the impact one has on the other.
- The problems associated with the train's impact on the quality of life for the local and tourist population of Reno will be eliminated. Any additional noise factor related to the portions of the tracks going down the freeway will not include any train horns. The noise from the train itself can be lessened by keeping the tracks lower than the freeway level.
- The rail road's impact on safety would be greatly reduced. By routing the trains through a tunnel, several miles of exposure to the Truckee River are eliminated. Also, the danger of a derailment would be reduced because the tracks would exist in a more controlled environment in the tunnel.
- The task of implementing this proposal can be carried out with very little impact on either the current railroad operations, existing utility right of ways or the population of Reno.
- The auction of the land in the existing right of way along the river from the I-80 4th street exit through downtown could be used to offset the cost of the project after it was complete.

Delays at Crossings

The delays at crossings are similar to the noise issue in that it does not impact everyone in the valley. It is only a problem directly affecting those segments of the population or emergency vehicles that need to go through a crossing while there is a train going past. Unlike the noise problem it does create a byproduct of increased pollutants as the vehicles wait for the train to pass. Again, the solution given by the report to increase train speed is very suspect in my mind.

Economics

The potential economic impact of any kind of disaster affecting the tourist population or the water sources are enormous. There is no reference at all in the report that even addresses this problem.

Long Term Solutions

I believe there is one consensus that can be agreed upon by all parties. The city of Reno and the railroad have a long history of contention. There have been studies and proposals over many years that have tried to do something about the problems created when a city grows up around the railroad tracks.

There is only one long term solution that will improve the situation without creating more headaches. That is to move the tracks to the freeway. It will certainly be the most expensive, but it is also the most practical and the best long term solution.

The problems with implementing a plan like depressing the tracks through the downtown area is that it is a localized solution to a wide area problem. Most of the Reno population affected by the noise and delays live outside of downtown. The other problems with this solution are related to the implementation and then the maintenance.

The impact on the safety, quality of life and economics of the local and tourist population during the extended period of construction and the associated disruption will be enormous. And, after all is done the train still goes straight through the heart of downtown Reno. The noise, air pollution, disruptions west of town and the threat of derailments and the potential for toxic spills will still be there.

Any reasonable solution to this problem is going to take lots of money. To ensure the solution is worth the cost we need to have some way to evaluate the cost to the benefit. In accordance with this, a list of goals for a long term solution for Reno follow:

- Improve the safety of the population relative to the problems of major disasters
- Improve the quality of life for both locals and tourists
- Ensure the economic growth of Reno can continue to sustain the local population and provide for reasonable growth

The long term solution goals for the railroad are:

- Improve the safety of the railroad

- "At the County level, the analysis shows that, under both pre- and post-merger conditions, locomotive emissions heavily outweigh vehicular emissions. However, total emissions generated by the increase in freight trains associated with the merger are quite small when compared with the total emissions inventory for the County." (page 6-55 paragraph 3)

In this case they were talking about a 1.5% increase **for the whole Washoe County**. Anyway you look at that, it is a big increase in air pollution. If this were some other industry moving into the area, this alone should be a show stopper. In any case, this is another indication of the authors attempt to rationalize biased results.

Noise

This is a classic case of the bureaucratic mind attempting to mitigate a serious but complex problem. The issue is quite straight forward. We have trains moving through our small narrow valley, less than a mile wide in most cases, blasting their horns at all hours of the day and night, for an excessive duration of time. These horns, designed to be obnoxious for at least a mile away, echo off the valley walls making an even greater racket that attacks our houses from all sides. In addition, the crossings in Reno are spaced about perfect for an engineer who wants to really play with the regulations to lay on the horn from one end of the valley to the next.

The authors of the report deemed to abdicate the problem of train horn noise by reference to the federal regulations that require them. They did reference certain changes to the regulations that may help alleviate the situation in the future but as stated before, they fall back on the problem as merely more of the same old thing, so there is no problem.

They also totally missed the point that Reno is a 24 hour town. They state:

- "Representatives of the City of Reno have stated that the nighttime penalty included in the L_{dn} calculation may not be applicable to Reno, with its 24-hour resort/gaming activities. However, removal of the 10dBA penalty would reduce the number of sensitive receptors potentially affected. SEA, therefore, has continued to use the L_{dn} as a conservative noise descriptor for this study" (page 6-40 paragraph 6)

The fact is Reno, being a 24-hour city, has a significant number of people that work all night long and need to sleep in the daytime. Sleep is a major problem when a train horn is going off every couple of hours. If anything, the nighttime penalty should apply 24 hours a day.

This quality of life problem can quickly become a safety problem for many people if the frequency of trains and the associated noise results in conditions of sleep deprivation, the resulting depressions and suicidal tendencies. The authors of the report would lead us to believe the number of people affected by the train noise reside within a few hundred yards of the tracks but this is not true. The topology of this area carries the noise a long ways from the tracks.

One thing that just screams out to me is the constant reference to everything based on an increase from 20 mph to 30 mph, **but** all freight trains stop in Sparks. Just how fast can these trains stop and start? The algorithms must take this into consideration because it is not a simple case of a constant 10 mph increase. Instead, it is an incremental increase based on the ability of a train to start from zero and attain 30 mph, or the point in time when deceleration must begin to enable stopping in Sparks. I did not see any consideration given to this condition.

In those cases where an increase in speed will have an obvious impact, such as derailments and spills the attempt is made to minimize the potential impact with statements such as:

- "the existing track has been maintained to standards exceeding that required for 20 mph operations" (page 7-12 paragraph 5)

My response is, if a highway is maintained to standards exceeding that for 80 mph does that automatically mean it is safe to drive a car on the highway at 80 mph or does it merely reflect the condition of the highway? This is an obvious attempt to confuse safety with a physical attribute. They are two entirely separate things.

- "The incremental increase in the incident rate that would result from 20 to 30 mph is statistically very low" (page 7-12 paragraph 5)

The phrase "statistically very low" always sets off alarms in my head, especially when there is nothing presented to justify the phrase. The fact the speed is increasing by a magnitude of 50% should have a relatively significant impact on the statistical probability of a derailment or spill. I have the feeling the authors are compounding their previous gaff by thinking in terms of "once every 77 years" instead of the potential increase in the risk associated with increased speed and the cost in actual human lives and property damage.

Quality of Life

The issues related to quality of life, listed by the most impact they have on day to day life to the least impact, are:

1. Air Quality
2. Noise
3. Delays at Crossings

Air Quality

Air quality is a big issue. The topology of the Truckee Meadows area is naturally conducive to bad air because it is a relatively small valley surrounded by mountains. Unfortunately there are no mitigation measures associated with this issue. The voluminous statistics and numbers presented by the authors of the report are, in my mind, suspect due to the problem of associating an increase in speed of 20 mph to 30 mph as a constant. While the report devotes lots of words to the possibilities of many solutions it reaches no conclusions. In fact, it appears to deliberately misrepresent the problem with statements such as:

with stupidity on the part of the injured party, such as ignoring warning signals, ducking under or going around barricades, etc..

There is only one mitigation measure that is presented as a cure. That being to increase train speeds. Associated with this measure are the requirements for UP to make the necessary operating changes and capital improvements. The rest of the mitigation measures deal with mitigating the first mitigation measure.

Specifically the mitigation measures dealing with the three least critical issues of public safety, delaying emergency vehicles, collisions between trains and other vehicles and pedestrians public safety are:

1. Train Location Color Video Displays
2. Cameras and Video Monitors Showing Rail Line
3. Discontinued Use of the Addition of "Helper Locomotives" in Woodland Area
4. Four-quadrant Crossing Gates at Nine Locations
5. Enhance Rail Safety Programs
6. Pedestrian Crossing Gate "Skirts" at Six Locations
7. Electric Warning Signs for Pedestrians at Six Locations
8. Construction of a Pedestrian Grade Separation at Virginia Street
9. Construction of a Pedestrian Grade Separation at Sierra Street

Of these mitigation measures, the first two do not contain any indication of the cost of maintenance or upgrade. This is always a indication that the solution is a "quick fix". What happens when the system needs upgrading or the cameras, communication lines or the monitors malfunction? If UP is required to fix it, as should be the case, what are the time frames for fixing it? 24 hours? 48 hours?

In contrast, there are three mitigation measures dealing with derailments and spills:

1. Installation of a high wide, shifted load detector at MP 240
2. Installation of a Hot Box Detector at MP 240
3. Establishment of a Community Advisory Panel

A Community Advisory Panel? Has anyone every tried to talk to SP/UP and got anything other than finger pointing to other people or the statement "well, we were here first so there"?

The primary mitigation measure, an increase in the speed of the trains by a factor of 50% $(30\text{mph} - 20\text{mph}) / 20\text{mph}$, would seem, on the face of it to have serious consequences related to the abundant statistics, figures and algorithms stated throughout the report. But, in the section of the report addressing this, pages 7-4 through 7-13 there seems to be very little impact. I don't have the time or access to the information necessary to verify the correct algorithms and assumptions were used or even considered. But an independent party, other than the one hired for this report, should check those numbers and pretty graphs and tables. Over the years I have found that these things can be misleading and in some cases just downright wrong.

that can be done about the train horn's noise level and frequency of occurrence, to the proposed increased speed of the trains to reduce the delay while trains are moving through intersections.

The issues related to public safety are, from most important to least important:

1. The risk of train derailments in populated areas, especially downtown Reno
2. The risk of toxic spills affecting the sources of water
3. Delays in emergency vehicle response to life threatening situations
4. Collisions between vehicles and trains
5. Collisions between pedestrians and trains

The potential impact on human life and property caused by delays of emergency vehicles, collisions between trains and other vehicles or pedestrians, pale in significance with the potential of a derailment anywhere in downtown Reno or in a place that results in the contamination of the area's drinking water. In a worst case scenario, a derailment during a special event, the cost in human lives could be in the thousands of casualties. Any scenario that impacts the almost \$1 billion dollar a year gaming industry in this area, which is the mainstay of the downtown portion of Reno, would be an economic disaster seriously affecting the lives of thousands of people.

As for toxic spills, the water system that supports the local and tourist population of this area is a closed system. For example, the toxic contamination that occurred near Shasta Lake several years ago was eventually flushed into the Pacific Ocean. Were a similar spill to happen here, the contaminants would end up in Pyramid Lake, in the farm fields of Fallon and in the Stillwater refuge. There is no flushing action available, it is a closed system.

The report findings on derailments, summarized on pages 8-13 through 8-17 with specifics in Appendix N, does not, in my opinion, give the issue of major accidents the importance it deserves. According to the data in the report, the conclusions of the computer models (please see my summary statements on computer models) consistently state that the increased traffic will have a serious affect on the expected frequency of these disasters. Unfortunately the statistics are related to esoteric time frames of "once every 77.3 years". The authors then attempt to blow off the problem with statements such as "Thus, while the likelihood of a spill or river contamination is increased for post-merger condition, the probabilities are still remote." (page 8-15 third paragraph).

Statistics and probabilities can be a very dangerous thing and this is a classic example of misuse. To really evaluate the increased danger to the population of this area we need to know the likelihood of an accident happening over the **next** 5, 10, 15 and 20 years pre- and post-merger. The railroad has been operating for a number of years now and that has to be factored into the algorithms.

Another important item in the evaluation is the potential cost in human lives and property for each instance. A problem involving hundreds or thousands of people once every 77 years is much more important than a problem involving 1 or 2 people a year. This is especially true when the greatest factor in the relatively minor problems are associated

Demonstrations of the railroad's corporate citizenship extends only to the point of willingness to discuss issues concerning the citizens of Reno. They see no obligation on their part to actually do anything.

This attitude was once again expressed by Mike Furtney as quoted in the RGJ on September 18, 1997 page 3A. "The town has managed to survive with the railroad for 135 to 140 years and it will continue to survive with the railroad." The essence once again is that the railroad will do what it wants and Reno will either put up with it or become another ghost town of Nevada.

These problems have been building up for over a hundred years. To disregard them merely because they already exist is asinine. However, because they have been neglected on all sides for so long, the implementation of a long term solution it is going to take a very large amount of money.

Constraints Imposed by The Topology of the Reno Area

Any solution has to fit into the physical constraints imposed by the topology of the Reno area. It is disheartening to constantly see Reno cast in the light of having neglected the problems by being compared to other towns and cities that have rerouted trains around the boundaries of the city.

The fact is that the Truckee River, the railroad tracks and I-80 all generally follow the only viable route from Donner summit down to the Truckee Meadows. The valley they follow is less than a mile wide at the widest spot and usually only few hundred yards from one side to the other. It finally spills out into the meadows just past the Keystone exit off I-80. All of them then wander for the next 8 or 9 miles across the valley and then go into another valley that differs from the one coming from Donner pass only in that it is relatively flat.

Given these physical constraints Reno does not have the option of moving the tracks around the city. The east and west valleys constrain the entry and the exit, in between residential housing and established industrial areas fill all the landscape not occupied by the river, I-80 and railroad boundaries.

Issues Related to the Impact of the Railroad

The report attempts to break the issues down into too fine a detail. I will not go so far as to imply this was a deliberate attempt to confuse the issues, but it does make it difficult to rank the problems and correlate the solutions. In reality there are three issues:

1. Public Safety
2. Quality of Life
3. Economics

Public Safety

The safety of the public is cited time and again throughout the report as the most important issue. It is used to justify everything from the statement that there is nothing

rail line in Reno ... are not within the scope of the studies." (Please refer to my comments on the topology of the Reno area later in this letter)

However, this passage also illustrates the authors selective use of the often quoted section of decision 44. While citing the constraint of decision 44 as to the "preexisting conditions" to justify ignoring an obvious problem, they completely disregard the beginning of the quoted section that states "focus only on the mitigation of the environmental effects of additional rail traffic through Reno". It seems to me this directly applies to the fact that the instances of a noise that transitions from 10 to 12 occurrences over 24 hours to 20 to 30 is what the report is all about. Yet the authors constantly reduce the impact to a **per train** basis, thus concluding there is no change.

Also, there is practically no distinction made throughout the report between residential development and the "hotels, casinos, and other tourist oriented businesses" (specified in decision 44). In every instance, any impact is immediately discounted due to the fact it was built since the railroad was built.

- "Vibration levels from existing and future single event train passbys along the corridor **could exceed the FTA "human response" guidelines**, meaning that low-level vibrations may be felt by people near the rail line, **but the single-event vibration levels are not expected to change on a per train basis.**" (page 6-46 fourth paragraph)

This is similar to the previous examples in that it states quite clearly that guidelines could (are) exceeding guidelines, then goes on to rationalize there really is no change because the **per train** impact on the public stays the same. The fact that it doubles or triples in frequency is not relevant to the authors.

It is my opinion, as a city, county, state and federal tax paying member of this local community, that any solution proposed that does not consider the current situation, **as it exists in reality and what it will be in the future**, is worse than useless, it is a total waste of time and money. For many years Reno has been struggling with the serious problems related to the safety of the local and tourist populations directly affected by the number of trains going through the Truckee Meadows and the cargo being transported. These problems have a direct impact on the quality of life by the noise and general disruption caused by the passing of a series of locomotives and freight cars moving through the heart of the city. Unfortunately, the railroad has always taken the attitude that because they were here first, they can do what they want and Reno has to make the best of it. Meanwhile me and the rest of the population suffer.

In the beginning of this year John Bromley was the most often quoted person contending that the railroad was merely exercising its right of preeminence, ultimately he submitted a letter to the editor of the Reno Gazette-Journal (RGJ) on January 26, 1997 (attachment 1). I responded to his letter shortly thereafter and received a nice response from him (attachment 2, 3). The essence of this exchange of letters and a few conversations with other members of the railroad management team, was to reinforce my opinion that there is a problem of perspective on the part of the railroad personnel. The people that work for the railroad obviously believe the railroad is a good corporate citizen. However, their perspective is that the railroad has the right to do what it wants any time it wants.

Response to the Preliminary Mitigation Plan of Sept. 1997

After reviewing the preliminary mitigation plan my only conclusion is that the mitigation measures presented are at best a stop gap solution, and a very weak one at that. This opinion is based on the fact that it was stated frequently throughout the report, that the following condition in the boards Decision No. 44, required a very narrow focus related to the analysis used to evaluate the various proposals.

"that the studies will focus only on the mitigation of the environmental effects of additional rail traffic through Reno and Wichita resulting from the merger. Mitigation of conditions resulting from the preexisting development of hotels, casinos, and other tourist oriented businesses on both sides of the existing SP rail line in Reno ... are not within the scope of the studies."

My first question is, how can any study to determine the impact of the merger disregard the existing conditions and hope for credibility? My second question is, does the STB work for UP? Seldom have I ever reviewed a report that was so blatantly biased. This is evident throughout the document but is especially apparent in these few examples (I have added the emphasis):

- **"The UP/SP merger will not produce increases in vehicular traffic in Reno and Washoe County, so the SEA study team did not include changes in vehicular traffic between 1995 and 2000 in its analysis."**(page 6-4 first paragraph).

How can an impact study determine the impact on something if the object of the impact is not taken into account. Like or not this a dynamic world, and while the railroad wants to expand and become more and more intrusive on everyone's lives, at the same time they refuse to consider that the public is also expanding. If it is status quo we are looking for, in essence none of this was here when they built the railroad over a hundred years ago, then to be fair, the railroad should also go back to what it was doing a hundred years ago.

- **"the intensity of the train horns is not expected to increase, only the frequency. Moreover, this is not a new type of noise that will be experienced, and the effects are on properties that developed over the years next to the rail line."**(page 6-43 fourth paragraph).

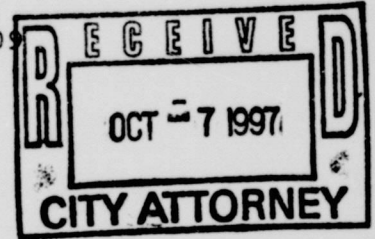
Another example of the blatant bias on the part of the authors of this report. How can they possibly conclude that a very obnoxious noise repeated 10 to 12 times a day will have no additional impact if it is repeated 20 to 30 times a day because it is the same kind of noise? They obviously felt a little concern that it might be hard to swallow, so they qualify it with the statement that the only people being bothered are those that built within earshot of the railroad tracks, thus falling within the constraints of decision 44 wording of "Mitigation of conditions resulting from the preexisting development of hotels, casinos, and other tourist oriented businesses on both sides of the existing SP

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Response to the Preliminary Mitigation Plan

Author: Lawrence J. Torango
2240 Idlewild Drive
Reno, NV 89509
October 8, 1997

Ted and Susan Schroeder
619 Marsh Avenue
Reno, Nevada 89509
October 6, 1997



Ms. Elaine Kaiser
Surface Transportation Board
Finance Docket 32760
1925 K Street NW, Room 700
Washington, D.C. 20423

Re: UP/SP Merger

Dear Ms. Kaiser:

Government at its fundamental and most important level provides for the health, safety and welfare of its citizens. The UP/SP merger will double and perhaps triple the trains passing through Reno putting the citizens of Reno and visitors at risk. The tracks transverse the heart of Reno, and by pumping in additional trains the merger will clog, if not stop, Reno's arteries. Reno will be unable to provide fire and police protection and a safe environment for its citizens on both sides of the tracks. Reno will be unable to provide safe vehicle, truck and foot traffic to both sides of the tracks. The additional rail cars going through Reno will increase contamination and hazard risk.

The simple, long range and real method of providing for everybody's health, safety and welfare, including other carriers involved in interstate commerce, is through a sharing by the public and the railroad of the heightened train traffic risks and costs. By sharing the costs of lowering the tracks, the only practical and safe resolution, the total community and the railroad benefit. Any situation other than a fifty/fifty sharing is not fair. Let's not forget that the railroads were gifted the land, so it's fair that after 120 years they pay an equal share to alleviate problems caused by them.

Having a railroad in your backyard is one thing but in Reno's case having a railroad go through its front door and then allowing the railroad to double the number of times it opens and closes that door with rail cars and tankers putting everybody at risk places the burden of interstate commerce directly on Reno's lap with no true mitigation.

We urge you to take common sense and the total picture into your decision making process and protect everybody's interest.

Sincerely,

c: Senator Richard Bryan
Senator Harry Reid

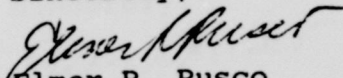
Second, the report does not discuss the danger of radioactive materials getting into the Truckee River from the rail line, because another set of laws governs this (p. 6-35). The Pyramid Lake Paiute Tribe is now fighting an attempt to ship radioactive materials through their reservation in an unrelated matter, and I am confident they are concerned about radioactive contamination. The Mitigation Plan should address this issue in spite of the jurisdictional problem. If the fishery there is destroyed, it does not matter whether the agent of destruction is chemical or radioactive material.

Third, the conclusion that there should be no worry about survival of the cui-ui because they are within 15 miles of the railroad for only three months a year is ridiculous. The factor which has threatened the survival of the cui-ui for the last several decades is precisely the difficulties -- usually insurmountable -- created during the spawning season of the cui-ui by various alterations to the River upstream. If a species cannot reproduce, it cannot survive. The reason the cui-ui survived when the original strain of Lahontan cutthroat trout, which lived in the Lake went extinct, is because they have long lives (the females can produce eggs for up to 30 years). But if hazardous materials reach the delta and prevent any spawning, ever, the cui-ui will die out, regardless of what happens elsewhere in the Lake.

Fourth, the conclusion of Appendix P that the survival of the Lahontan cutthroat trout in Pyramid Lake does not matter because there are trout of this species elsewhere is simply wrong (P-10-P-11). There are legal obligations of the United States government to preserve this species within Pyramid lake specifically; it does not matter whether the species exists elsewhere. Consultation with the Pyramid Lake Paiute Tribe could have prevented this error (among others).

I wish I had more time to expand these points, but am confident that these two points are valid. In my view, the railroad merger should not have been approved at all (and a court may someday conclude that it is invalid). But it is certain that the proposed Mitigation Plan is at present inadequate, both because of failure to consult the Pyramid Lake Paiute Tribe and because it does not state correctly the dangers to the survival and restoration of either the cui-ui or the Lahontan cutthroat trout.

Sincerely,


Elmer R. Rusco
Box 8947
Reno NV 89507

c Pyramid Lake Paiute Tribe
Friends of Pyramid Lake

Paiute Tribe is misspelled, and on p. 6-36 it is stated that "The cui-ui no longer occurs in Winnemucca Lake." This is because Winnemucca Lake no longer exists, as Appendix P recognizes).

In addition to the failure to consult with the relevant government during the crucial phase leading to a decision to approve the rail merger, Dames and Moore, which was doing the assessment at this stage, made a crucial error by asking state and federal wildlife protection agencies about threatened or endangered species only within five miles of the railroad line (p. P-2). Perhaps this a reason why none of these agencies replied to this request. Pyramid Lake is about 15 miles from the railroad line at Wadsworth, but this hardly means that it cannot be affected by something that occurs on the line at this point or further upriver. (See below).

Also, the preparer of Appendix P apparently does not know that, in addition to the Endangered Species Act and the Recovery Plans for the cui-ui and the Lahontan Cutthroat trout mentioned in this report, there are relevant court decisions plus a specific requirement in the Truckee River Negotiated Settlement Act requiring that the Secretary of the Interior bring about the recovery of both species in Pyramid Lake. I enclose an article about the Negotiated Settlement which should be studied.

Apart from these factors, the conclusions of Appendix P, which are reflected in the Plan, are inadequate because they do not deal correctly with the threat to the Pyramid Lake fisheries from expanded rail traffic on the Truckee River.

First, while estimates that a hazardous materials spill indicate that such a spill is anticipated to occur rarely (once every 40 years, approximately, as reported on p. 6-27) this is inadequate for several reasons.

First, the report does not distinguish between types of hazardous materials. Although unfortunately I recall this now only from newspaper accounts, several years ago in northern California a railroad tank car full of some very poisonous liquid fell into a river leading into Shasta Lake, with the result that all life in the river for a number of miles was destroyed.

The study should address the possibility that extremely poisonous chemicals which could reach Pyramid Lake and destroy the cui-ui and the Lahontan cutthroat trout could occur even once. The cui-ui exist nowhere else in the world; if they are ever killed off entirely in Pyramid Lake, there will never be another cui-ui. To prevent this from happening, there should be a guarantee that a chemical spill which could destroy the fish in Pyramid lake could never occur. Among other things, this means examining whether lethal herbicides or pesticides or other chemicals could ever reach the Lake; other hazardous materials may be less dangerous.

6 October 1997

Office of the Secretary
Case Control Unit
Finance Docket No. 32760
Surface Transportation Board
1925 K Street NW, Room 700
Washington DC 20423-0001

ATTN: Elaine K. Kaiser
Chief, Section of Environmental Analysis
Environmental Filing - Reno

Dear Ms. Kaiser:

This is a response to the UP/SP Merger- Reno Mitigation Study/Preliminary Mitigation Plan, dated September 15, 1997. I was President of Friends of Pyramid Lake from 1986 to 1995 and for this and other reasons am familiar with Pyramid Lake and the status of its fisheries, but this organization has not yet made a decision to respond to the Plan. Therefore, this letter reflects solely my personal views.

I wish to address the adequacy of the Mitigation Plan with regard to two interrelated areas: consultation with Native Americans; and the heightened danger to the threatened and endangered species living in Pyramid Lake as a result of increased rail traffic along the Truckee River.

First, it is evident that from the beginning there has been inadequate consultation with the Pyramid Lake Paiute Tribe, which governs the reservation containing Pyramid Lake. According to Appendix P, the Pyramid Lake Paiute Tribe was not contacted at all during the preparation of the Environmental Assessment report of April 12, 1996. Since this report was the basis on which the Surface Transportation Board approved the merger, leaving only mitigation as the only response to any dangers created by the merger, this failure is extremely important.

You should know that the Pyramid Lake Paiute Tribe is a semi-sovereign entity within the American governmental system. Only part of its authority to govern comes from the United States government and its status as a government with which the United States government deals on a government-to-government basis is acknowledged by the President and Congress. In other words, it is not just another group or person which might have an interest in these matters.

(Incidentally, although appendix P is correct, the text of the Mitigation Plan makes two errors which need to be corrected. On p. 6-33 the first name of the Chairman of the Pyramid Lake

OTHER MITIGATION MEASURES: (Cameras, Videos, Crossing Gates, Grade Separations)

Conclusion: Install all the proposed enhanced safety measures now.

Explanation: The STB is proposing that the increase in train speed to 30 mph will require some additional safety measures to be installed. With the exception of a few areas on the line from Sparks to the City of Reno (MP 242.9 to MP 246.2) the posted speed is currently 30 mph, (between MP 242.6 to MP 243.2 the speed is 20 mph, but the trains may increase their speed after the lead locomotive passes the increase speed sign), therefore the UP could travel at the proposed 30 mph speed now between the specified mile posts. If there is concern as to safety at the posted limit of 30 mph, then the issues are here now.

RECOMMENDATIONS:

The Mitigation Plan as put forth by the STB heavily favors the UP. With the few exceptions noted above it will be difficult to argue the findings of the Board. *It is our recommendation that the City of Reno not be involved with the approval of the recommendations put forth by the STB.* The City of Reno is not in the business of operating a railroad. The City would not want to be involved in any litigation associated with the ruling to increase the speed to 30 mph or specific safety measures deemed appropriate by the STB and the UP.

We further recommend the City of Reno not accept the proposal to increase the train speed to 30 mph, and continue to request for a limited number of trains through Reno until an acceptable alternative is approved.

This recommendation, if approved by the STB, will save the UP \$12 million (\$7.4 million for track work, and \$2.6 million for the grade separations) and continue to bring the UP back to the negotiating table to prepare an acceptable long-term solution.

The savings from not increasing the speed (\$12 million) can be applied to the already offered \$35 million for construction of an alternative plan bringing the current UP total to \$47 million or 47% of the amount requested by the City of Reno.

To negotiate a further increase in the UP contribution from \$47 million to the \$100 million, it must be remembered that it is in the UP's best interest to route traffic through Reno. It is estimated that they can save between \$10 to \$15 million per year in operating costs (These costs are very preliminary and would require further analysis before presenting to the UP or STB). Applying these annual savings for the next 5 years to an alternative routing plan would be sufficient to cover the proposed \$100 million contribution.

Call me with any questions.

cc: Leslie D.H. Riehl

increase in speed to 30 mph can be expected. This implies that the benefits described by the STB will not be as significant as projected unless the UP can show otherwise.

2. *UP to provide information showing that it is possible to reach a speed of 30 mph in Reno from a standing position in Sparks, and vice versa, provide data showing that a train traveling all the way through Reno at 30 mph can actually stop in Sparks.*

Explanation: Railroad Industries has been in contact with several agencies this week attempting to obtain a standard acceleration guide for locomotives hauling a specific tonnage, on a specific grade. We were informed by FRA and General Motors (EMD) that there was no such document. They both recommended the railroad provide the statistics given the railroads operating procedures. This data needs to be provided by the UP.

3. *Damage and fatality statistics for trains traveling at 30 mph through heavily populated areas.*

Explanation: STB Mitigation Plan provides accident rates for trains traveling at varying speeds. Trains traveling at higher rates of speed will travel further before coming to a stop. Average damage statistics will not apply in the case of Reno. Separate data for damage caused by trains of varying tonnage traveling at varying speeds in heavily populated areas is required.

4. *Emergency stopping requirements at higher speeds.*

Explanation: The time to make an emergency stop will increase with an increase in speed. Statistics on braking and damage to property caused by an emergency stop is required.

5. *Benefits of CTC through the City of Reno vs. Automated Block Signal.*

Explanation: Currently the rail line between Roseville, California and Reno, Nevada is primarily operated using Automated Block Signal for the double track sections and CTC for single track sections. It is unclear the benefits of converting the rail section between Sparks and Reno to CTC, when the line is currently double tracked. This seems an unnecessary expense.

6. *Additional information on environmental issues specifically related to the increased speed: noise, vibration and emissions.*

Explanation: The STB presented some material on the proposed reduction in the emissions due to the increased speed through Reno. Most of the benefits will be realized through improved operating procedures (Section 7-58). These suggestions (use throttle modulation, use dynamic braking, increase use of pacing and coasting, etc.) are not consistent with the proposal to increase speeds an average of 10 mph per train. It is entirely possible that the trains will require helpers to be placed on the trains in Sparks to achieve a speed of 30 mph by the city limits. An increase in the number of locomotives will increase emissions, noise, and vibration. These issues were not discussed. The City of Reno needs to be able to address these issues with the owners and citizens of Reno should the speed be allowed to increase.

RAILROAD INDUSTRIES INCORPORATED

6423 Meadow Country Drive

Reno, NV 89509

(702) 825-6570

FAX: (702) 825-6578

DATE: October 2, 1997
TO: Steve Varela
FROM: Gary V. Hunter
SUBJECT: Review of Preliminary Mitigation Plan

We have reviewed the Preliminary Mitigation Plan proposed by the STB and have the following comments and concerns:

INCREASE TRAIN SPEED:

Conclusion: It is questionable whether the City of Reno will receive the benefits as outlined in the proposal put forth by the STB.

Explanation: The proposed Board conditions state that the UP shall make the necessary operating changes and capital improvements to enable UP and BNSF trains to travel at a speed of 30 miles per hour through the downtown section of Reno. The very last clause states "UP ... and BNSF (shall) operate, all trains over the described rail line segment at a speed of 30 miles per hour consistent with *safe operating practices* dictated by conditions present at the time each train traverses the segment." The key words are "safe operating practices." Should the conductor/engineer of the train, the dispatcher, or the trainmaster at any time feel that it is not safe to travel at 30 mph due to weather, trailing tonnage, horsepower, etc., the train will not travel at 30 mph. This is as it should be to ensure the safety of the crew and the community, but it does not provide the City of Reno with the benefits described.

Areas that should be further addressed by the UP specifically related to the increased speed recommendations are:

1. *Operating procedures to indicate the reason for wide ranges in speed of trains currently passing through Reno.*

Explanation: Train statistics provided by the UP showing actual delays at intersections indicate that the trains are traveling on average between 18-20 miles per hour. Some trains traveled at 5 mph, other as fast as 30 mph. Further review of the data indicates there is no pattern as to which, or what time of day the trains travel at the faster or slower speeds, therefore, it can be assumed that the same inconsistencies will continue after the proposed

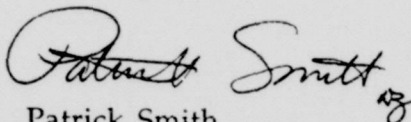
recommend a final proposal to depress the railway through Reno, recognize the city's good faith efforts and offerings, and require Union Pacific to pay its fair share.

Finally, it is sad and frustrating that everyone should have to go to such lengths and arguments when the path is so clear. It is sad that a multi-billion dollar company does not see the "opportunity" to help a community while still making money. It is sad that the SEA has (at least for the moment) placed any real potential of resolving this important issue in serious question by recommending unrealistic and short-sided solutions.

We believe our legacy for our children should be that all parties worked together ensuring everyone's safety and well being far past the year 2000.

Thank you for taking the time to consider our comments on this important issue.

Sincerely,

A handwritten signature in cursive script that reads "Patrick Smith". The signature is written in dark ink and is positioned above the printed name.

Patrick Smith

President, Regional Emergency Medical Services Authority

cc: Reno City Council
Nevadans For Fast and Responsible Action
Washoe County District Board of Health
Senator Harry Reid
Senator Richard Bryan
Congressman Jim Gibbons

it "eliminates" the potential for vehicle or pedestrian accidents; it ensures the safest possible transportation of dangerous materials through a highly populated area; it "eliminates" noise pollution, and it reduces air pollution from vehicles waiting at crossings, all of which improve the quality of life in the community.

We believe the SEA, while taking their job seriously, has missed an important opportunity and left the citizens in the Reno area at great risk. In the first page of the Executive Summary they state:

"The Board clearly stated that the study should focus only on *merger-related* train traffic and that "[mitigation of conditions resulting from the pre-existing development of hotels, casinos, and other tourist oriented businesses on both sides of the existing SP rail line in Reno ... are not within the scope of the [study]."

The summary continues to state:

"The Board has broad authority to impose conditions in railroad merger cases, but its powers are not limitless. Any conditions imposed by the Board must be reasonable and must address issues directly related to the merger."

We believe the SEA could and "must" propose a depressed railway through the Reno area. We believe this option *is not* in conflict with meeting the Board's directives above.

A depressed railway clearly solves the majority of "merger related" problems confronting the community. This requirement would not be in conflict with the SEA's mission especially considering the city's willingness to fund a share of the cost. The city's funding offer for a depressed railway frees the SEA from the pre-existing, pre-merger development restriction and should allow full consideration of this better option for the community and the railroad.

We are very disappointed at Union Pacific's position on this issue. The railroad would also benefit from this option. A depressed railway would reduce their liability and costs associated with accidents, hazardous spills, and other such maladies. Further, it provides a safer alternative for their own employees. The city has proposed a good faith public/private partnership by researching municipal bonding at all-time low rates and paying a fair share themselves. Yet Union Pacific, a multi-billion dollar company, has reduced its financial offer of assistance.

The SEA should exert its broad powers to ensure long-term health and safety of our children and community. We urge you to revisit, revise, and



Regional Emergency Medical Services Authority

October 6, 1997

Office of the Secretary
Surface Transportation Board
Finance Docket 32760
1925 K Street, NW, Room 700
Washington, DC 20078-5646

Attention:
Elaine K. Kaiser
Chief, Section of Environmental Analysis
Environmental Filing - Reno

Dear Ms. Kaiser,

The Regional Emergency Medical Services Authority (REMSA) is dismayed and disappointed at the Surface Transportation Board's Section of Environmental Analysis (SEA's) "Union Pacific - Reno Preliminary Mitigation Plan", specifically regarding emergency responses.

The proposed mitigation of speeding up trains and installing a video monitoring system to alert emergency crews that trains are approaching is extremely short sided, dangerous to both the public and emergency responding crews, and ignores long-term uncertainties of train frequency and length. This proposal assures nothing for the public's health and safety. No one can predict when and where emergencies will occur, how many trains will pass through Reno over the next five, ten, or twenty years, how long those trains will be, or how many emergency responses and real people's lives will be adversely affected.

Our collective focus should not be to "mitigate", but rather to "eliminate" wherever possible the problems created by the merger, especially where human life, suffering, and safety are involved. The old saying in medicine "that an ounce of prevention is worth a pound of cure" is quite applicable here.

The city of Reno after great thought and study has urged that a depressed railway be constructed through the downtown corridor -- we strongly agree. Their proposal "eliminates" emergency response delays, thereby saving lives;

For these reasons, it is highly unlikely that engineers will operate trains at thirty miles an hour.

A train moving at thirty, forty or fifty miles an hour still is a road block at any at grade crossing and any delay to emergency vehicles is a life threatening situation. Train speed is no mitigation to emergency vehicle response.

Monitors in fire dispatch will not mitigate emergency response. Dispatching of emergency vehicle is currently accomplished through a computer aided dispatch (cad) system.. This system allows a dispatcher to dispatch the nearest available unit. The system works this way.

A dispatcher enters the address of the emergency, the type of call (call for service code) and the computer recommends a series of units in order of closest to farthest. If the call for service is the type that needs more than one company the computer recommends them in groups. The dispatcher has no way of knowing, except through experience, which units are on which side of the tracks. A monitoring system would only add to confusion and uncertainty if a dispatcher tries to "guess" which company should be sent when a train is shown blocking the track or about to block the tracks.

Additionally the report fails to take into consideration the REMSA, the paramedic ambulance service, is dispatched from another location.

A video monitoring system would only add work to city employees, require more training, and increase the possibility of error. Monitors in fire dispatch is no mitigation to emergency vehicle response.

POTENTIAL IMPACTS FROM DERAILMENT OR HAZARDOUS MATERIALS SPILL

Mitigation measures for hazardous material releases as, as outlined in this report, provide no greater measure of safety than what currently exist, although the report shows in table 6.2.5.1, a greater potential for an incident.

The report treats the potential as routine, when in actuality any incident could impact several thousand people and possibly interrupt the drinking water supply for more than 200,000 people for and extended period of time.

There needs to be more extensive studies conducted to "model" potentials and make a positive assessment on impacts mitigation and contingencies.

SUMMARY

The mitigation provided in this report falls far short of addressing the real impacts on the residents of Reno. Short of real analysis of the impacts, true mitigation cannot be identified. If this report stands it will result in the unnecessary loss of life and property, solely attributable to the increased train traffic resulting from the merger of UP and SP.

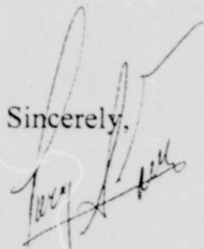
Attachment

Page 3
PMP Response

It seem to me, there needs to be more study. More questions need to be asked; more answers need to be found.

Please seriously consider my response to the PMP. I am available to answer any questions and to assist in any way possible to provide a mitigation plan that protects the lives and property of the citizens and visitors of the City of Reno.

Sincerely,

A handwritten signature in black ink, appearing to read "Larry S. Farr", written over a circular stamp.

Larry S. Farr
Fire Marshal
City of Reno, Fire Department
Bureau of Fire Prevention

xc:
Mitigation file
Readers File



Fire Department

Charles R. Lowden
Fire Chief

Lee Amestoy
Assistant Chief

Larry S. Farr
Fire Marshal

October 14, 1997

Office of the Secretary
Case Control Unit
Surface Transportation Board
1925 K Street, NW, Room 700
Washington, DC 20423-0001

Attention: Elaine K. Kaiser
Chief, Section of Environmental Analysis
Environmental Filing - Designate Reno

Dear Board Members;

I have reviewed the Preliminary Mitigation Plan for the City of Reno and can only express great disappointment. The Plan falls far short of truly identifying the impacts to the community and therefore cannot reasonably propose true mitigation.

My primary concern is public safety. In the report, on page 6-15, there are six bullet points that are identified as "potential impacts.... on emergency vehicle response". Bullet points one and six are impacts, the rest are general statements that seem to be made to justify the reports findings. The real impact of emergency vehicle response is not identified. The real impact is, the Reno Fire Department currently has approximately 3700 emergency service calls that require emergency vehicles to cross the railroad tracks. Those calls for service are currently impacted by an average on twelve trains daily. The merger will impact those calls by twenty-four trains per day average. Train speed is not going to mitigate the impact of the frequency of trains versus emergency calls for service. Additionally, vehicle gridlock created by a railroad crossings being blocked by a passing train has not be examined. The impact of vehicle gridlock on emergency vehicles responding, happens on both sides of the railroad tracks and hampers quick response whether or not emergency vehicle must cross the tracks.

If train speed is allowed to stand as the primary mitigation for emergency vehicle response, lives and property will be lost as a result of the merger and the actions of the Surface Transportation Board.

The installation of video monitors and trains displays in the dispatch center does nothing but add work and confusion to the process of dispatching emergency vehicles. There are all sorts of issues related to this proposal, not the least of which is additional training and or staff required to properly use the system and the most important; will it work and not add to longer and or incorrect dispatches.

Video monitors and train displays are not mitigation. They are, additional costs to the City of Reno and confusion for those trying to dispatch emergency vehicles.

Potential hazardous materials spills along the Truckee River corridor are not adequately identified. Again, without properly identifying the impact a mitigation cannot be recommended. However, I do believe the Railroad should develop a comprehensive contingency plan to provide drinking water to the City of Reno. The plan should identify the feasibility of constructing an emergency pipeline from the Boca reservoir to Reno. The plan should identify the route, pipe size, pump size, number and locations of pumps, construction time and cost. The cost to develop a contingency plan is small and is sound emergency planning.

The contingency plan is a must, since we know it is only a matter of time before there is a hazardous material spill on the Truckee River corridor.

The railroad should also be required to provide hazardous material emergency response equipment, in addition to the training they are offering. When a hazardous material spill does occur it will be the fire department responding and trying to mitigate the danger.

In closing let me say the PMP falls far short of mitigating any public safety impacts to the City of Reno and in fact may compound the impacts and impede our ability to respond to emergencies in our community. Speeding the trains through Reno does nothing in the way of maintaining emergency vehicle response pre or post merger. Video cameras and displays in dispatch may cause delays in emergency vehicle dispatches and adds additional costs to the City of Reno. Hazardous materials impacts have, in no way, been adequately identified therefore full mitigation is unknown; however an emergency contingency plan should be developed.

I have spent 27 years working for the safety of the citizens and visitor of the City of Reno and to that end I must present the forgoing based on my knowledge of the Cities emergency response system and experience in dealing with the railroad over those years. I hope you will consider the impact of your final report on the lives of those who live and visit the City of Reno.

A majority of the time fire vehicles cannot maneuver out of traffic at a blocked rail crossing. Additionally responding to emergencies code three is a risky operation, placing citizens and firefighters at risk. The safest route to an emergency is the direct route. Also operators of emergency vehicles know there are only two split grade crossings that can assure them access across the tracks and they are miles apart and most likely clogged with traffic trying to avoid the train. Trains blocking railroad tracks create traffic jams all along the railroad corridor and have a major impact on emergency vehicles and their ability to reach the scene of an emergency.

The same section of the report states "some emergency runs do not need to cross the tracks". This statement is accurate but has no relevance. Some 3700+ calls for service currently are impacted by grade crossings and with an annual rate of growth of 11% for calls for service the problem will only be compounded with increased train traffic.

The report also states public safety providers "have been operating under these conditions for years and have developed mechanisms, although not formally, to manage issues raised by the train traffic". We have managed because we deal with twelve or less shorter trains a day. An increase of ten to fifteen trains a day presents a whole new set of circumstances to deal with that need to be analyzed.

The report goes on to say, "Emergency runs occur at random times, and every rail crossing blockage does not necessarily delay emergency vehicles that must cross the tracks." Again, what is the relevance? We know we have 3700+ calls that require emergency vehicles to cross the tracks. That is the problem. 3700 plus ten to fifteen more trains a day. What is the Solution?

POTENTIAL MITIGATION MEASURES

The report offers two mitigation measures for emergency vehicle response.

1. Increased train speed.
2. Computer and video monitoring in dispatch.

Train speed will not mitigate emergency vehicle response. Train speed is arbitrary and the fact that trains are moving through a heavily populated area must be taken into consideration. The railroad tracks are not fenced or secured in any manner allowing pedestrian traffic all along the right of way. Additionally the right of way is poorly illuminated and the trains pass through a building that forms a tunnel that limits visibility. Snow, rain, the mixture of neon lights and no light at all contribute to very poor visibility and unsafe operating conditions in a populated area.

CITY OF RENO
INTEROFFICE MEMORANDUM

Date: October 7, 1997

To: Reno Mitigation Study Task Force

From: Fire Marshal Larry S. Farr

Subject: UP/SP Preliminary Mitigation Plan

I have reviewed the Preliminary Mitigation Plan for the UP/SP merger and have the following comments.

In addition to providing these comment for your information I plan to sent a response directly to the Surface Transportation Board.

RESPONSE TO PRELIMINARY MITIGATION PLAN UP/SP MERGER, SEPTEMBER 1997
RENO, NEVADA
SPECIFICALLY THE SECTION ON POTENTIAL IMPACTS ON EMERGENCY VEHICLE
ACCESS

The mitigation measures presented in this report will actually decrease efficiencies now realized by emergency responders. Most of what is presented is based on assumptions and a lack of understanding of the emergency service network in the City of Reno.

On page 6-12, FIRE DEPARTMENT, states that fire stations exist on both sides of the tracks. The report fails to indicate that some of the fire station districts are bisected by the railroad tracks and that calls for service in these districts will be impacted with increased train traffic.

The statement in the same paragraph, relating to a goal response time of four minute while our actual in five minutes has no significance. The fire department meets the four minute window over 90% of the time in the districts bisected by the railroad tracks. Our deficiencies are in our growth areas where we are currently building two new fire stations to achieve our four minute window. Increased train traffic will impact our four minute goal in the railroad corridor. As indicated in the report we currently have over 3700 calls for service that cross the railroad tracks with only some impact from twelve or less trains daily. Also the trains we now encounter are shorter than those anticipated by the merger.

On page 6-15, POTENTIAL IMPACTS ON EMERGENCY VEHICLE ACCESS, the report indicates that operators of emergency vehicles are "likely to be aggressive in seeking unblocked rail crossings". The more accurate statement should be, when possible, operators of emergency vehicles try to seek an unblocked crossing.

mitigation study for the reasons stated in the City's testimony.

Thank you for the opportunity to comment, and we will file more detailed comments by the October 15 deadline.

proximity to these tracks. One toxic or nuclear spill into the Truckee River could destroy the lifeblood of this land which has been our home for centuries.

We will be submitting more detailed written comments to the Board on October 15. At this time, I would like to emphasize some of our major concerns with the preliminary mitigation study:

- We object to the Board beginning its consultation with our Tribe after it has approved the merger and made the decision to not prepare an EIS. This is an insult to our sovereignty and our legal rights. It is like inviting us to the treaty making after the document is signed. The mitigation study is a transparent attempt to support the Board's previously reached decision not to prepare an EIS, rather than a serious scientific analysis that complies with NEPA.
- July 10, 1997 consultation was inadequate and was conducted by consultants. This was the first attempt at tribal consultation and occurred nearly one year after the Board approved the merger. It should have occurred at the front-end of the process *before* the environmental assessment was hurried through.
- We believe the public review and participation process in the mitigation study was short-changed. The Board abruptly canceled the August and September 1997 meetings. In

addition, the request of the Task Force members (which included our tribal representative) that the study calendar be extended to allow local concerns to be addressed was not honored.

- The report makes it appear that the Colony would be opposed to depressing the railroad tracks downtown because of potential cultural impacts. That is not the case. The Colony supports the City's efforts to seek depressed trackage. We drive those streets too. Of course the Board would have to comply with federal laws protecting any cultural properties that may be encountered and we would want to be fully involved in that process, as required by the 1992 Amendments to National Historic Preservation Act.
- The discussion of Native American concerns in the mitigation report is superficial. The entire discussion of environmental impacts to the Colony in the report is less than one page and not informative.
- The report largely ignores public health and safety issues. These impacts may be more severe with the increased train speeds recommended in the report.
- Many of our environmental concerns were similar to the City of Reno's and have not been adequately addressed in the

environmental impact statement on the merger--and in fact issued its decision to approve the merger--before it initiated any consultation whatsoever with our tribal government. Not only is this inconsiderate treatment of the original inhabitants of this valley, it is a clear violation of the federal trust obligation the federal agency owed to our Tribe and a clear violation of National Environmental Policy Act which mandates early consultation with affected Indian tribes.

Tomorrow we will file our amicus brief in support of the City of Reno in their challenge to the Board's decision in Federal Circuit Court in Washington, D.C. We point out in our amicus brief that the Board has violated our rights by failing to consult with our Tribe and by not preparing an EIS on this major federal action.

President Clinton and all three branches of the Federal Government acknowledge that the Federal-Tribal relationship is "Government to Government." Why is this concept so difficult for the Surface Transportation Board to understand? Our Tribe is not just an "interest group" on this matter. We are a sovereign government with recognized rights under the United States Constitution.

Our tribe will be impacted by this merger. Our lands lie just across the Truckee River from the railroad tracks. We hear those trains day and night. We breathe the air and drink the water that can be polluted by the trains. We are concerned for the safety of our people and our children who work and live in



Statement of Arlan D. Melendez

Tribal Chairman of the Reno-Sparks Indian Colony

October 9, 1997

Regarding the Preliminary Mitigation Plan for the UP/SP Merger

Reno, Nevada

Good afternoon. My name is Arlan Melendez. I am the Tribal Chairman of the Reno-Sparks Indian Colony. We appreciate the opportunity to comment on the proposed mitigation plan.

It is ironic that the first people to inhabit this area are the last people the Surface Transportation Board has consulted regarding the impacts of this merger. We were here before the railroad. We were here before the City of Reno existed. The Board issued its Environmental Assessment on the merger and did not even bother to include the Reno-Sparks Indian Colony on the service list. The Board did not bother to even send us a copy of the document, though they provided the other local governments and other organizations a copy.

We are also very disappointed that the Surface Transportation Board issued its decision not to prepare an

**Statement of United States Senator Harry Reid
Surface Transportation Board Hearing
Reno, Nevada -- October 9, 1997**

Senator Reid: Thank you for the opportunity to appear before you today to comment on the serious concerns I have about the draft mitigation plan prepared by the Surface Transportation Board. I appreciate the Board's willingness to hold today's hearing to discuss some of the significant environmental issues facing the city of Reno as a result of the proposed Union Pacific Southern Pacific rail merger. The broad array of voices speaking today is strong evidence of the serious concern that members of this community have about the ramifications of this merger. While I appreciate the hard work that went into drafting the "Preliminary Mitigation Plan" I believe it insufficiently addresses the many environmental problems facing Reno as a result of this merger. Additionally, it sends the wrong message to the principals negotiating the financing of the mitigation necessary to accommodate this merger.

I recognize the limitations of the STB. That said, I believe that it could do more to examine the many environmental issues raised by this merger. I understand that the STB is unable to impose mitigation requirements on any party other than the railroad and that, under your charter, you are unable to impose requirements or costs for any mitigation other than the incremental difference in trains before and after the merger.

In most circumstances, I would agree that this approach is appropriate. In this instance, it is obvious that the city of Reno is dealing with an aggregate problem, rather than an incremental one. The city is facing environmental and quality of life problems that are more than the sum of a handful of additional trains. Without further mitigation, the train traffic goes beyond a tipping point.

Your preliminary selection of a strategy that imposes merely \$12 million in costs on the railroad and would allow trains to move more quickly through the city seems to have been selected primarily because all costs can be imposed on the railroad. While this may be consistent with your charter, it has the perverse effect of dissuading the railroad from continuing to negotiate on mitigation strategies that are both more acceptable to the city and involve financial participation by a number of different parties.

I ask you consider the unique nature of this situation when you make your final recommendation. I understand that the City of Reno is willing to participate in the development of a final mitigation strategy and I urge you to explore the possibility of a final plan that implements a binding agreement between the parties. I share your desire that the parties resume negotiations on a final solution to this problem. I am, however, concerned that your preliminary recommendations do not adequately encourage such an agreement.

It is difficult to over estimate the significance of this merger. There is a lot at stake. While the railroad stands to realize significant profits and growth, it also assumes a new, and arguably greater, responsibility, to this community. To the extent that problems involving health, safety and the environment arise as a result of this merger, they have a responsibility to participate in solving them.

I believe the STB must take a closer examination of the many health, safety and environmental issues necessarily associated with this merger. The Board has a responsibility to protect the interests of this community. In my capacity as the U. S. Senator who represents this community, I intend to do my best to ensure that the STB meets this responsibility.

Thank you again for your efforts.

RICHARD BRYAN
NEVADA

COMMITTEES:
FINANCE

BANKING, HOUSING, AND
URBAN AFFAIRS

COMMERCE, SCIENCE, AND
TRANSPORTATION

INTELLIGENCE

United States Senate

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Statement of Senator Richard Bryan Surface Transportation Board Reno Public Meeting

While I appreciate the Board conducting this public meeting today, I am very concerned by the draft recommendations issued by the Section on Environmental Analysis on Sept. 15, 1997.

The draft recommendations do little to address the safety, environmental, and economic impacts of the Union Pacific/Southern Pacific merger in downtown Reno. Simply increasing train speeds, constructing more gates, and building a few pedestrian overpasses is not the kind of mitigation Reno city leaders believe will adequately address the impacts of the merger.

The Board's proposed mitigation plan ignores the Union Pacific Railroad's responsibility to mitigate the impacts of its merger, and leaves the City of Reno with the difficult, and expensive, task of dealing with the expected dramatic increases in train traffic. In addition to the obvious inconvenience to citizens trying to drive across town, the increased trains will have serious impact on air quality and noise, and will complicate and delay the community's ability to respond to police, fire, or medical emergencies. The Board's proposed mitigation plan insufficiently addresses each of these areas of concern.

I urge the Board to reconsider its proposed mitigation plan, and to develop a plan that is more sensitive to the needs of the local community. The City of Reno is willing to work with the railroad and the Board to develop an alternative that adequately mitigates the burden placed on the City by the merger, but the extremely low baseline mitigation suggested in the Board's draft report, a mitigation level even lower than that previously offered by the railroad, seriously compromises the City's ability to negotiate a more beneficial agreement with the railroad.

The Board's draft proposal is seriously deficient, and needs drastic improvement before it even comes close to mitigating the consequences of the merger to the citizens of Reno.

COMMENTS

APPENDIX C

**Surface Transportation Board
Task Force Meeting
Summary of Meeting Notes**

Rebecca Gettelman had questions about the number of accidents reported by the UP in the Sparks yard and the UP said that this kind of information was available from the Nevada Public Service Commission (PSC). Craig Wesner with the PSC said that his agency merely summarizes information provided to them by the railroads and others and that this information is available from the UP and maintained in Roseville, California. After several minutes of trying to decide if the UP maintained this kind of data, one of the UP lobbyists passed his business card to Rebecca Gettelman and said to contact him for this data. Craig Wesner summarized some statewide data about spills and said that there were six (6) total reported spills and of these four (4) of them consisted of two (2) gallons or less last year.

Mark Demuth requested the STB to provide the City of Reno with unbound and electronic versions of PMS when it is available while Colleen Henderson requested a total of thirty (30) days to review the same document. She referred to the STB mailing a document which might take a week or so and the City would lose a weeks worth of time to review the document. Kay Wilson responded by stating that she could not make a decision for the STB regarding these requests but would relay them back to the STB staff who were at the Task Force meeting.

The Task Force meeting was adjourned at 3:50 p.m.

**Surface Transportation Board
Task Force Meeting
Summary of Meeting Notes**

numerous other issues including water quality, train derailments, endangered species in the Truckee River have not been addressed yet.

Merri Belaustegui stated that she requested the STB's minutes to reflect that fact that the City has made every attempt to have the STB and/or its consultants address the issues previously mentioned and both the STB and its consultants (DCCo) has not met the request to date.

Rebecca Gettelman from the International Brotherhood of Teamsters stated that her constituents are upset that the Railroad is going to ship spent nuclear fuel through Reno and Michael Hemmer said that the Department of Energy (DOE) only gives the Railroad twenty-four (24) hours notice when they want the Railroad to transport shipments like that and the Railroad has federal guidelines (law) to abide by that does not allow them to notify the general public.

Rebecca Gettelman asked about training employees to handle a hazardous spill and mentioned that she is aware that the Railroad distributes a workbook and simply gives the Railroad employees a test and this is the extent of the training. She said that this is not enough training and that this is what causes problems when Railroad employees can not respond to their own accidents.

Michael Hemmer said that Railroad employees are trained to contact local emergency officials to handle problems that involve hazardous materials and are not trained to handle each situation. Michael Hemmer also said that he has submitted a substantial amount of information including safety records and procedures to the STB and that this information was available to the public to review. He further stated that the UP asked the Reno Fire Department (RFD) and others to participate in this program and the program included more than just a handbook and a test.

Michael Hemmer stated that in June of this year (1997), the UP assigned the Western Regional Manager of Hazardous Materials to Sparks to deal with these issues.

A member of the general public stated that the UP trains their employees not to respond to a hazardous materials incident and that the first responders consist of the public officials who are trained to respond to such an emergency.

Mark Demuth referred to page 5 of the Applicant's Report on Merger and Conditions Implementation (July 1997) and said that the UP reported a savings of approximately \$580 million as a result of the merger and could exceed \$800 million and Michael Hemmer stated that this would not be the case given the fact that the UP was going to pass their entire savings to the customers who ship goods and they pass the savings on to you and me.

Merri Belaustegui said that she feels that there is a savings to all including the UP and the savings from the merger are still in the billions of dollars.

**Surface Transportation Board
Task Force Meeting
Summary of Meeting Notes**

Discussion on Range of Train Numbers

Kay Wilson said that the City of Reno had specifically asked to revisit the issue of a range of baseline train numbers and Mark Demuth said that the City specifically asked for a range of the number of trains representing "future" trains not baseline. Colleen Henderson mentioned that it was her suggestion and she was clear to point out that she was requesting future trains not baseline trains.

Regardless of the previous comments Kay Wilson continued and had Dave Mansen explain how the 24 trains a day estimate was assumed. He said that the 24 trains was an average over a 5 year period.

Mark Demuth asked the UP if they looked at specific days of the week when train numbers were higher to calculate impacts to noise and other issues and Dave Mansen said that this was only a statistical exercise. Dave Mansen also said that by estimating the numbers again, it might account for approximately two (2) more trains which would not make a big difference.

Robert Starzel with the UP responded how Souther Pacific's operations were more surged filled but that would not be statistically significant.

Michael Hemmer remarked not to look at Southern Pacific (SP) operational data and Mark Demuth asked if there was a greater spread in numbers. Michael Hemmer said that the numbers are not representative of UP's operational numbers.

Dave Mansen said that he would provide information based on comments from the Task Force and apologized for not presenting the correct numbers (referring to presenting a range of baseline vs. future trains). Michael Hemmer also agreed to revisit numbers representing future trains.

Michael Hemmer said that there is plenty of 9th circuit case law supporting that no mitigation is necessary with this kind of increase in trains and Merri Belaustegui requested copies of the case law. Michael Hemmer said that he transmitted this information to Paul Lamboley in Washington D.C.

Mark Demuth formally objected to the fact that the remaining Task Force meetings were canceled by the STB and stated his frustration with the fact that the STB did not want to even discuss the City's comments regarding issues that had not even been addressed. He stated that a goal of the Task Force meetings was to exchange issues and ideas and this would not be able to be accomplished from this point forward.

Merri Belaustegui said that Paula Berkeley has had to sit through seven (7) Task Force meetings and has been waiting patiently for an opportunity to discuss issues pertaining to Native Americans and this has not happened. Merri Belaustegui continued with the fact that

**Surface Transportation Board
Task Force Meeting
Summary of Meeting Notes**

Kay Wilson mentioned that the City of Reno was welcome to meet with the UP without STB and DCCo and Merri Belaustegui stated that private negotiations would not attempt the goals of the Task Force or the EMS which were to identify the impacts of the merger and to recommend mitigation measures. Merri Belaustegui further stated that the City wanted to accomplish these goals in conjunction with the STB and UP.

Michael Hemmer summarized the previous points raised by Merri Belaustegui and asked to proceed with the Task Force meeting.

A member of the general public commented that two (2) or three (3) underpasses was not going to solve the impacts created by the Merger and asked if the issue of access into parking garages and pedestrian conflicts had been addressed by DCCo and Dave Mansen responded no. He also asked if fences were proposed along the tracks to buffer noise and Dave Mansen responded no but it could be looked into.

Steve Varela stated that he is a technical person as well as an engineer and requested that the impacts be addressed in order for mitigation measures to be proposed that make sense. He suggested a good faith effort be put into the PMS.

Dave Mansen said that Steve Varela's point is clear and does not have to be stated again.

Mark Demuth referred back to the list of issues not addressed yet and discussed the issue associated with off-site mitigation. He said that the STB stated that UP was not responsible for off-site (outside the railroad right-of-way) mitigation yet DCCo was presenting off-site mitigation. He stated that Sutro Street was never a problem or a street that the City of Reno wanted to focus attention on. He specifically asked DCCo why and how they decided to address issues associated with Sutro Street and Dave Mansen said that it had higher delays associated with traffic.

Dave Mansen said that in absence of opinions, the STB has addressed many of the issues raised by the Task Force.

Merri Belaustegui then asked if costs have been determined to offset the disruption to businesses during construction and Dave Mansen said no. Mark Demuth asked if DCCo had addressed the potential impacts to the Catholic Church along Arlington Avenue and Dave Mansen responded no but would talk to his noise consultant.

Larry Farr had some concerns with the grade of the underpasses exceeding six (6) percent and said that 8 percent grades can cause problems for emergency vehicles.

Dave Mansen asked for additional comments and Merri Belaustegui asked for impacts to be determined before asking the City for comments on mitigation measures.

**Surface Transportation Board
Task Force Meeting
Summary of Meeting Notes**

- Native American issues
- Biological Resources
- Property impacts/land use

Mark Demuth then said that the City of Reno is disturbed that the STB continues to identify mitigation options but has not even identified the impacts of increasing the number of trains associated with the Merger. Mark Demuth explained that the City has requested the STB to assess and identify the impacts first before identifying mitigation.

Mark Demuth then asked why the STB was not present at the Task Force meeting especially when it was announced by the STB that the remainder of the Task Force meetings were canceled. Mark Demuth said that it was disturbing that the STB staff was not at the last Task Force meeting to participate.

Dave Mansen asked for additional comments about the conceptual drawings and Steve Varela responded that he had major concerns about the proposed configurations and manner in which they were being presented. He requested more time to review considering that he received them on Monday which gave him only one day prior to the Task Force meeting to review.

Paula Berkeley asked for a compromise and requested that the STB and the UP meet even though the STB and its consultants refused to hold further Task Force meetings.

Mark Demuth then asked if the property owners and adjacent property owners had been contacted by the STB to discuss the impacts of the proposed underpass configurations presented in the conceptual engineering drawings and Dave Mansen responded no.

Bill Osgood stated that he did not receive his agenda packet containing the conceptual engineering drawings until Monday and he has not had an opportunity to review them and wondered if the downtown interests should meet independently with the UP in order to continue discussions. He referred to the current situation as a lose - lose situation for the City and the UP.

Merri Belaustegui said that the City Council has only directed staff to discuss the depressed train alternative and the City could not participate in other mitigation options. She further stated that the City of Reno is not interested in discussing mitigation until the impacts of the merger were analyzed and disclosed which they have not.

A member of the public requested that 4 million people be considered in the sensitivity model in order to predict future impacts associated with increasing the number and speeds of trains associated with the merger. This member also thought it would be a good idea if the STB scheduled a Task Force meeting in August.

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Dave Mansen said that all comments would be evaluated and addressed in the PMS.

Merri Belaustegui mentioned that if the STB could approve the increase in speed of trains through the downtown area then the UP has the ability to limit the number of trains through the downtown area. Merri Belaustegui also mentioned that the City takes offence to being compared with Wichita and reminded the Task Force that Reno is different and the mitigation in Wichita would not work in Reno. She continued with the fact that Reno has reviewed minutes to previous Task Force meetings reflecting that Reno specifically requested the STB to address the impacts and mitigation to solve public safety problems caused by an increase in trains and speeding the trains does not accomplish this request.

Discussion of Grade Separation Options being Considered

Nasser Ashrafi, a representative from DCCo referred to a handout consisting of conceptual engineering drawings showing possible railroad underpass alignment mitigation options for Reno. One alternative is shown for the following streets: (1) Arlington; (2) Lake; (3) Valley; (4) Evans; (5) Keystone; and (6) Ralston. The conceptual drawings displayed possible alignments with all traffic lane configurations and right-of-way impacts for the underpasses and frontage roads. It was mentioned that these engineering drawings were conceptual in nature and that no decisions had been made regarding the need for such a mitigation. Then the Task Force agreed to discuss the construction impacts associated with Ralston and Arlington Avenue only because of time limitations.

When the discussion on grade separations was completed, Mark Demuth asked why the August Task Force meeting was canceled and Kay Wilson said that Elaine's letter speaks for itself referring to the fact that the STB and its consultants needed time to complete the PMS.

Colleen Henderson requested that the August Task Force meeting be held to discuss issues associated with the underpasses presented in the conceptual engineering drawings and Kay Wilson said that the STB has decided not to meet in August although she would ask them if they were interested in meeting.

Mark Demuth submitted for the record for the seventh (7th) time, a list of the issues specifically requested by the City of Reno to be addressed during a Task Force meeting and not addressed to date. He was frustrated with the fact that neither the STB nor its consultants had arranged the time to address the issues in a public forum. More specifically, the issues included the following:

- Pedestrian safety
- Emergency vehicle access
- Derailments/spills/water quality

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this point, a member of the general public asked if it was safer to travel at higher speeds (30 vs. 20 mph) and Cliff Shoemaker responded by saying yes.

Rebecca Gettelman with the International Brotherhood of Teamsters disagreed with Cliff Shoemaker's comment and said that higher speeds are not safer today because trains are much longer than in the past, they transport hazardous materials, there are more people living, working, and recreating adjacent to the tracks, and there are no cabooses on the end of trains to prevent other trains from rear end collisions. Because of these factors, it is not safer to operate trains at higher speeds. Michael Hemmer stated that despite the factors stated by Rebecca Gettelman, train accidents on the rails are decreasing and there are fewer derailments and injuries reported each year.

Mark Demuth stated for the record that it is the City of Reno's official position that they do not support increasing the speed of trains through downtown Reno and asked whose idea it was to propose an increase in speeds through the downtown area in the first place. Kay Wilson said that the UP was simply responding to a request made on behalf of someone attending a previous Task Force meeting. Mark Demuth said that he did not recall any suggestions to increase speeds through downtown Reno and to verify with minutes to previous Task Force meetings.

Merri Belaustegui asked if the proper mitigation including upgrading all of the at-grade crossings, installing barriers along the tracks and other measures would be mandated if the increased speeds were approved by the STB and Dave Mansen said that DCCo was currently evaluating this mitigation.

Mark Demuth submitted a letter into the record on behalf of the Nevada Department of Transportation (NDOT).

Frank Napierski said that he was disappointed that the City Manager and Councilman Herndon stated their dissatisfaction with the process associated with this project and then left without letting the UP or its consultants explain themselves.

Larry Farr with the RFD was confused about the increase in speeds and said that it would be more efficient for the UP to operate at greater speeds but it would not solve issues pertaining to safety hazards in Reno.

A gentleman representing one of the casinos in the downtown area said that he was troubled that only two (2) grade separations were being evaluated by UP's consultants to be located on either end of the downtown area and now the UP's consultants are proposing to increase the speed of trains through town. He said that these measures do not represent mitigation to mitigate the impacts. This gentleman then said that the UP, STB, and its consultants were insulting our (Reno's) intelligence. He said that the City wanted to work with you to identify impacts and meaningful mitigation and this was not happening.

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(program) that was used to simulate the increase in speeds and said that train operations in Reno would not change significantly to accommodate greater train speeds.

Mark Demuth said that most trains travel at much slower speeds through the downtown area and to consider the ramifications if cars or pedestrians were stuck on the tracks with trains operating at greater speeds. Michael Hemmer responded and said that the UP can not be guardians of the public and control their behavior when they cross the tracks.

Tim Crowley commented about the public safety issues associated with increasing the speed of trains through Reno and said that it solved one issue (referring to noise) but created additional public safety impacts. Ron Scolaro from Amtrak mentioned that trains traveling at higher speeds are safer than traveling at slower speeds and some members of the Task Force and the general public disagreed.

Merri Belaustegui noted that David A. Bolger with the FRA stated that higher speeds create additional safety hazards and Michael Hemmer responded with the fact that he has data to prove this statement. Merri Belaustegui asked Michael Hemmer for copies of such data. Councilman Herndon referred to the train incident at Dunsmuir, California involving hazardous materials pouring into the Sacramento River and said that it is not a question if could happen but when will it happen. He feels that speed has a direct relationship to the damage that could happen in Reno and urged the STB to address potential impacts to people, casinos, and businesses in the downtown area and asked the UP to be a good corporate citizen and address issues pertaining to public safety.

Dave Mansen said that the Preliminary Mitigation Study (PMS) would address issues pertaining to public safety.

Michael Hemmer said that if the City was serious about the depressed tracks they would have voted for a bond in 1980 and not waited until train traffic increased and Councilman Herndon said that the UP is not even willing to pay its fair share of depressing the tracks. Michael Hemmer denied the statements and said the UP has always agreed to pay what the federal government has decided is the Railroad's share referring to a past percentage of five (5) percent of the total cost to implement mitigation/improvement to the current thirteen (13) percent that they are currently responsible for.

Mark Demuth asked a question about increased speeds and wondered if trains were traveling at a speed of 30 mph, would they have enough time to stop at the Sparks yard and Cliff Shoemaker said yes.

Councilman Herndon asked a few questions about trains traveling at greater speeds, kinetic energy, and safety issues associated with flattening train wheels and Cliff Shoemaker asked to hold questions until the end of his presentation. Cliff Shoemaker continued with a statement that it is easier for trains to slow down traveling at a speed of 45 mph vs. 30 mph and that flattening train wheels is no longer an issue because engineers are trained to avoid this. At

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Merri Belaustegui then submitted into the record, a letter from Bob Webb, the Washoe County Task Force representative, who could not be present. The letter mentioned that he was concerned that the STB canceled the August Task Force meeting and that he would not have an opportunity to talk to the STB or its consultants about the Merger impacts to Washoe County. He stated that a number of mitigation measures that should be considered as part of the larger mitigation plan for the Truckee Meadows including four (4) specific measures to address pedestrian safety/emergency access and train/vehicle accidents as well as three (3) measures addressing derailments, spills, and water quality. He requested that a written response to each item be provided in the preliminary mitigation plan.

Nancy Burkhart asked to submit into the record a letter prepared by Richard Vitali another Task Force representative who referenced Elaine Kaiser's letter to Charles McNeeley, dated July 2, 1997, canceling future Task Force meetings and thought canceling these meetings was an indication of the lack of cooperation on behalf of the STB. Rich Vitali referred to Elaine Kaiser's comment in the letter that information and comments not dealt with at Task Force meetings would be adequately addressed in the Preliminary Mitigation Plan (PMP) and stated that her comment lacked credibility. He requested that SEA address all issues expressed by the Task Force before the PMP is released. He stated that the STB would not have enough time to adequately address the concerns raised thus far. Rich also mentioned that he thought the SEA had the ability to request the STB Board to extend the EMS period. Rich Vitali concluded his letter to state that he does not think that the SEA has enough information to arrive at a decision involving mitigation for Reno.

Bill Osgood referenced receiving a letter from Elaine Kaiser about canceling the August Task Force meeting and mentioned that he only received the agenda as well as the conceptual engineering drawings for possible grade separations on Monday July 7, 1997 and said the STB was only giving the Task Force two (2) days to review the drawings and to provide comments. He said that the STB needs to give the Task Force members more time to review the conceptual drawings and asked to hold the August Task Force meeting to specifically address issues pertaining to the grade separations. Kay Wilson said that the STB's letter speaks for itself and that the STB was not planning to have the August Task Force meeting.

Discussion of the Feasibility of Increasing Train Speeds

Kay Wilson then moved forward with the next agenda item which involved discussing the feasibility of increasing train speeds through the downtown area of Reno. Kay Wilson said that the UP agreed to look into the financial feasibility of increasing the speed of trains and the UP has prepared a letter outlining a \$7.3 million price tag to implement speeding the trains through downtown Reno from 20 to 30 miles per hour (mph). Kay Wilson then introduced Cliff Shoemaker who coordinates public works projects for the UP and he proceeded to discuss the actual upgrades necessary to accommodate increased speeds. He discussed improvements to the Sparks yard, maximum train speeds, operational issues, automatic block systems (ABS), central traffic control (CTC), and FRA requirements that would have to be met to accommodate greater train speeds. He briefly mentioned the model

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merger but not to prepare the same for the UP/SP Merger despite the City asking for an EIS. He said that this unfair treatment has forced the City to take this issue to court. He stated that the City was outraged because of the time and money spent on the project on behalf of the City to only go through the motions with the STB in what has turned out to be a predetermined EMS.

Charles McNeely continued to say that the City has tried to negotiate in good faith with the UP since before these proceedings began, to come up with a "win-win" situation for the City and the Railroad and suspected that these negotiations have been tainted because of the STB's bias towards the Railroad. In fact serious doubts are now cast on the sincerity of UP's effort to even reach agreement with the City of Reno. In reality, one could argue that UP, based upon its actions over the past ten (10) months, never had an intention of negotiating in a good faith manner with this community to reach a resolution to this problem.

Charles McNeely continued to state that the evidence speaks for itself including the following:

- The UP offering \$35 million toward a project that they promised would not cost the City of Reno any money, yet the UP has done nothing to identify where the balance of the funding required to complete the project
- It was the UP, not the City of Reno, that proposed the depressed train way project as the acceptable compromise and a win - win for everyone
- Even while offering this project, UP attempted to meet privately with downtown affected businesses intending to "buy them off" and this "divide and conquer" tactic was dropped when it became obvious that it wasn't working
- The UP had attempted to use scare tactics on their own employees telling them that their retirement funds would be jeopardized if the UP was forced to fund such an effort
- Even after proposing the depressed trainway as their alternative, the UP continues to push for overpasses through downtown privately in meeting at the State Capitol with legislators

Charles McNeely said that this is not a partnership or a "win-win". This is gamesmanship at its highest level, and what concerns me and this community is that it appears the deck is stacked here; that an outcome favorable to the Railroad is already being fashioned; the deal is done and we, the City of Reno, are parties to a charade.

Charles McNeely said that he has alerted Reno's delegation in Washington, D.C., the Governor as well as the Council on Environmental Quality (CEQ), which has regulatory oversight of the STB's environmental decisions, to review the STB's procedures in this study as well as why an EIS was going to be prepared for the Conrail Merger.

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General Public

Carl Bradley
Steve Brown
Nancy Burkhart
Daryl Drake
Garth Dull
Mike Furtney
Elizabeth Garcia
Rebecca Gettelman
Daniel Grimmer
Wayne Horiuchi
Rich Houts
Scott Hutcherson
Larry Kirk
Todd Koch
Michael Kulbacki
Elaine Linn
Bruce MacKay
Ernie Martinelli
Charles McNeely
Lawrence Meeker
Frank Napierski
Tom Ogee
Cliff Shoemaker
Joe Sikorski
Robert Starzel
Sue Voyles

Introduction / Review Agenda

Kay Wilson introduced the participants and asked the members of the Task Force and general public to introduce themselves. The Surface Transportation Board (STB) was not present at this Task Force meeting.

Charles McNeeley thanked the members of the Task Force to have an opportunity to speak and applauded the members for their participation thus far but questioned the objectivity and fairness of the environmental process associated with the Environmental Mitigation Study (EMS). He continued to state that he thought the STB and its consultants would take a real look at the impacts of the merger and its the city's position to support the merger but object to the unwillingness of the Union Pacific Railroad (UP) to address the impacts of the Merger.

He said the process was rampant with bias towards the railroad and that the STB has preconceived opinions of what should be done before the EMS was ever completed. He cited an example of unfair treatment as the STB's decision to prepare an EIS for the Conrail

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Session: Task Force #7

Date: July 9, 1997

Location: City of Reno
290 South Center Street
Room 211
1:00 - 3:50 pm

Subject: Union Pacific/Southern Pacific Railroad Merger
Environmental Mitigation Study - Task Force Meeting

Attendees: *STB Representatives*
Dave Mansen - De Leuw, Cather & Company
Kay Wilson - Public Affairs Management
Nasser Ashrafi - De Leuw, Cather & Company

Task Force Members

Merri Belaustegui - City of Reno, City Manager's Office
Steve Varela - City of Reno, City Engineer
Mark Demuth - City of Reno, Environmental Team
Larry Farr - City of Reno, Emergency Services
Tom Robinson - City of Reno, Emergency Services (alternate)
Steve Bradhurst - Reno Citizens, General Interest
Richard Vitali - Reno Citizens, Riverbanks Homeowner (absent)
Paula Berkley - Native American Representative (absent)
Bill Osgood - Business Community Representative
Bob Burns - NFRA (absent)
Bob Webb - Washoe County (absent)
Jack Lorbeer - Regional Transportation Commission (alternate)
Tim Crowley - State of Nevada Representative
Craig Wesner - Nevada Public Service Commission (alternate)
Robert Sellman - City of Sparks (alternate)
Michael Hemmer - Union Pacific Railroad
Ron Scolaro - Amtrak Representative (absent)
Ken Lynn - State Economic Interest (absent)
Scott Hutcherson - Warehousing & Distribution (alternate)

Task Force Alternates

Colleen Henderson - City of Reno, Environmental Team
Michael Halley - City of Reno, City Manager's Office
Tom Gribbin - City of Reno, Engineering Team

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Nancy Burkhart read into the record a letter from Scott Beeman, Circus Circus indicating he agreed that failure to provide advance review of data prohibited a meaningful task force meeting.

Seeing no further comments, the Task Force meeting was adjourned by Kay Wilson.

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was looking at future conditions both with and without the merger, holding the year 2000 as a traffic constant. Mark stated that year 2000 is not baseline.

Dave Mansen said they would not be attributing increase in traffic from 1995 to 2000 to the UP. Demuth responded that there would be a wider number if 1995 baseline data was used.

Mark Demuth asked DCCo to explain how a day/night mix of trains was determined when UP has indicated that it is impossible to formally schedule trains. Gui indicated that it was based on the train traffic during the monitoring week, and was a 53/47 split. Mark indicated that there was no purpose in going on with any further questions DCCo will not respond to my questions pertaining to baseline conditions and appropriate methodologies.

Craig Wesner asked if a bicycle was considered a vehicle. Gui said yes.

Harold McNulty indicated that the ICC used to break down accident data by who hit who, although the STB no longer maintains these statistics.

Member of the Public Has actual Reno accident data been entered into the record? Dave indicated yes.

Harold McNulty asked Mark Demuth to write a letter to the STB outlining what methodology he thinks should be used in the analysis of traffic delay and train/vehicle accident analysis. Mark indicated that a letter would be forthcoming.

Seeing no further comments on item 4, Kay Wilson moved on to item 5.

General Discussion/Public Comment

Public - What does upgraded gate systems mean. Dave indicated that it refers to advanced circuitry.

Bob Webb asked that hazardous materials shipping be addressed in the mitigation study. Dave indicated that it would be.

Bill Osgood asked when and where the upcoming directional horn test would be conducted. Most people thought it was on the 17th.

Mark Demuth provided the STB with a written submittal containing complete information on population growth for the City of Reno and Washoe County, and indicated that a 1.8% annual growth is not excessive.

Public - what is the current number of trains passing through the City of Reno now. Dave indicated that the current number is an average of 10/day. It was an average of 20 per day during the emergency detour.

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Kay Wilson said we can clarify what our thinking is but we can't say what is reasonable at this point.

Harold McNulty said "Regardless of all the science we put into this, it [the mitigation plan] comes down to judgment".

Bruce MacKay said underpasses may mitigate Ralston and Keystone but does nothing for noise and safety on Center, Sierra, Virginia Streets. SEA needs to balance the whole area and can't just cherry pick a quick fix.

Nancy Burkhart asked for the STB/DCCo to define what feasible, responsible and reasonable mitigation means. It must be different than our interpretation. We need to know what feasible means before we can go any further. Dave indicated that the final decision on what type of mitigation is feasible rests with the STB. Dave also stated that maybe we can take a look at past STB actions to get a feel for what feasible is, and report back to the Task Force. Harold McNulty noted that SEA's recommendations to the STB may or may not be implemented by the board. It is entirely up to their discretion. Harold also stated that reasonable means that all of the fact have been balanced to come to a workable solution.

Rich Vitali asked how the mitigation study would be structured. Dave indicated that all options will be laid out and evaluated. Rich said that he is offended that McNulty feels that all of the Task Force comments are criticisms and that these are critical issues to the downtown.

Seeing no further comments on Item 3, Kay Wilson move on to Item 4.

Train/Vehicle Accident Data

Gui Sheerin provided another handout to the Task Force members and began his presentation on train /vehicle accident data.

Mark Demuth asked Gui to define what an accident is. Gui stated that an accident is a train/vehicle collision, and does not include pedestrians or suicide attempts, nor does it account for injury or death.

Gui Sheerin continued his presentation and discussed accident rates for the same conditions and scenarios as outlined in the traffic delay presentation. Pre merger accidents were documented at 1.26 per year, with post merger accidents projected to be 1.7 accidents per year. Only the depressed trainway mitigation option reduced train/vehicle accidents to less than pre merger levels.

Mark Demuth asked how baseline traffic numbers could be 1995 traffic volumes and train numbers based on post merger conditions. This would result in a smaller number of accidents that would be expected to occur based on a wider spread of data. Dave indicated that DCCo

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vs. outlying grade separations. Dave indicated that every solution has it's own set of problems.

Harold McNulty indicated that most of the input to date from the Task Force has been criticism, and not focused on constructive ideas, which is the purpose of the Task Force. Merri followed up by saying that we would like to see an evaluation of the depressed trainway, a constructive idea.

Mark Demuth stated that he can't believe that Sutro is included as a possible mitigation option, and that intersection had never been previously discussed.

Dave Mansen said feasible vs. advisable is a consideration.

Frank Napierski indicated that he is on the opposite side of the coin as Mark and that the traffic delay analysis should be based on historical train traffic numbers (30 +).

Rich Vitali asked where in decision 71 does it say that underpasses/overpasses are a mitigation option, and why does the STB assume that the depressed trainway is automatically considered a tier two mitigation? Harold stated that the depressed trainway "appears" to be a tier two mitigation measure since it has benefits far beyond mitigating merger related impacts. Rich said Decision 71 sets forth no guidelines on what would constitute baseline or tier two mitigation.

Merri Belaustegui-Trafficanti asked how can tier one/tier two mitigation classification decisions be seemingly already made without first knowing the level of impact associated with the merger. McNulty indicated that the depressed trainway is the best alternative to mitigating all train related impacts, although it is a tier two mitigation. Mitigation must be feasible, responsible and reasonable. Mark followed up by asking how we can be talking now about the level of the solution, when we have not completed the impact analysis.

Michael Hemmer stated that if it were to come to pass that the STB would impose excessive mitigation, and that the City of Reno was free to research this issue, that UP would file a lawsuit, on a regulatory and constitutional basis. In addition, Decision 44 says that mitigation conditions are not to account for growth since the 1960's when very few casino rooms bordered the tracks whereas since the 1970's 6,000 hotel rooms have been constructed north of the tracks, and this is not the railroads problem, or something that the railroad could control in any way.

Mark Demuth stated that baseline conditions are defined as the environment existing at the moment of the action and that the UP must take the environment as it finds it at the time of the merger and can't go back to pre-merger times in the 1960's. Hemmer replied angrily that "that's not what Decision 44 says".

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Rich Vitali asked if operational constraints were within the purview of the STB. Harold deferred the question to Michael Hemmer, who stated that he would review the issue and get back to the Task Force.

Harold McNulty indicated that the STB would be *real hesitant* to suggest any operational ideas, as a means to mitigate and speed may not be imposed at all.

Bill Osgood asked if a sensitivity analysis was conducted on the gate speed data. Gui indicated that the train speed was based on monitoring that was conducted during the emergency detour.

Harold McNulty indicated that any condition/mitigation based on train speed would have to be carefully crafted, and would include language such as "*UP will operate to the extent practicable...*", and would be left to the discretion of the UP. Dave added that many factors are involved in determining train speed, including direction, track conditions, trains in front/behind other trains, etc.

Mark Demuth asked if total delay is how STB is going to evaluate traffic delay and be the basis for mitigation development. Dave said that total delay is the measure for traffic delay. Mark asked what the basis of this analysis is, is it ICC regulations or what? Dave indicated that DCCo had chosen this method that they have chosen to measure traffic delay, period!

Mark Demuth asked what the STB is really mitigating. When will the Task Force discuss speed/safety issues? Dave indicated that the analysis would be in the mitigation study.

Merri Belaustegui-Traficanti indicated that the issue of traffic delay needs to be an agenda item at a future Task Force meeting to allow for meaningful discussion. Why is DCCo avoiding discussion of important items when we have a full 18 months to prepare the mitigation study? Harold indicated that the full 18 months has already been factored into the process to get to a final decision at the STB. The STB needs three months to evaluate the mitigation study prior to making a decision. Merri requested that, if there is not enough time to discuss all of the issues at the Task Force, then the STB should grant an extension of time to allow for these discussions to take place. Harold said that they "can't guarantee that all questions will be answered prior to the draft report. We don't have any obligation to do that."

Michael Hemmer stated that he will not support any delay in the STB process.

Merri Belaustegui-Traficanti stated that our comment level would decline if our verbal and written questions were not responded to. Harold McNulty indicated that they "can't guarantee that all questions from the Task force will be answered prior to the draft report. We don't have any obligation to do that."

Mark Demuth asked Dave to explain why underpasses at Sierra, Virginia and Center Streets are not physically possible. Gui stated that we should stop belaboring the point of downtown

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not been responded to date, and this is disconcerting. The following questions were asked by Mark Demuth:

- Are all of the assumptions on page two of the handout based on averages? Yes (Dave). The data base is always the same.
- Is the speed of trains based on previous submittals? No, it is calculated off of the video based on gate down time.
- The train speed data is skewed based on changes in speed as trains speed up or slow down. No response.
- The Task Force needs to see the traffic delay methodology in writing from DCCo. Dave indicated that he would provide the methodology in writing.
- The average train length of 4,600 feet has a standard deviation of 1,200 feet, which will result in huge margins of error. Gui stated that 4,600 feet is just an average and not an actual train length.
- Provide traffic delay model calibrations in writing. Dave will provide in writing.
- \$64,000 question. When did train speed become a mitigation option !!! Dave indicated that it has always been an option and that it is included in the original list of mitigation possibilities to be evaluated.
- So, if you can manipulate the speed of trains as a mitigation option, why can't other operational variables be evaluated (length, number of trains, etc.)? Merri directly asked if train speed increase was a mitigation option that would be evaluated in the mitigation study, which was our direct question that has not been responded to in Charles McNeely's May 22, 1997 letter. Dave said that it was an option that would be evaluated.
- Patrick Jumper previously said calculation of speed based upon length and time was invalid based on gate down times and Gui said he could not explain this statement.

Harold McNulty indicated that the STB does not *get into* operational functions associated with railroads, and then went on to say that the STB would look at any option that works. Merri Belaustegui asked how they would regulate operational speed if they were not able to regulate operation train numbers through Reno or length of trains through Reno as previously stated by Winn Frank and McNulty. McNulty did not respond.

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Mark Demuth and Tom Robinson asked how viable it is the increase train speed, and how is a train speed increase implemented? Gui indicated that an increase in speed is possible if adequate warning devices are present, which they are in Reno. Michael Hemmer indicated that this is the first time UP had heard of this proposal and that he would have to review it before he could make any statements/comments pertaining to increases in train speed. Gui indicated that there was no observed relationship between train speed and train length, during the monitoring period.

Nancy Burkhart asked if an increase in train speed would necessitate an increase in traffic safety devices, and if it would be evaluated in the mitigation study. Dave indicate that Reno currently has state of the art traffic control devices and that no or minimal new traffic safety devices would be required. This issue of traffic safety devices will be evaluated in the study.

Merri Belaustegui-Traficanti said the indicated that the analysis might look good on paper, but wanted to know how the issue of increased train speed would actually be evaluated and implemented by UP. Merri also indicated that she wants the UP review and decision process to be open to the Task Force.

Michael Hemmer stated that he needed to review the issue before making any comments, and that he would bring it back to the Task Force for discussion. He indicated that implementation of a speed increase may require operational changes in the Sparks yard. Merri indicated that the city is not interested in UP information unless it is provided in advance of the next Task Force meeting so that it could be properly analyzed by the Task force members.

Bob Webb asked how a 10 mph increase in train speed relates to train stopping distance requirements. Dave stated that he would get back to the Task Force on this issue.

Bill Osgood commented that the mitigation study must evaluate all interrelated issues such as noise, dust, safety, delays downtown pedestrian traffic, as an overpass at Keystone will do nothing to mitigate traffic delay in the downtown area. No response was made by any of the consultants.

Rich Vitali asked if the post merger traffic delay impacts are based on actual train data or merger projection data. Dave indicated that the analysis was based on actual train data collected during the monitoring period.

Craig Wesner indicated that public safety is a big issue and must be factored into the analysis.

Michael Hemmer asked if any assumptions had been factored into the analysis for traffic diversion/rerouting as a result of mitigation option implementation. Gui said no.

Mark Demuth indicated that he had many questions and concerns, and stated that many of the issues and concerns previously voices by the Task Force, both verbally and in writing, have

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Dave Mansen gave a brief overview of the traffic delay collection and analysis and introduced Gui Sheerin). Gui distributed a handout to the Task Force members and gave his presentation with overheads that matched the handout. Dave indicated that the mitigation study would evaluate a series of environmental factors including traffic delay, pedestrian safety, emergency vehicle access, train/vehicle accidents, derailments/spills water quality, train operations, native American issues, biological resources, noise/vibration, air quality, property impacts/land use and the feasibility of implementation. Today's discussion will focus on traffic delay and Train vehicle accidents. The traffic delay/accident analysis is based on a week long monitoring of train traffic through downtown Reno during the detouring of train traffic from the Feather River route during emergency repair operations. Dave made it clear that they were not suggesting mitigation options today, and that the analysis looked at what would happen under various mitigation possibilities.

The handout listed a series of delay and accident methodology assumptions, several of which were discussed by Task Force members. (see handout).

Gui Sheerin Presented the traffic delay analysis, in terms of total delay hours, for pre merger, post merger and various mitigated conditions. Pre merger conditions resulted in a total average daily vehicle delay of 188 hours as compared to a post merger average daily vehicle delay of 356 hours. Gui emphasized that an increase in train speed would go a long way to mitigating the traffic delay impacts and presented several mitigation scenarios and the traffic delay benefits associated with each.

Mitigation options evaluated included one grade separation at Keystone, increasing the train speed by 10 mph, increasing the train speed by 10 mph + one grade separation at Keystone, increasing the train speed by 10 mph + two grade separations at Keystone and Sutro, and the depressed trainway, extending from Keystone to Lake Street, with Morrill closed.

Based on an analysis of total hours of delay, with no accounting for location of delay, the following mitigation options would reduce vehicular delay to levels less than pre merger condition: 1) 10 mph train speed increase (174 hours of delay), 2) 10 mph train speed increase + Keystone grade separation (136 hours of delay), 3) 10 mph increase in train speed + Keystone and Sutro grade separations (110 hours of delay), and 4) depressed trainway (28 hours of delay).

Gui said that some trains go as slow as 5-8 mph and that UP will have to determine if speeding trains up by 10 mph was realistic.

Gui concluded his traffic delay presentation and asked for questions.

Dave Mansen said that he wasn't sure legally how the STB could require an increased speed change as an operational matter and would need to discuss this with STB attorneys to provide the task force with an explanation. Dave said the model shows increase of speed can help, but the question now is, is this possible.

**Surface Transportation Board
Task Force Meeting
Summary of Meeting Notes**

for the mitigation study seemed unrealistic. The Task force meetings are a waste of time without pre review of the presentation materials/information.

Kay Wilson asked if any of the members of the Task Force who signed the letter would like to speak.

Riverbanks Representative Rich Vitali concurred with the contents of the letter and said that the time frame is driving the process, not the process driving the time frame which greatly concerns him.

Harold McNulty stated that the Task Force could have auxiliary meetings if necessary to further review STB/consultant data/information.

Bill Osgood said he represents groups of people and that without the benefit of data review before the meeting to discuss with his groups, he can not provide meaningful input at the task force meetings.

Kay Wilson responded that Mr. Osgood could always take back to his groups what is presented at the task force meeting, so meetings are not a waste of time.

Merri Belaustegui-Traficanti stated that the Task Force meetings should be delayed if it would facilitate the availability of information prior to Task Force meetings.

Review of Task Force Meeting Format and Discussion Guidelines

Kay Wilson asked the Task Force members if the Task Force format and guidelines were working for the group, and indicated that there was no underlying agenda to curtail input from the Task Force. Comments from the Task Force were limited and Kay interpreted that to mean that the format and guidelines were acceptable.

Presentation of Traffic Data and Vehicle Traffic Delay Projections for a Range of Mitigation Options

Mark Demuth asked what the status was of the outstanding issues and questions that have been presented to the STB/DCCo, specifically the questions/comments outlined in the May 29th letter from Charles McNeely to SEA. Demuth also asked when the May 22, 1997 letter from Charles McNeely to Elaine Kaiser requesting clarification on baseline vs. alternative mitigation would be responded to.

Kay Wilson indicated that many of the issues contained in the May 29th letter will be discussed at the Task Force meeting today. STB/DCCo will respond to all questions/concerns that have been submitted and concluded by saying "We'll get back to you". Demuth responded that we need responses back immediately so that the City will have the necessary time to prepare for the short time frame imposed by this process.