course of a day. Obviously that's a critical concern still to an emergency vehicle access, and we have recommended a couple of ways to assist in that regard, and including the location of display monitors and TV monitors in a dispatch center at a location to be selected by the City of Reno.

And what these monitors will do would be show the location of the train as it comes through Reno, and the dispatcher would be able to identify what crossing gate was down or is about to be down as they watched this color display.

MR. DEMUTH: I know you asked not to be interrupted, but I think it's a real disservice to the public to hear some of this without some explanation of your assumptions.

MR. MANSEN: We'll give you an opportunity --

MR. DEMUTH: No, no. Let me finish, okay, Dave? This would presume that then by reducing the amount of time an ambulance waited, the impact is less. You're missing the point entirely. Ambulances don't wait at crossings, so less wait is not the issue.

MR. MANSEN: Well --

MR. DEMUTH: You're saying the entire study is based on trying to reduce the amount of time ambulances wait at crossings?

MR. MANSEN: I'm saying what I'm saying. One, the

amount of gate down time is reduced. Mark, the amount of gate down time is reduced if we increase the train speeds. That's point number one.

Point number two is we're going to offer the opportunity for -- and we're going to offer the opportunity for the dispatcher to, when the train is coming or present, look at an alternative route. That's point number two.

MR. DEMUTH: You're missing the point completely. You're talking about mitigation. You say you're trying to find the impact here. You're telling us the impact is the 3.14 and the benefit is now you're waiting less time. You're missing the point completely. Ambulances do not wait.

MR. MANSEN: I didn't say that was a benefit. What I said was the gate down time would be less.

MR. DEMUTH: That's not how you measure an effect on an ambulance. The effect on the ambulance is how many times a day potentially could an ambulance be blocked. That's going from 12.7 times to 24. It has nothing to do with time.

MR. MANSEN: Which I'm saying is about 4 percent of the entire day or less than 4 percent.

MR. DEMUTH: That's if you're looking at time. You're missing the point completely. The way you measure impact for emergency vehicles is how many times they can be delayed. Because the second they're delayed, it doesn't matter if it's five seconds of delay or four minutes of delay, the

call has to be transferred. So this is not a measure of impact.

MR. MANSEN: I'm saying --

MR. DEMUTH: So how many times are you going? You're going from 12 to 24. That's an increase of 100 percent of blockage.

MR. MANSEN: Let me back you through it one more time. You will not be blocked if the gate's not down. We agree on that point. I am saying the gate will be down 2.28 minutes per train.

MR. DEMUTH: How many times a day?

MR. MANSEN: Twenty-four. If you multiply 24 times 2.28, at any given location --

MR. DEMUTH: You clearly do not understand. You totally do not understand how you determine the impact to an emergency vehicle. The only reason you look at time is if it was a factor, you want to reduce the amount of time an ambulance is waiting. That is not a measure of how you determine an impact to an emergency vehicle.

The second that emergency vehicle hits an intersection that's blocked, whether that's five seconds of blockage or four minutes, that call has to be transferred. So then the change in that delay time is a totally irrelevant factor.

MR. MANSEN: I'm not talking about the change in

delay time. Although, the point is, the gate will be down less time.

MR. DEMUTH: But it will be down more times per day than pre-merger.

MR. MANSEN: 2.28 times 24. Twenty-four is the anticipated --

MR. DEMUTH: You don't get it.

MR. STARZEL: Your point's made. Everybody understands you differ with the method, but the calculation you don't differ with; do you?

MR. DEMUTH: Huh? Well, you can't calculate this. The whole point is --

MR. SHEARIN: If you look at the probability that the ambulance is delayed is proportional to the amount of time the gate is closed.

MR. DEMUTH: No, absolutely not. No. It doesn't make sense.

MS. WILSON: Okay. Let's --

MR. DEMUTH: Every time --

MS. WILSON: Time out, please. Mark, would you like to make a summary statement on your suggestion for the method to calculate it and then we'll move on.

MS. BELAUSTEGUI: Will you consider it if he makes a statement?

MS. WILSON: We'll note it. We're not going to

analyze it today, but we'll certainly note it.

MR. DEMUTH: That's not good enough. There's no point in going forward.

MS. BELAUSTEGUI: We'll move on.

MS. WILSON: Dave, go ahead.

MR. MANSEN: Another area of -- and let me make -- well, another area of safety that we looked at was train vehicle accidents. With the number of pre-merger trains, the anticipated accident rate is one every 15 months. With 24 freight trains in post-merger condition is one every 13 months.

There is a study nationally that shows that somewhere around 15 percent of the accidents that occur on the railroads are for people driving around the crossing gates, and we are, therefore, in an effort to prevent that, discourage that, suggesting that we put in four-quadrant gates at nine locations that are listed up there.

Four-quadrant gates, I think you may all understand this, right now the gates come down in through traffic lanes. Four-quadrant gates would put gates on the nonthrough traffic, so essentially people cannot drive in an S manner between the gates, which according to the national study was 15 percent.

If you apply the 15 percent and assume that's the reduction, although there's no assurance that's the case, but

that's one way to look at it, you get a one accident every 14 months.

Again, we're proposing training for students be a requirement of Union Pacific as well as downtown public entities.

As has been reported, the Federal Railway Administration is conducting a safety investigation of Union Pacific operations. There have been several accidents over the past several months and the FRA is conducting a safety study. To our knowledge, it is still not on the street, but we certainly intend to take a hard look at it when it is published and anticipate it would be fairly soon.

In terms of hazardous materials, the amount of the hazardous materials being shipped through Reno will increase under the merger. One of the concerns that has been expressed and we looked at in our Preliminary Mitigation Plan is the possible effects on the Truckee River.

The surface water represents about 80 percent of Reno's water supply, so this is a very critical concern to the City of Reno. There are about 25 miles of the Truckee, 115 miles that are within 200 feet of the Truckee River.

We use that statistic to calculate some likelihood of events in our Preliminary Mitigation Plan, along with some other statistics. We studied a number of studies to look at what the likelihood would be of conditional probabilities, if

you will, of affecting the Truckee River.

A point of history: There has been no spills into the Truckee River since record keeping began in 1971. There will be an increase in the likelihood of hazardous materials. To study this in some detail, we prepared a Preliminary Mitigation Plan, did our initial investigation.

US Fish & Wildlife have asked us to look at it a bit differently, and we are working with them as part of our informal consultation, and we will be supplying them with the information that they've requested.

MR. DEMUTH: Is that in the PMP?

MR. MANSEN: The fact that we're working with US Fish & Wildlife?

MS. WILSON: No, we sent the task force a copy of the letter to Fish & Wildlife.

MR. DEMUTH: Okay. Because, I mean, you're presenting this to the public that this is a summary of the PMP. That's not in the PMP, correct?

MS. WILSON: No.

MR. MANSEN: It's ongoing consultation with US Fish & Wildlife is mentioned in the PMP.

MR. DEMUTH: Just as long as the record shows that that's not in the PMP and it's been added to the overhead.

MR. MANSEN: The overheads make a point that we are reinitiating consultation with the US Fish & Wildlife, as

does the PMP.

There is system-wide mitigation that was originally imposed when the merger was approved, and I want to talk a bit about that. That is already in place or being put in place.

Increased track inspections was part of the original merger decision, upgraded track quality, and new HazMat response plan, and as I understand it, the hazardous materials response person from Union Pacific now resides in the City of Reno.

We're also proposing, in addition to those which are system-wide mitigation, that we add additional train problem detection equipment, and what those are is hot box detector, in train lingo, and a high, wide, and shifted load detector.

Each of those detectors tell the train operator something different. The hot box detector says when there is an axle that is too hot. The high, wide, and shifted load detector says something on the train has shifted and it basically checks the envelope of the train to see if there's something that's protruding.

And we are proposing that a hot box detector and a high, wide, and shifted load detector be added, one of each at milepost 240, which is about three miles west of the City of Reno. If a problem is detected, the operator has to stop the

train and identify what the problem is.

We're also proposing that a community advisory committee -- that Union Pacific establish a community advisory committee with HazMat as one of its major subjects. And I said earlier, we're awaiting comments from FRA. Certainly we'll take a hard look when they offer whatever they recommend with regard to UP operations.

MS. WILSON: Dave, you asked me to keep you posted on your time. You've got about four more minutes.

MR. MANSEN: The train operations, the Union Pacific and Southern Pacific used the addition of helper locomotives at Woodland Avenue. They have discontinued that practice. The Surface Transportation Board wants to make sure that we don't want to reinitiate that practice and that be a requirement.

We sent letters to the three Native American tribes in the Reno area asking that we have a chance to speak with them. We got a response from the Reno/Sparks colony, had an opportunity to sit down with the Chairman Melendez, and I've listed here the issues that he raised during that consultation, and in both cases they reflect issues that we had talked about at the task force similar to the issues that have been raised in the past.

Biological resources, there are some known biological resources of interest to US Fish & Wildlife, cui-ui,

particularly in Pyramid Lake, Lahontan cutthroat trout. As I said earlier, we have reinitiated consultation, and again, we repeat the system-wide mitigation, the additional detection equipment, and the community advisory committee suggestion.

We did take a look when we were out here during the second week of February at noise impacts and we modeled those impacts. There will be no increase from the merger related to trains greater than three dBA, which is the Surface Transportation Board criteria.

There will, however, be 40 additional sensitive receptors within the second criteria, which is the 65 dBA contour. Of those 40 additional receptors, 27 of them are hotels.

MS. BELAUSTEGUI: Are what? I didn't hear you.

MR. MANSEN: Hotels.

MR. DEMUTH: Do you know how many rooms?

MR. MANSEN: No. We did -- the Board made it clear in its initial decision that safety is of paramount importance, and the noise level is a difficult one.

Because of that, there are requirements at the federal level that horns be blown, and the mitigation that we are proposing is tier two mitigation, and it's principally two tier mitigation are not required at this point because there are some regulations that are going to be promulgated by the Federal Railroad Administration in the future which could

potentially be used for the establishment of quiet zones.

There are directional horns, but they're still considered by some to be experimental, and effective mitigation is the depressed railway, but I mentioned earlier why that's not proposed.

Vibration. The vibration from either pre and post will not exceed the cosmetic or building damage criteria.

Air quality. There were no violations of carbon monoxide standards with the increased train speeds. The idling vehicles are less than pre-merger level with the increased train speeds.

There is an increase from the 24 trains in some areas, and let me just mention what those are. There's 37.4 tons per year of VOCs. That represents about a quarter of one percent of the county inventory here in Washoe County.

For Nox, 832 tons per year. This is for all 24 trains. Three percent of the inventory. Particulate matter, 5.6 tons per year, one-seventh of one percent of the Truckee River's inventory.

And carbon monoxide, 48.5 tons, which is one-twelfth of the one percent of the Truckee Meadows inventory.

There are system-wide mitigations already in place for air quality that were imposed in Decision 44. Those include some operating practices that UP has followed. It

includes upgrading the Southern Pacific locomotives and it includes converting the smoke detection analysis for each of the locomotives in the South Coast Quality Management District requirement.

Seventeen required mitigations. I'm sure we'll get into each of these. I mentioned most of them. Increase the train speed to 30 miles an hour. The train location video displays and the emergency communication center. Cameras and videos in the same location.

The discontinued use of helper locomotives at nine locations, and enhanced rail safety programs which was -- pedestrian crossing gate skirts at six locations. Warning signs for pedestrians at six locations.

Construction of grade -- pedestrian grade separations at Virginia and Sierra. If there's any underground construction for either the pedestrian undercrosses, or for that matter, underpasses or whatever, prehistoric and historic resource surveys.

Consultation with Native Americans. Installation of two types of detectors three miles west of Reno. Establishing a community advisory panel, and then certification from Union Pacific that they have complied with these as well as quarterly reports on into the future.

Last slide.

For the joint participation options, again, we

encourage continued negotiations on the depressed railway, which seems to be the preferred alternative for the City.

Rail/highway grade separations, if someone wants to suggest one. We found them to be not be as effective and to have severe impacts. Elevated railway, I-80 bypass, grade crossing safety measures. These are some that are also in the FRA guidelines.

Street median barriers, and then also conversion of two-way streets to one-way streets. Crossing guards.

There's some additional air quality measures which are actually being evaluated right now by EPA, and then I mentioned earlier the possible noise mitigation linkage.

So this is the cliff notes version of what's in the preliminary mitigation.

MS. WILSON: Thank you, Dave. Before we jump and thank all of you for listening to the presentation, I have been asked by a City Council person to read an entire letter into the record. I would like to do that first as a courtesy to City Council person Dave Aiazzi.

MS. BELAUSTEGUI: Correct.

MS. WILSON: Representing Reno City Council Ward 5. So if you'd bear with me, I'd like to read this letter as requested, and then we will move to task force comments and you can be thinking about what's the best way to get through all of that.

The letter says:

"I would like to start out by saying that the City of Reno is not fighting the merger. The City of Reno is not against Union Pacific. The merger, while generating huge profits for UP, will also improve the delivery systems of goods throughout the United States and should also reduce the costs of those goods to the people in this country. An added benefit may be a reduction in truck traffic of our aging infrastructure.

"That being said, let's move on to what the City of Reno is trying to do. It's my opinion that what we are asking of Union Pacific is to help pay for mitigation being brought about by their merger. As the councilmen, this is something we require developers to do in our own city every day. When someone's wants to build something that will substantially increase the use of infrastructure, we require them to pay impact fees.

"I'm asking the STB to make an overview of what the merger is. As I see it, there's a major development going on in Oakland that would dramatically increase the use of the best

possible route of the railway system. That route runs directly through Reno.

"After all, isn't this why they merged to begin with? If not to take advantage of this route and the Oakland Port, what is the reason? They saw an opportunity for profit and they took it. This is the purpose of business and we see nothing wrong with it. All we are asking the STB to do is to require them to help pay for mitigation of the increased traffic.

"What should this mitigation be? A very good question, but one which was answered months ago. Union Pacific and the City of Reno both agree that the best solution is to depress the railway through the Reno area. I understand that this report was started long before we agreed to this, and it is my hope that the STB thank the authors for their efforts and shelve this report.

"Since everyone concerned has agreed to the solution, I would urge the STB to step in and help us come to agreement as to how this already agreed to solution can be carried out.

"Let me say a few things about the report, itself. Many of the recommendations are very

worthwhile, and I hope that Union Pacific would follow through on them as they seem to benefit railroad operations and would provide their employees with a safer working environment.

"Let me start with the biggest issue in my mind, increasing the speed limit to 30 miles per hour. Two things come to my mind."

Just to interject, I am reading a letter verbatim from Councilperson Aiazzi.

Continuing:

"Let me start with the biggest issue in my mind, increasing the speed limit to 30 miles per hour. Two things come to my mind. One, this is not required in the report, just suggested. That being the case, there is no mitigation involved.

"Two, if the concept of increasing speed to increase safety is going to be the national norm, perhaps we should increase the speed limit in school zones to 45 miles per hour. According to this report there will be fewer accidents. By the way, there will be more fatalities, but that's apparently okay.

"Next, the increase in train traffic. Certainly it may increase to 24 or 26 or even 28 per day in the next few years, but there is no

upper limit placed on the Union Pacific. Let's all hope that the Oakland Port is widely successful.

"Can anyone here guarantee that there will not be 40, 50, or even 60 trains per day in 20 years? When this is the case and Reno is permanently bisected by trains, is there anything in this report that would require the UP to then come back and depress the railway? What would be the cost then?

"In conclusion, I would like to say that this is not a technical problem and it doesn't require a technical solution. Not only is there a commonsense solution, but it has already been agreed to. Let's depress the railway and come together to find a way to finance it.

"Did I mention that Reno has voluntarily asked to raise sales tax to pay for up to 90 million for this project? With the UP's initial offer of 35 million, my feeling is we are discussing ways to finance 55 million, which is only 31 percent of the entire job.

"We are 70 percent of the way towards reaching the goal that both Union Pacific and the City of Reno have set. We have agreed to 70

percent. I'm asking the STB to help us find an equitable solution for the last 30 percent.

"Respectfully submitted, David L. Aiazzi."

Okay. I don't believe that he is here or he probably would have read this. So thank you. And now we will move on to the task force comments.

What we usually do is go around the room and take comments. We're interested in your comments on the PMP. We're interested in your -- or the things in there that you support. It would be good to hear those. If there are things in there that you want to suggest, it would be good to hear those or have we addressed all the issues that you feel need to be addressed. That's sort of really our focus.

Do you want to do what we usually do and raise your hands and I can call on you? Before we do, just nod, is that -- you to want to stick with the form?

MR. DEMUTH: We're going to stick with --

MS. WILSON: Just go around the room.

MR. DEMUTH: -- task force members?

MS. WILSON: Task force members first and we'll take public comments in a while when we get down to agenda item number five. Go ahead, you can start.

MR. WEBB: Bob Webb with Washoe County.

Just for general information, the Washoe County Board of County Commissioners will review the Preliminary

Mitigation Plan and public hearing October 14th, and that starts at seven o'clock in the evening, so thank you for at least giving me an extra day to get the comments typed up.

What the commission will actually be doing is they will receive a background report. I sort of condensed the background report and present that to them.

We'll also provide the Board an opportunity to provide any formal comments at that time, and I will forward those through the SEA to the STB. Also I will provide a very short update on some comments I've got after I submit my staff report from air quality and also from the City of Reno's council hearing yesterday evening.

So I just wanted to let you and the SEA and the STB know that the formal comments from the county, that will occur, if they decide to make them, after that meeting on the 14th.

Continuing on, looking at the page in the handouts on derailments and hazardous material, a couple of suggestions. When you're down below the Truckee River and particularly the length of the Truckee and the location and proximity of the tracks to the Truckee, I actually ask that you consider two aspects with regard to hazardous material.

The first, if you consider the entire length of the Truckee, you're probably considering biological impacts and that's really having to do with the wildlife and the fish that

you talk about on the next page.

But I also suggest that you also, particularly if you use the length of the Truckee as a measure for calculation, you need to think about how much of the track is upstream of the municipal water intakes, because that's where -- I mean, if you've got a downstream spill from a major municipal intake, then that's going to have less impact than if it was upstream, which may or may not make any difference. I don't know, but at least I ask you to take a look at that.

The problem with that is when you look at the major municipal impacts for the City of Reno as opposed to whatever the municipal intakes are, you still have to consider there are downstream users of the river.

And although there's a lesser number, they include individuals that use the Truckee River for ditch irrigation and also the tribe, who I'm not sure if their intake is within the river itself or groundwater, but those systems are interlinked.

So what I just said about considering the impact may be more difficult, you know, trying to determine it, but at least some analysis I think would be helpful with regards to that municipal water intake.

Along the same lines, I know that there were several system-wide mitigation conditions imposed in Decision 44, and one of the items that struck me when I was reading the

report is it would be helpful if when you actually, either in the final mitigation or as a part of what's condition number 17 where you get the quarterly staff reports, is an update on those conditions as they're being met in the Reno, Washoe County area, because some of those conditions are system wide and do apply, you know, not only here but elsewhere.

It would probably be nice not only for the governments but also the public to say, okay, well, now we know that the HazMat official's living in Reno. Now we know that we have instituted a training program, those sorts of things as a part of the quarterly update.

And also condition 16 said basically thumbs up and you've done something. I think that should include a system wide, too, when UP is given a thumbs up that they get a system wide in the Reno/Washoe County area, yeah, we did it, so -- and that was very quick, but those are my points of observation.

MS. WILSON: Okay. Thank you very much.

Mac, did you want to say something?

MR. McNULTY: Yes, I'd like to respond to that.

Everything you mentioned is exceptionally good, and what we are going to be doing between now and the Final Mitigation Plan is that we're going to expand our analysis to hazardous materials issues, the water quality issues, and the wildlife issues, and the issues with respect to the Native Americans.

So what we're going to do is look at the right-of-way. I don't have the exact milepost, but it's just this side of Tahoe summit of Donner Pass, comes down all the way through town over to Wadsworth, and I don't have the milepost on that.

I've been consulting with the Fish & Wildlife Services to suggest, so we're actually going be looking at Cold Creek and the Truckee River and putting emphasis on a 200-foot width where the rail line comes within 200 feet of the water.

The reason for that, let me explain, but basically it has to do with the way railroad accidents occur. The cars tend to accordion and back up the vehicle, whether it's a locomotive or a car which is actually derailed, and it tends to derail in that fashion and it's usually within 200 feet.

We're also assuming that an accidental derailment will result in a spill of hazardous materials or toxic materials into the river, which is the worse case scenario. We're going way overboard on that.

MR. MANSEN: Well, calculating the probability.

MR. McNULTY: Yes. And the second point that was made, and it escapes me at the moment, we're looking at all the waterway problems that you mentioned there. We're going to be working very hard on this, and we just weren't satisfied with what we had done so far.

MS. WILSON: Okay. Thank you. Next hand. Yeah.

Then you.

MR. WESNER: For the record, I'm Craig Wesner with the Nevada Public Utilities Commission. I want to address some mitigation issues regarding air quality or emissions, spills in the river, and train speed.

As far as the air quality issues go, it doesn't appear to me that the proposed mitigation plan addressed pollution, particularly to the Reno area. In other words, it looked at accumulation of pollution, addition of pollution due to locomotives, increased locomotives in Reno, but used a system-wide mitigation to handle those problems.

And I'm not sure that that really mitigates the emission problems in Reno, and I think that you ought to be looking at maybe some pollution trading or trying to look at some other pollution sources to improve to come back to zero.

It only looked at I think some improvements to locomotives, some throttle modulation, which I don't think is going to be an issue that's going to help Reno, particularly with the train speeds at 30 miles an hour. I think you're going to see additional increased pollution from the locomotives trying to get up to 30 miles an hour before they hit town.

In regards to spills in the river, there was mention that using increased track inspection. You know, there wasn't any specifics on how the STB or how much you were

proposing to increase track inspections over what is already required by the Code of Federal Regulations, and I'd be interested in seeing something more specific in a final plan that identifies specifically increased frequencies and which track needs to be inspected.

And upgrade of -- another method or another mitigation was identified as possible upgrade of track quality. I didn't see anything in the proposed mitigation plan that I'd like to see in the final plan that deals with what specific class track standards the track should be upgraded to.

The track standards -- the classification of track standards is identified in CFR -- 49 CFR I think it's 213, 14, something like that.

Another thing that I think probably is a key point that wasn't addressed at all in spills in the river is putting requirements on the UP to -- placing requirements on the UP to provide a reporting mechanism that's a little more stringent than what's already required, accident reporting, incident reporting requirements that are a little more stringent than is already required in the Code of Federal Regulations, particularly when it comes to hazardous materials that involved from an incident.

Right now the reporting requirements in the CFR are pretty lax and I don't think really adequately address the

safety concerns of the City dealing with spills, potential spills in the river.

And then I had one comment on train speeds. It wasn't clear to me, there's a 30-mile-an-hour train speed limit. That is a limit, and I was trying to figure out myself if the trains having a limit imposed on them, is there going to be a minimum imposed on them?

If there isn't, if the UP operates -- continues to operate the trains at current speeds, no mitigation is essentially completed, and it just wasn't clear to me in the proposed mitigation plan. I'd suggest that maybe it be a little bit more strictly written in the final plan on what really controls the minimum/maximum train speeds for the UP to ensure that proper mitigation is achieved.

And that concludes my comments.

MS. WILSON: Thank you very much. Those are all very helpful and we'll take a look at all those comments.

Mark, I know you're ready to go.

MR. DEMUTH: I'm just going to stick to the handouts and then let other people speak, and then if there's still time in the block for members of the task force, I have literally hundreds of questions we can try to answer here, but since this has got information that's isn't on the PMP, it brought up a number of things that I think the public has a right to know.

Let's start --

MR. MANSEN: For the record, everything in there is in the PMP.

MR. DEMUTH: I guess I would say then for the record no, it's not. The reinitiation of consultation with US Fish & Wildlife Service happened after the PMP.

MR. MANSEN: The PMP says we will continue to consult.

MR. DEMUTH: That's not reinitiation.

MS. WILSON: Okay. Carry on, please.

MR. DEMUTH: Might as well start right there. The big question, if you could put this overhead up, I think we can allow everyone to see the same thing as we ask these questions.

This is a graph created from the same database that Dave indicates all of their work is done. Basically when you look at all the trains that happened in that seven-day period and you eliminate things that are not freight trains, you eliminate freight trains that don't have lengths, because you certainly can't calculate the speed of a train if you don't have a length, and then you use their formula, which is fairly simple, it has a constant for gate down time and it's just basically time over distance, you get the bottom line of the graph.

There are trains that are clearly going as slow as

5.4 miles an hour, and only because it seemed just totally ridiculous that there were actual trains during that one-week period that traveled at 43.7 miles per hour, we've taken the approach that there was no train events past 30 miles per hour. So that takes down to 622 events during that period of time.

Probably the most interesting thing when we're looking at that bottom graph that the City would like answered is there's a statement in the document that there were anomalies in the data, a few anomalies in the data over 20 miles per hour.

We have the exact same database you guys do. We come out with 38 percent of all train events of that 622 have a calculated speed well over 20 miles per hour, actually approaching 30 miles per hour.

So if we're asked to accept this data and use this for everything, you're asking us to accept that 38 percent of all train events during that one-week period were violating the posted speed limit.

So it's one way or the other. You either say clearly UP runs trains and ignores the existing posted limits, or probably what I would suggest, as I can't imagine UP is choosing to do that 38 percent of the time, this data is not correct.

You cannot use -- you cannot calculate speed as a

simple variation of length over time because -- and we all sat there and Dave can certainly and I'm sure Patrick Jumper was here from Union Pacific, there is no constancy to the gate times during this one week's period.

And I apologize for not knowing the information, and I'm sure the learned gentlemen here from UP can tell me, but the type of mechanism that initiated the gate during this data collection was not based on speed. It was based on distance.

So therefore, a slow moving train triggered it and took a longer period of time to actually enter the intersection, so you had a longer gate down time constant. And that was recorded by Dave, myself, and Mr. Jumper on a multitude of incidents, including everything in Arlington averaged 45 seconds or longer because of that type of equipment.

Mr. Jumper called Union Pacific locally and then asked if that was still the case and found out that all the equipment had been replaced between when we reported the data and when we were sitting down and verifying the data.

So you would immediately have to say that if you use a simple equation that takes length over time plus accounting for 20 seconds, that would have clearly establish why this data seems to be so erroneous, why clearly 38 percent of the trains appear to already be going faster than 20 miles

per hour.

But even if you accept that and it appears from your report that this is all accepted, even though you claim that's just a few anomalies, it seems much more to me. You then say you add ten miles per hour. Well, adding ten miles per hour is the second line, and you can see it's kind of equidistance, kind of climbs up the chart there.

Well, the assumption we made, and maybe we're wrong and certainly you might be able to provide us the answer to that, is once you get to that portion where the 38 percent of the trains are already going over 20 miles her hour, they cannot go ten miles an hour faster. There's not enough capacity left. They can only go incrementally up to 30, unless you're saying they actually are all just pumped up ten miles an hour, which means then your last 4 percent of trains are actually approaching 40 piles per hour.

I guess we're asking the question, and we're certainly very eager to have you answer it right now, is what part of these assumptions are wrong, what part are correct.

Everything in the entire report hinges on this one thing. Only if the speed is the way it is during that period of time does everything else calculate out. So if this is not the speed and our assumption's incorrect and what was done in this report is based on those incorrect assumptions, then the benefits that are calculated later on would have the same type

of error.

So I guess I'll stop right now and allow Leuw Cather to answer the question.

MR. MANSEN: Let me ask you a couple questions. You're talking about the speeds that you're dealing with. Are those within the current 20-mile-an-hour speed limit zone?

MR. DEMUTH: Okay. This is your database. These are reported lengths and gate down times for the five intersections. It's exactly the same database you gave me on a disk that we requested.

MR. MANSEN: Can you respond to some of this, Gui?

MR. SHEARIN: Yes, I can, but I want to start with a question, because at least in one of your statements it's -- but I understood that the equipment was switched in January.

MR. DEMUTH: Absolutely not. That's not what we were told.

MR. SHEARING: What's the date?

MR. DEMUTH: It's in my notes and I'd be glad to provide that. Patrick Jumper called and spent many, many phone calls finding out the exact data of every replacement and all of them were replaced after.

MR. SHEARIN: Because we heard about a number of gate times off the tapes and --

MR. DEMUTH: Well, Arlington we verified off the

tapes and every single Arlington time was longer than 20 seconds.

MR. SHEARIN: Right. We were aware there was a problem at Arlington; however, we did not find it at any of the others that were checked.

MR. DEMUTH: There was variability in every other one.

MR. SHEARIN: There was some variability, but --

MR. DEMUTH: Well, then how do you use a constant if there's variability? Are you saying you didn't use a constant? Is there --

MR. SHEARIN: First off, you're saying 38 percent. I literally had on the order of a handful that were out --

MR. DEMUTH: Are you just taking gate down time minus 20-second activation, minus the constant for deactivation? I mean, your equation is provided to us. It was not difficult math. We just took the equation you provided in the task and we just took every single event, plugged it into the equation and came out with a calculated speed.

MR. MANSEN: There is a period of time after the train crosses that also needs to be added.

MR. DEMUTH: We took a deactivation time. You stated it was 20 seconds for deactivation. It doesn't appear from the data that it is 20. It appears it was 13 seconds.

MR. SHEARIN: The average that we used was in order of 31, 32 seconds.

MR. DEMUTH: Deactivation? That would be 20 and 11. This is created on 20 and 13.

MR. SHEARIN: Arlington was clearly, I don't remember exactly now, but at least ten seconds higher than that. Virginia Street was higher than the others too by a little bit, but not by that much, and we did not have the same problem with calculating speed.

There were some outliers, but every time that we went back and checked against the actual time in the video with it, we could resolve them. We could tell the train really wasn't going that fast, so it seemed to be reasonable. It seemed like the few remaining ones were a true measure.

MR. DEMUTH: I guess I'm perplexed then, since you gave us exactly the same data, how -- we've had a number of people, several engineers look at this, and it is not a problem with the data. It's just doing exactly what you say, but clearly you get a huge number of trains traveling faster than 20 miles per hour.

MR. SHEARIN: Well, it is very sensitive to what you assume about gate time.

MR. DEMUTH: I will tell you, this is calculated on 20-second activation, 13-second deactivation.

MR. SHEARIN: I'd say that should give you the

same kind of --

MR. DEMUTH: Should be in the range.

MR. SHEARIN: Should be --

MR. DEMUTH: Should be in the range.

I'm sorry, I can't hear you?

MR. McNULTY: Should be about five seconds.

MS. BELAUSTEGUI: He just said it was 12.

MR. DEMUTH: You just said it was 12.

MR. SHEARIN: No, we give it 25 activation, and about eight afterwards.

MR. DEMUTH: That's still 33. I'm using 31 constant and it shouldn't have any effect.

MR. SHEARIN: It should be about the same.

MR. DEMUTH: I mean, I only have the data because you provided the disk that has the length of the train and the gate down time. The only other variable that can change that would be are you using different gate down times? Did you correct a database after it was provided to us? Did you do anything with the database after it was provided to the City of Reno?

MR. SHEARIN: You used the gate times in the database?

MR. DEMUTH: Correct.

MR. SHEARIN: Okay. That's probably where the difference is. There's a lot more variability in those times

than in the -- we used a -- I don't know how to say it. The gate times in the database had more variation than if you calculated them from scratch.

MR. DEMUTH: How could you calculate them from scratch?

MR. SHEARIN: Going back to the videotapes to compare them. That's where that 38 -- that's where you've got some of the outliers in there.

MR. DEMUTH: So you're saying the data, your data was so wrong that you did not use your data and you went to and timed every single event from the videotape?

MR. SHEARIN: What we calibrated the model from came directly off the videotape, no.

MR. DEMUTH: No, I direct you to page 7-4, your own methodologies specifically state, the vehicle traffic delay model described in Appendix A was expanded to allow the effect of increase and decrease in speeds. An important relationship utilized --

THE REPORTER: I'm sorry. Can you slow down? I cannot keep up. You're reading too fast. I can't even understand what you're saying.

MR. DEMUTH: An important relationship utilized between train speed and gate time as follows: Gate down time equals train length over train speed plus gate time constant. Okay.

Then on the next page, 7-5, is the discussion of the variations where it says a few train calculated speeds were higher than 20. Let me find the exact line. I apologize. I didn't have everything marked.

Well, I won't quote you. We can give it to you, but you specifically say in your methodologies that the gate time represents the actual gate time from the database. You're now saying that is not what was used, that you first calculated a gate time that you felt would be realistic and then created a speed from it.

MR. SHEARIN: That's how we checked everything. We had maybe -- I don't remember how many observations offhand, but most of the daytime trains and most of the streets we checked in that fashion. Then when we went back to the main model. We did use the times that were in the observed times that were in there.

MR. DEMUTH: Maybe we made the assumption, on page 7-5, paragraph 2, line four, overall the calculated average speeds appear to be consistent with the established UP limit with a calculated average speed during the survey of 18.7 miles an hour and a median speed of 19.0.

I certainly went with this when I read that because it's very simple to understand a median is 50 percent of the data. You stated right here 50 percent of all the data is below 19.0 and 15 percent of the data is above 19.0.

MR. SHEARIN: What was your median?

MR. DEMUTH: Huh?

MR. SHEARIN: What was your median?

MR. DEMUTH: This works out to exactly the same thing. Median is 18.9 plus or minus .01, and the mean came out to 18.7. We'll be glad to provide this. It's not -- I mean, it's the same database you gave us, so we felt clearly this is what you're doing.

And it goes from the statement. Just take the graph, find 19. Fifty percent of the data is above 19, 50 percent below 19. Doesn't have to be a scientist to figure out if 50 percent is above 19, they're going over 20 miles per hour, and that's what doesn't make sense in this entire study.

And everything is dependent on just that one single calculation. If the speed is off to begin with, then any benefit that's created would be artificial because you don't have the actual speed.

MR. SHEARIN: Well, any errors in the upward direction understate -- the greatest sensitivity in this is for it to overestimate the speed of the train. Would you agree with that?

MR. DEMUTH: I'm sorry. I only heard the first half of that.

MR. SHEARIN: The greatest sensitivity, the greatest effect of varying gate time is to overestimate the

speed of the train, because as you start taking, due to the way you calculate it, the bigger chunk that gate time takes out of it, the faster and faster that train can go, particularly for short ones.

MR. DEMUTH: But see, the problem I have with benefit is the benefit, how this works on paper. And this is all paper. How this compensates for the delay you're creating is that ten miles an hour strip, and the problem is that the portion of that ten-mile-an-hour strip that's cut off that doesn't get up, it goes beyond 30, that benefit doesn't exist. Your benefit exists because you have everything below 20 miles an hour and can up ten miles per hour, at least.

MR. SHEARIN: You didn't really --

MR. DEMUTH: We would argue they cannot go up ten miles per hour.

MR. SHEARIN: Up to 25 miles an hour there's practically no benefit for doing that, so it becomes an irrelevant issue in terms of looking at what's delayed, at the magnitude of delay savings.

That is, the fast trains, whether they're going 25, whether you calculate 25, 30, once you get to that speed there's virtually no effect in varying the speed on the delay in the crossing because they're not the trains where the bulk of the delay comes from.

The bulk of the delay is everyone that's caught at

a crossing, those long, slow trains, or maybe just a slow train, particularly when it stops, even if it wasn't very long. Those are where these kinds of variations make the least difference. And overall, it's not nearly as -- it's a much more robust methodology than you suggest.

MR. DEMUTH: Well, clearly I guess then since I have spent as much time as I have been able to since this came out and looked at all materials available, clearly your methodologies are not clear from this document and there are things that have happened in the methodology that are not stated correctly in the document, because everything is dependent on speed.

Don't you feel there's some obligation that the speed section be as clear and simple of a process as possible? And clearly this has demonstrated it's not.

MR. SHEARIN: Well, a simulation model --

MS. WILSON: What I think we should do now, obviously this is a very important point and --

MR. DEMUTH: But we're not going to get an answer, so all we're -- we have no ability to do anything different. You're not answering.

MS. WILSON: No, I think that we will answer it in the PMP.

MR. DEMUTH: Today.

MS. WILSON: I don't know that it will be resolved

today. What I wanted to suggest that is if you want to supply additional written documentation of how you think it should be done, and if you and Gui and Dave can talk after this meeting --

MR. DEMUTH: Trust me. We'll submit substantial documentation.

MS. WILSON: I know, but I'm saying beyond this meeting, I think it would be fine. We're going to be done here at 3:30. We have the rest of the day. The three of you could further discuss this and try to just resolve it amongst yourselves.

Yes, Merri.

MS. BELAUSTEGUI: I'll ask a more basic question. If I understand it, correct me if I'm wrong, tier one is required mitigation? Anyone answer. Any of you can answer that. Is that true?

MR. McNULTY: Tier one is mitigation and support that is required of the industry.

MS. BELAUSTEGUI: Okay. So we've all agreed to that, tier one is required. Explain to me how you can require, and I'm using that word specifically, how can you require the UP to run consistently at 30 piles per hour?

MR. McNULTY: Well, we'll be a little bit flexible on this. You can put in the language. This is the Preliminary Mitigation Plan. We have in mind possibly modifying the

language of that condition.

This is a Preliminary Mitigation Plan. The way the condition reads at the moment is that the Union Pacific shall put in the capital investment necessary to make it possible to run trains through downtown Reno at 30 miles an hour, and once that is done, we are requiring the railroad to run them at 30 miles an hour.

That is a little bit tight. We're the first ones to admit that. It's something that we can modify. I think you can put a range in there and we will monitor the results.

One of the suggestions before was to require more reporting on the environmental conditions, and I think we're going to look at doing that with respect to the train speeds so that we can monitor it for a considerable length of time and see how it's working.

MS. BELAUSTEGUI: Okay. So if I understand your question, you're not requiring the UP to do anything, you're asking them to try?

MR. McNULTY: The way it reads now, we are requiring to make the capital investment necessary, primarily in Sparks yard as laid out in the Preliminary Mitigation Plan, to enable them to run at 30 miles an hour through downtown Reno, and once that's accomplished they will run at 30 miles an hour.

MS. BELAUSTEGUI: And how do you ensure that they

will?

MR. McNULTY: That's why I added on that we were going to beef up, in effect, the reporting requirements so that we can monitor this for a considerable time.

MS. BELAUSTEGUI: Okay. Fair enough. What if they don't?

MR. McNULTY: What if they don't what?

MS. BELAUSTEGUI: Run at 30 miles an hour consistently, in their words?

MR. McNULTY: Then I think we can take some further action if it's necessary. If the Board sees fit to do it, we will do it.

MS. BELAUSTEGUI: And what does that mean?

MR. McNULTY: I couldn't tell you what the Board's going to do.

MS. BELAUSTEGUI: So you're proposing a plan you're hoping they can do, but you're not sure, and you have no idea what you'll do if they can't?

MR. McNULTY: Don't put words in my mouth, please.

MS. BELAUSTEGUI: Okay. I'm not. I'm trying to summarize what you're --

MR. McNULTY: I gave you the answer.

MS. BELAUSTEGUI: Okay. Thank you. Fair enough.

MR. HEMMER: And as we said in prior meetings, we both think we can do it.

MR. DEMUTH: Your people, your engineers believe that they can run through Reno?

MR. HEMMER: I believe Mr. Bradley was here last time. He said that with the modifications that were being required, 30 miles per hour conference speed could be.

MS. WILSON: Steve?

MR. VARELA: Since we're on the discussion of speed --

MS. WILSON: Steve Varela, City of Reno.

MR. VARELA: Since you're talking about the infrastructure to allow them to go 30 miles an hour, don't you have in place now the infrastructure to allow them to go 20 miles an hour?

MR. McNULTY: At the present time?

MR. VARELA: Right.

MR. McNULTY: Yes.

MR. VARELA: I mean, that's the speed limit at the present time, and we know that half of the trains aren't going 20 miles an hour, they're going lower.

MR. HEMMER: The answer is no, we don't have the infrastructure in place because the signaling is designed in such a way that trains trailing each other may end up going through Reno at significantly lower speeds. Part of the redesign is to prevent that from happening.

MR. VARELA: So the speed limit is not your

operating speed? The definition is speed limit?

MR. HEMMER: The speed limit is the operating speed if it can be maintained under traffic conditions and operating circumstances.

Right now we have a signaling system set up where if we have two eastbound trains, one following the other, the second one may go through Reno significantly slower than the speed limit. One of the modifications that's being imposed is to remedy that situation so that when a train starts heading through Reno, it can maintain 30 miles an hour.

MR. McNULTY: Excuse me, Steve. I think I misunderstood your question. Didn't you ask if it's possible now physically with the plan in place to run at 20 miles an hour?

MR. VARELA: Right.

MR. McNULTY: Yes.

MS. WILSON: Merri.

MS. BELAUSTEGUI: Just as a follow up. In the report your exact words are you state that 30 miles per hour is a slow speed and you liken it to a car traveling at 20 to 30 miles per hour.

Can you please explain to me how a car stops going 30 miles per hour versus a train stops going 30 miles per hour and how that is similar.

MR. FRANK: There is no similarity between a car

stopping at 30 and a train stopping at 30, and I don't think in the report that we compared braking distances of a train to a car.

What we were trying to do in the report was to give a perception. A normal speed within the city is around -- cars travel at 30 miles an hour. This is not an unusual speed. It is not an unusual speed for a train to operate at 30 miles an hour and to operate through cities at 30 miles an hour.

MS. BELAUSTEGUI: Okay. So this statement would then be incorrect? I'm reading on page 7-12. Both the current maximum train speed of 20 miles per hour and the 30-mile-per-hour speed discussed are relatively slow operating speeds. These trains speeds are similar to street and highway speeds in downtown Reno, so the speed/distance relationship for pedestrians are similar.

MR. FRANK: I see no conflict with the question you asked. The speed/distance relationships for a pedestrian looking at a train or a car going at 30 miles an hour is the same. The statement says nothing about the stopping ability of the train versus car.

MS. BELAUSTEGUI: Then I might suggest that you clarify that in the Final Mitigation Plan so no one else misunderstands that.

MR. FRANK: That comment is noted.

MS. WILSON: Rich.

MR. VITALI: Rich Vitali from River Banks Home Owners.

Just on the speed issue, I had the same questions that have been raised so I won't raise those, but on the page that talks about traffic delay, the statement's made that 30 miles an hour is reasonable through Reno.

I'm just interested to know, is that based on the opinion of the consultants? Is that based on an operating manual? Is it based on railroad safety? I just don't understand who made that determination.

MR. FRANK: Okay. The determination was based on typical railroad operating practices and requirements from the Federal Railroad Administration. You couldn't legally operate at 30 miles an hour through Reno without complying with all the Federal Railroad Administration safety regulations.

That even includes upgrading the track to support the 30-mile-an-hour operation, and actually, the class in order to operate at 30, you'd have to upgrade it to one that would accept 40-miles-an-hour operation.

All of the other signal rules and operating procedures required by the Federal Railroad Administration by definition are incorporated within the 30-mile-an-hour speed limit through Reno.

Thirty miles an hour is not an unusual speed going

through cities. We know of a number of other locations where 30 miles an hour is common, including the very populated places, and even places where there are a considerable number of grade crossings.

In order to enhance the safety of that, we have, as Dave had mentioned, modified and improved the grade crossing warning devices within the City to include four-quadrant gates, that being around 15 percent of the grade crossing accidents where people are actually going around the gates.

We have improved the pedestrian warning by putting skirts beneath the gates. We have gone further and said grade separations for pedestrian travel on Sierra and Virginia Streets. So none of the things -- the fact that the train is operating through the city at 30 miles an hour is not unusual or strange or uncommon.

MR. VARELA: One quick follow up.

MR. FRANK: Sure.

MR. VARELA: When you did your accident analysis where it went from one every 15 to one every 13 months, is that based strictly on numbers of trains? Is it based on increased speed? Is it both?

MR. MANSEN: It's based on -- and that uses the federal FRA formula for calculation, prediction of accidents. As a basis, it includes a number of factors. If there are warning devices at the crossing, speed is not a part of that

formula.

We did -- all of you know, we did a study in Wichita, and in that case they did not have the same kind of warning devices that were present in Reno, so it became part of the calculation.

But for Reno where you do have warning devices at every crossing, speed is not a factor to calculate that.

MR. VARELA: But if you move, I mean a lot of the discussion was the Truckee River and danger to the river, and we're not worried about grade crossings there. It would seem to me that speed would be a factor.

MR. MANSEN: If you look at that section, we do include all -- the likelihood of an event definitely. It doesn't just look at the FRA formula. It's --

MR. SHEARIN: Speed is not an issue.

MR. FRANK: The only place where there is an increase in speed stipulated is through the downtown segment. There is no speed increase through the Truckee Meadows or on either side of Reno. Those speeds remain as they have always been operating in the past.

MR. DEMUTH: I'm sorry --

MS. WILSON: Mark and then Steve.

MR. DEMUTH: -- I've got to follow that up because you can't just suddenly presume a train is going to change speed. There has been acceleration as well as deceleration,

and there's no discussion of either in the entire report. So there clearly has to be changes in speed outside of the downtown area. They're heavy trains. You just don't instantly change speed.

MR. MANSEN: Coming westbound -- I'm sorry, coming eastbound the speed limit would come down from 40, so you're decelerating from 40 to 20. Going --

MR. DEMUTH: You have data that shows that they're presently operating at 40, so that is a deceleration?

MR. FRANK: Again by FRA regulation on the class of track, they cannot operate faster, so they're at 40 or below.

MR. DEMUTH: But your own data shows that they can't operate more than 20 and they're operating --

MR. FRANK: Just like driving at 30 miles an hour -- never mind.

MS. WILSON: Steve. We've got lots of hands here.

MR. SHEARIN: In the PMP it shows you the speeds.

MR. DEMUTH: I couldn't hear. He started talking.

MR. SHEARIN: Look at page 5-12 shows the speeds of the radar out at Woodland, which is -- and other streets.

MR. MANSEN: That's not every train, but that was --

MR. DEMUTH: Well, you bring up a good point. There's only four indications here of downtown speeds,

specifically Virginia Street at a particular time and Washington Street at a particular time, and it would seem then that maybe the data is correct and UP is violating that speed as one was recorded at 22 miles per hour.

So the other thing that I guess is anomalous about this table, of the two trains or four trains that are looked at in the downtown, from your own database it appears one of them is an Amtrak train. Are we to presume that Amtrak is interspersed in this data even though it's clearly stated that Amtrak is not part of this study?

MR. MANSEN: No.

MR. DEMUTH: One of these events is an Amtrak train.

MR. MANSEN: Those were measured train speeds, but the data with regard to train speeds, and we calculated the train speeds for every through freight train, average of 20 trains per day for seven days a week, and we calculated per the description that we used. Again, that was -- go ahead.

MS. WILSON: No, go ahead.

MR. MANSEN: That was -- we wanted to measure for purposes of noise analysis train speeds at different locations.

MR. DEMUTH: You make a statement in the PMP that this demonstrates the fact that the calculated speeds are probably accurate because they fall within what you got with radar. But clearly if one out of four events, which four is

just ridiculous anyway, but one of the four is an Amtrak, how does that help demonstrate that the calculated speeds would be correct?

MR. MANSEN: The thing that struck me as fairly compelling is the median was right near the train speed.

MR. DEMUTH: And you've still not answered that. Is it incorrect, Gui, to make the statement that the median is 19.0, 50 percent of all the trains in that database then must have been going faster than 19.0? Are you claiming that they're going between 19.0 and 20 and they're not exceeding 20?

MR. SHEARIN: No.

MR. DEMUTH: Okay. What is the distribution?

MR. SHEARIN: I've got the same distribution that you have here, but I don't have the -- it doesn't look like it has the severe upper end. I don't get any trains going as fast as 30, for instance.

MR. DEMUTH: That's fine. I mean, there can be variations. Do you show a distribution that clearly shows it over 20 miles per hour?

MR. SHEARIN: Yeah.

MR. DEMUTH: Can you tell us how many events are over?

MR. SHEARIN: That's 21 and up. Out of the 700 trains in this model, I get 194 that are going 21 and higher.

MR. DEMUTH: So 194 out of 700, and I know you have a calculator over there and you'll save me the embarrassment of trying to figure that out myself, but that -- gee, looks awfully close to 27 percent.

MS. WILSON: Is it possible to do that off line or do you want to wait for that answer?

MR. DEMUTH: Well, Kay, I guess since this is discussion --

MS. BELAUSTEGUI: It's critical, Kay.

MS. WILSON: All right. We'll wait just a couple more minutes.

MR. SHEARIN: If you pick 25 and over, it's down to 33, which is less than 5 percent of the database, so you know, for -- by aiming at a 20-mile-an-hour speed limit, it looked like it was --

MR. DEMUTH: I guess the question would go back to your own statement in your own text where you specifically say -- and I apologize to the public. I'm sure they're thinking, God, what a -- where it said a few, and I guess we're certainly trying to understand how you, as scientists, have determined that -- what was your calculation of 194 over 790?

MR. SHEARIN: Well, the outlier I picked was for a train going as high as 28 or above. I get five between there and 30.

MR. DEMUTH: Well, I agree. I mean, clearly the

graph showed as you go higher that the anomaly only goes away much more faster, but you're saying 179 -- 194, 194, 700, did somebody do the percentage of what that was?

MR. SHEARIN: 27 percent.

MR. DEMUTH: So you have 27 percent. I come up with 38 percent. I'm certainly willing to sit down and figure out why our database is less accurate than yours, but it clearly doesn't seem to match the statement that you have variation in gate time data resulted in a few trains with calculated speeds higher than the UP established limit of 20 miles per hour.

Do you consider 27 percent of the data set a few?

MR. SHEARIN: No, but I consider that range to be what you would get when you calculate it.

MR. DEMUTH: Yeah, exactly. Calculate it. In other words, it's probably not representative of the actual speed of the train. It is a calculation. The calculation at 27 percent of it, by your own standards, exceed what we believe to be happening.

MR. SHEARIN: The main error that can occur in this, because of the way the gate time works, is the estimate that the trains go faster than they really are. That's a conservative error in terms of doing this analysis.

MR. DEMUTH: We haven't got to the issue whether it's a good error or bad error. I think our concern is

it is error.

MR. SHEARIN: It's a safe error to make in this because --

MR. DEMUTH: Well, that's only one.

MR. SHEARIN: -- the chance of going in the base. The last delay you say there has -- the less effect if you speed them up, you effectively do nothing.

MR. DEMUTH: I think that would be the point, that if you have 27 percent of the trains that are already exceeding a certain speed, you're not going to get the benefit of those 27 percent.

I guess since we don't have any other calculation, we're recreating this. There's very little data provided to us. We don't have the ability to know if everything else is as bad as this is, but this one clearly appears to be erroneous.

And if it's erroneous, how do we then know the paper/pencil benefit of this; in other words, the fact that, as your own handout states, we go from X number of hours -- I apologize. I don't have it all memorized.

You're saying that the benefit is that we go from pre-merger 189. We know the post-merger, if any of this is correct, is 373 and the benefit is that we go back down to 154. Well, we can't recreate that, so what if that benefit doesn't exist? What if your 27 percent is as inaccurate on those calculations as these?

MR. SHEARIN: I've already told you this is a conservative assumption to apply to that. It only gets if you can make the speed determination more accurate than this, you will find greater benefit in doing this.

MR. DEMUTH: So then your statement that every train will go ten miles an hour faster is not true because you clearly did not, on this 27 percent that are already exceeding 20, add ten miles and take them up above 30, or did you take them above 30?

MR. SHEARIN: It didn't really make any difference whether we did or not because the delay, the delay savings disappeared between 25 and 30.

MS. WILSON: Thank you.

MR. SHEARIN: But you said all trains going at 30, the savings and delay increase by 20 hours.

MR. DEMUTH: That's fine. We'll stick with that. If you could turn the graph back --

MR. SHEARIN: All of them going 25, it was still --

MS. WILSON: Mark, can we move on?

MR. DEMUTH: No, Kay. Thanks anyway.

MS. WILSON: I'm going to give you about two more minutes at this point. I've four people in the queue.

MR. DEMUTH: Yeah, so you're saying you're acknowledging then with your own database, because we're

seeming to look like our databases are similar, there's probably some errors because you cleared yours up and we didn't have a cleaned-up database from you, you're saying then that the ones that are clearly going below ten miles an hour, even say the ones going below 15 miles an hour, are increasing their speed 20 to 15 miles an hour or do they increase only ten miles per hour?

MR. SHEARIN: The case we present there, they increase the speed ten miles per hour.

MR. DEMUTH: Ten miles per hour, so your entire benefit from the 373 post-merger down to 154 can be explained by ten miles per hour basically from those slower speed trains up to we say there's --

MR. SHEARIN: You can cut it off at 30. It doesn't matter whether you assume they increase speed faster than 30 and up in terms of the abilities because they really don't save you delay past 25 to 30. So it's the count of 30 gives you the same answer.

MR. DEMUTH: Okay. We certainly would like the record to show that had we been provided obviously the correct database, which we're obviously using a different one than the one that was provided to the City as requested, possibly we could have created the same things.

But since no other data was provided and no other methodologies are explained well enough that we could create

anything other than this one calculation, the City clearly does not have any ability to recreate those same benefits or savings that you do.

So we're being asked to comment on a document that we're being asked to believe that is accurate, but clearly from your own statements 27 percent of it appears to be erroneous, so it's very --

MR. SHEARIN: That's your statement. That's the variation I would expect in trying to calculate it, that you would see a range around the average.

MS. WILSON: Okay. Mark, we have noted your statement for the record. We've got Steve Bradhurst, Steve Varela, and Rick Vitali. Oh, I missed you, John.

Okay, Steve.

MR. BRADHURST: Okay. Thank you. I have a couple of questions and then some comments, and the first question pertains to the cover letter of the document, itself.

It says that -- on the second paragraph it says the Board will make its decision after considering both the Preliminary Mitigation Plan, the Final Mitigation Plan, final recommendations of the SEA, and public comments. Can you tell me how the Board will consider public comments?

MR. McNULTY: We consider the entire record any way they wish.

MR. BRADHURST: How is that going to be presented

to them?

MR. McNULTY: They obviously have a Preliminary mitigation Plan already. They'll take into consideration all the comments on the Preliminary Mitigation Plan, put them together in the Final Mitigation Plan and which, in turn, will be put out for comments.

We will consider those comments ourselves. We will make our final recommendations to the Board based on that, but the Board has the entire record before it and they will go through it.

How they're going to vote, what they're going to decide, no way to predict that.

MR. BRADHURST: That's not my question. I'm trying to figure out how you package the public comments, because certainly it's important for people that participate in this process, if they're going to take the time to provide public comments, to have a feeling it's not going to be filtered out, that in fact there's going to be opportunity for the Board to look at these comments.

And what was important for me is your comment, Mr. McNulty, that I guess based on the past practices, the Board does pay attention to the public comments.

MR. McNULTY: Yes, sir.

MR. BRADHURST: Let me go on then. The executive summary of the first page of the last paragraph under City

background says any conditions imposed by the Board must be reasonable and must address issues directly related to the merger.

And having sat in on this task force over the last ten months and listened to the discussions, at times I feel like we're focused on the trees and not the forest, and to me, the forest really comes to the fore on page 4.5, which is the train projection section.

And if you look at that, what you provide here in this whole document, the base of the whole document is the pre-merger base line, which is 1995, and the post-merger base line, which is projected year 2,000.

And if that's the case, then what disturbs me is that what we have is a narrow time frame for analysis. And then the next page on 4.6 you go on to say, based on the experience in rail mergers, the Board's Section of Environmental Analysis has found that 25 train projections beyond the five-year periods are expected, at best.

SEA therefore uses the train projections contained in table 4.41 as the basis for the analysis in this Preliminary Mitigation Plan, the potential environmental impact, et cetera, et cetera.

We've discussed this before, but the issue for me, and I think for many people in the City of Reno and also in the environs would be what is the worse case scenario.

You talked about the worst case scenario, and I'm pleased to hear that in terms of the spills, hazardous spills you're going to take a look at what happens if you have a hazardous spill, particularly as it relates to the impact to the Truckee River, and after that the groundwater system, by the way.

But it seems to me that there has to be a limit to how many trains can come through the community, and the first step that I would take as a technician would be to say to the Surface Transportation Board, my boss, if I worked in your position, is this community can't stand more than 50 trains a day or seven trains a day or whatever.

There comes a time when there's just too much impact in terms of the quality of life, traffic, safety, hazards, and things of that nature.

And the analogy might be a human being. We can take 70 degree temperatures, we can take a hundred degree temperatures. There comes a point where you can't take it anymore and our quality of life goes down very quickly when you get up to 110, 120, and then beyond that we have a slowdown and we actually have paralysis.

So the problem I see is that here we have no analysis in terms of what's the worst case, that is, what can the system bear here in the Truckee Meadows. And so the way I have read this is after a period of time we could see 50, 60,

70 trains.

There is nothing here that says there's a limit to the number of trains that comes through the Truckee Meadows, and I think we're doing a great disservice to the community as well as the Surface Transportation Board by not telling that there is a limit to how much the community can withstand.

So the first thing I would do with an analysis like this would be to say on the outside it appears from the data we've collected that you would have total paralysis or you'd have significant impact to the community if you had X number of trains coming through the community.

When I look at this, all I see is -- well, and your comment, Mr. McNulty was the impact is going to be 11.3 trains. Well, that's the projected impact for a short time frame. A very short time frame. Really, from 1998 to the year 2,000. When all this is completed, we're talking about two years and that's it, and then after 2,000, who knows what's going to occur.

I understand that it's not a concise science, but it seems to me that what is really required is some sort of analysis which should be done and can be done on the worst case scenario, that is, don't go above this number, and the Surface Transportation Board ought to put that in the order. That is, there is a limit here, and you don't have a blank check to run 50, 60, 70, 80 trains a day through the community.

I don't see that limit in this document, and having worked on environmental documents for many years and reviewed them, I have seen that kind of information on the documents, and so I think the community needs that information.

But therefore, the reason why I asked the question about how the comments get to the Surface Transportation Board, because a comment like this, seems to me, ought to be at the fore. That is, they ought to take a look at this and say this is nice, we're looking at the trees here, but we ought to look at the forest and we ought to look at the pictures of what the community can sustain and accommodate by way of total number of trains through the community, and then work from that down.

Another comment is on the noise level. You indicate that there's no increase -- this is the handout in the -- over the three decibel criterion. That may be the case for the individual trains, but I'm wondering about the person that's used to hearing the whistles 15 times a day and what that may mean if they hear it 30 times a day or 40 times a day.

So it seems to me what goes into that equation is also frequency and duration, not just the fact that it's only three decibels or less decibels. There is a point where, again, on a human being to say enough is enough. I can hear the whistle five times a day or ten times a day, but even

though it's three decibels less, gosh, do I have to hear that 50 times a day. That could be a bit of a problem.

And finally on the water quality, I applaud you for taking a look at the impact of spills on the Truckee River, but also, as some of you know, there is another issue here, and that is the impact of spills in the groundwater system.

And there is evidence to suggest that train operations in the past and maybe in the present, but certainly the past have contributed to contamination of the groundwater system, even in this valley.

So the issue that dates -- or questions of dates and answers is what does an increase of 50 percent or a hundred percent of train tracks mean to the water quality groundwater system, as well as the surface water system.

MR. MANSEN: Thank you.

MS. WILSON: Did you want to say something, Dave?

MR. MANSEN: Brief responses to a couple of points. As I understand the groundwater question, there are a number of possible sources for contamination of the system, as I recall in talking to the counties, Washoe County, upwards of 200, is my recollection. I don't have the data in front of me.

The noise analysis does take into account the frequency. It is a measure over a 24-hour-period, so the dB we're talking about is in fact the 24-hour metric, called LDN.

And the first point about the train limits, I don't know, I'[illegible] if you want to talk about that or --

MR. McNULTY: Or Winn. We have discussed this before. First of all -- and I don't want to take too much time. As we stated at the outset, in licensing a merger, we look at the effects of that licensing on the --

THE REPORTER: I'm sorry. Can you speak up a little louder, please. You're sitting back and I can't see you. Licensing of what?

MR. McNULTY: In licensing a merger, we are looking here at the effects of that licensing. The effect is 11.3 trains over a period of five years. To go beyond five years in the transportation industry gets highly speculative, and in addition, in this particular instance, there are factors which affect rail transportation volume which start working in and make it virtually impossible to isolate the effects of the merger, itself, beyond five years.

The look we're taking at this is intense on that five-year period. They're not going to run 11.3 trains the first minute after merger. It's building this up over the period of five years. That's the daily average.

Beyond that, and even within that period, we could get things such as a recession, an economic recession which will affect the volume of train traffic, including that which could be attributable to the merger, itself. There's an

immense number of variables that go into rail traffic volume, and we just have to cut it off someplace.

In the east, the applicants in the Conrail acquisition case have put in data for three years. We're working with that number, and what we ultimately do with it is in no case going to go, as far as I'm concerned, working on that case, beyond five years, however we want to project beyond that three years, because it just becomes totally speculative.

As for your other part of what you're really asking us, will we put a cap on the traffic permanently? If a cap were put on traffic in Reno, Wichita, Podunk, Chicago, anywhere else, the rail system would come to gridlock. They must have the flexibility to operate their railroads as business demands.

And they are an integral part of the economic system. Our standard of living depends on that. Rail, highway, air, pipeline, water carriers, they are all vital to how we live, so we get into the question of interference with interstate customers.

It's a legal question, but we just can't keep capping here, there, and everywhere because it's a system and it's got to operate as a system. So you may not like to hear the answer, but that's it.

MR. BRADHURST: Let me just follow up here. So what you're saying, what I'm hearing is what's important is to

keep the system moving, even though it may bring the community to its knees, and so I think it's a matter of --

MR. McNULTY: That's your perception.

MR. BRADHURST: Well, you said you're not interested in a cap, and I'm saying that if you were to take a look at what this community could sustain, how -- what it could accommodate by way of rail traffic, you may find that there is a limit. It may be that 70, 80, 90 trains a day brings everything to a grinding halt and has a significant adverse impact to the community.

But what I'm hearing from you is, well, we don't want to put a cap on a community because if we do that, we'll be looking at other communities, and our primary objective here is to make sure the system operates and is healthy.

So it's a matter of priorities, what I'm hearing, and that is that if the Surface Transportation Board is saying number one priority is make sure the system works, we don't really care what the impact is going to be if we increase the rail traffic 50 percent, 200 percent, or 300 percent to a community, we've got to keep those trains running through there, then we ought to know that.

MR. McNULTY: If you look in the Preliminary Mitigation Plan, we have included what's generally known as the National Transportation Policy Act, which is ten, 12 points. The Board is charged with balancing those points.

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The environmental part isn't specifically broken out except for saving, but the duty of the Surface Transportation Board, oversimplified, is to make sure that the nation's railroads are competitive, efficient, and are able to meet the demands of the committee. And I'm paraphrasing very generally. And they're operating for -- in a safe manner.

MS. WILSON: The reporter has signaled that it's time for our break. She needs to change her tape. So we'll come back in five minutes, and Steve Varela is next.

(Recess taken.)

MS. WILSON: For those of you who may be of the public that have joined us, you're in the middle of the Reno mitigation task force meetings. We are following the agenda that you received at the door.

I do want to announce to everybody that this meeting is required to end at 3:30 due to other room requirements, so we will be ending the meeting promptly at 3:30.

I would like to ask the task force a question. I've been asked by two members of the public if we could start -- if I could give up my item number four, which I can, and if we can start the public comment right exactly at 3:10. Is that all right with everybody? We've got two or three people that have asked to make a comment between 3:10 and 3:30. Okay. So we will do that.

And we're back. We have several people waiting. Steve Varela, Bill Osgood, Rich Vitali, John Frankovich, and Bob Starzel.

MR. VARELA: Real briefly, I've got three things.

MS. WILSON: And Mark.

MR. VARELA: I need to ask the same question again, but I think I didn't get quite get the full answer. I think I was getting there, but I wanted it to be completed and we started discussing it.

And that is, those trains that are going slower, half of them are going slower than the current speed limit, what are the things that would assure us that they will be able to go ten miles an hour faster in general, besides -- I mean, you started mentioning some of the physical improvements that have to be put in place.

And since the mitigation language says according to safe operating practices, I'd like to know, you know, what limitations that puts on going faster than it currently is today as far as like the engineer operating and why are they going slower than the speed limit right now.

MR. HEMMER: It probably would be more desirable to have one of the railroad persons address this rather than me.

MR. OGEE: Steve, are you talking about the physical improvements or the operating practices?

MR. VARELA: Both.

MR. OGEE: Tom Ogee, Union Pacific.

The physical improvements are in the Sparks yard to allow us to go through the diverging route of turnouts at a faster speed so that they don't have to slow down in advance of that, combined with centralized traffic control which gives us a better signaling, as Mike had mentioned earlier on.

So those are the improvements that we believe will allow it to go 30 miles an hour. In fact, our train performance simulation we had described to you several meetings ago shows that we can do that, so that's from a physical point of view how we could do it.

Jerry, do you want to say something about the ability to operate at 30 miles an hour consistent with safety practices?

MR. LANG: I'm Jerry Lang, manager with Union Pacific.

As far as your question about why trains are going slower, they're just probably following other trains ahead. That's all. Another train ahead has not cleared the block that this train is in, so the following train has got to go at a slower speed so they don't hit each other.

MR. VARELA: What's going to assure us that that won't still happen? I mean, if they can't go beyond the lower speeds they are now, just because we do a physical improvement

that allows them to go faster, how is that going to change?

MR. LANG: Well, you still have scheduling involved where one train may catch another. A train ahead may be a hundred cars and the train following maybe 50, so the train following --

MR. VARELA: So we're going to change scheduling practices?

MR. LANG: So what has to happen is as trains come in, just like a commuter train, like cars in a traffic jam, even though the speed limit is 55 miles an hour, during rush hour traffic, not everybody goes 55 because you have too many cars.

MR. OGEE: One of the reasons for the improvements for this yard is to give literally --

MR. HEMMER: If you'll listen to Mr. Ogee you'll get the answers, instead of interrupting. Go ahead.

MR. OGEE: One of the reasons for the track improvements at the Sparks yard, I only gave one and I apologize, one of them is to enable them to be faster, but that has secondary effect also of allowing them to get in quicker so that it doesn't get queued up behind, just like it would at a stoplight, so if you could get them going in there and we have enough tracks to be able to accept the trains, then they don't get slowed down behind.

MS. WILSON: Anything else, Steve?

MR. VARELA: I have two other items. One is in your report on page 621, there's a comment on the first paragraph on top of the page is that FRA currently is conducting an in-depth safety review of the UP/SP, including the rail line through Reno and Washoe County, to assess any merger related safety issues.

Could you explain what are they doing and how are they doing it and how can the public participate in that study.

MR. McNULTY: I couldn't hear one part of that.

MR. VARELA: Okay. Again, in your report it says the FRA currently is conducting an in-depth safety review --

MR. McNULTY: Right.

MR. VARELA: -- of the UP/SP, including the rail line through Reno and Washoe County, to assess any related safety issues. We weren't aware of that to begin with.

And then secondly, then what are they doing and how are they doing it and how can the community participate?

MR. McNULTY: Okay. This is a Federal Railroad Administration action. Obviously we don't have anything to do with their procedures, but two of the things that they looked into are fatigue on the part on the operating crew, and two, dispatchers. Both of those affect the lines, all of the lines of the Union Pacific's system, including the one through Reno.

Dispatchers are located -- or will be all located

in Omaha, Nebraska. They have control of the lines through here, and all other lines.

According to the FRA, there have been problems with fatigue contributing to accidents, and they're looking into that. The investigation that they have gone through is a preliminary to an ongoing program to completely re-examine all of the safety procedures on the Union Pacific.

That same approach is going to be used and is being used on other railroads also, so what we're coming down to basically is almost a nationwide, in-depth investigation and a cooperative effort, including the railroad managements or unions and the FRA to improve the situations on all of the railroads whenever it's necessary.

FRA has jurisdiction over rail safety. We do not. The most we can do is to recommend conditions here which contribute to safety, and it's up to the Board to implement those. The enforcement of those is largely up to the FRA.

MR. VARELA: Okay. Then the last question is gate down time relates to a number of variables, I guess the speed of the train, the length of the train, and those type of things.

What is there as far as the mitigation is primarily speeding the trains up to 30 miles an hour, what is going to be done to keep the average train length the same in order not to increase the gate down times again? How is that

being accounted for?

MR. FRANK: There are no conditions on how long the train can be -- how long the train may be. What we did for purposes of the study was rely upon, again, the simulations that the Union Pacific did regarding train lengths, which are presented in the report. That average train length came out to what, 5,000?

MR. MANSEN: The simulation --

MR. FRANK: It was a simulation that determined basically the lengths as presented in the report in that 5,600 feet, or whatever the exact figure is, is the weighted average, and we give a pretty good breakdown in there of the various lengths by type of train.

Again, the length of train issue is very similar to the limiting, the cap or putting a cap on the number of trains issue. Right now it is not a practice to limit the number of trains going through a city or their length.

That is -- and that is common for any city in the United States, that there is not a cap on the number of trains that can go through them. There is not a cap on the length of the trains. FRA controls, through their track classification system, basically the speed limits per that track classification, but there are not any real speed limits that are imposed, although some local restrictions have been in place. Those are being challenged constitutionally.

So the answer to the question is we have used the data provided by the Union Pacific, that it's been through a very elaborate simulation, and the UP has described those methods in those simulations and had, in fact, a person here described that in detail and how they were arrived at.

Beyond that, common to every other city in the United States, there are no caps and there are no limits on the length of train.

MR. MANSEN: Just a couple of quick numbers, Steve. 4300 is what the simulation showed. What we experienced the week that we were here was 4600.

MR. DEMUTH: With a standard deviation?

MR. MANSEN: We used the standard deviation of two trains, 2.09 trains. For an entire year, by the way. We used the more conservative 4600 for our analysis.

MS. BELAUSTEGUI: If I may, I'd like to ask for you to also consider UP's current sub 21 filing on October 1st, 1997, where they said that the UP cannot afford the luxury of operating short trains anymore that consume locomotives, crews, and track space.

I think that is, in their words, a critical issue with them right now and it should be considered.

MR. HEMMER: That has been corrected to 60 to 90 day recovery periods, which won't have any material effect on this line in any event.

MS. BELAUSTEGUI: We appreciate your comment, Mr. Hemmer.

MR. HEMMER: I wrote the language.

MS. BELAUSTEGUI: Good. Thank you.

MS. WILSON: Steve, did you have anything else?

MR. VARELA: No.

MS. WILSON: Bill Osgood.

MR. OSGOOD: I'd like to really hone in on the basic premise of 25.1 trains average that was the subject of considerable discussion in this task force and it took a lot of our time.

It becomes more important now because the major tier one mitigation is based on increased train speed, and using a mathematical model, it basically, if you keep increasing train speed, the entire problem goes away.

Likewise, this being a variable, 25.1, I really question no sensitivity analysis of an analytical point of view. If you have 30 trains a day average, what speed is required to get down to pre-mitigation levels? Thirty-five miles an hour? Forty miles an hour?

If you have 40 trains on average and everything, when we've heard that the STB can't put a cap, or won't, on the number of trains regardless, and the primary mitigation measure is directly affected by the number of trains and gate closing time that is down there in totality, not singles, but in

totality there, then the issue of basing the entire analysis on 25.1 trains with absolutely no analytical effort of looking at impacts on gate down time of increased averages that would project out, because now that this has found its way into tier one as a mitigation measure, if, you know, the economy warrants and the number of trains really increase and everything, we could end up worse than pre-mitigation measure in terms of gate time as a community.

And so the number of trains has affected some of the tier two recommendations that are there. The number of trains doesn't really make any difference because the problem is mitigated completely and it doesn't deal with gate down time, at least through downtown Reno.

So I would really go back to the basic premise of that as a number, and basing all the analysis on that with no sensitivity analysis, in essence, and going up to what Mr. Bradhurst says of what is the worst case scenario. All we're getting is a best case scenario in terms of the impact of increased train speeds.

Taking off on that, we as a downtown business association join with the City in really appealing Decision 44 and the criteria that this entire study has been made on that preexisting conditions resulting from development of hotels and other tourist-oriented business gives a very unreal picture of the environment that is attempting to be mitigated on.

It basically takes the uniqueness of Reno as a full service destination resort and obviates it for purposes of this study. And yet, we find in the study there are some elements that take preexisting conditions that are there regarding vehicles, access.

If it wasn't for the development of preexisting conditions, they wouldn't even be there, and yet, they're considered in the study. There's some areas when it's put in the study, some areas when it's not in the study, and that's just, you know, discongruous that it's basically there.

It's got to be one way or the other. What are the real conditions, not based on a Decision 44, that is really there, because we in the community are going to have the impact.

I mean, Mr. McNulty, you say what about a recession. We have a very real opportunity for a recession in a macro-economy right here in the Truckee Meadows if our major tourist industry is severely damaged and impacted by the increased train traffic from this and the uncertainties that it really causes for investment.

And then finally, the one element, I guess it's preexisting conditions that just never found its way into tier one, is dealing with noise and train noise. The only comment that is made in that is safety is paramount.

Well, I would agree with that, but the train horns

have been a major issue time and time again that this task force has been brought out. There's been work studies alluded to in the report of ways to mitigate that. Some experimental, some other things, and yet, they're disregarded and not placed in, and we feel that that's an important issue that should be in tier one mitigation that's basically there and not just left hanging as a non-issue.

MS. WILSON: Thank you. Rich, did you still have anything?

MR. VITALI: Yeah, I one factual correction and then a couple questions about the process.

When looking at your information on emergency vehicle access, the statement is made that overall gate down time is increased, but for each train it's less. I don't understand that.

Does that mean that even though the train on an individual event the gate is down for a shorter time, but when you look at the cumulative, is it still more? And if it's more, doesn't that mean the traffic is waiting longer? So I have a lack of understanding with that.

And I'm not a scientist, but basically the proposed speed increase appears to take the waiting time down by about a third, and we're almost doubling the train. So just on a real simple calculation basis, it doesn't seem to blend. So maybe you can help me.

MR. MANSEN: Let me try and put it in simple terms. Overall gate down time does increase with the increase in the number of trains. Increasing the train speed reduces the overall gate down time because at each of the 16 crossings the gate is down less time.

The traffic delay, however, is not a linear relationship. Traffic delay has this accordion effect where you start to stack, where the longer the gate down time is and the more traffic, you start to stack them up and they don't, what we call, dissipate as quickly. So it's not a linear relationship.

What you say I was talking about a bit earlier was the fact that speeding up the slowest trains has the most benefit, and if you think about that, intuitively that makes sense. The long trains create the longest fuse. The longest fuse takes the longer to dissipate, and so by speeding up the very slow trains, you get more backing in terms of reducing overall traffic delay.

So they're somewhat different quantitatively calculations.

MR. VITALI: Just a couple comments on the process. One thing we discussed a lot and an area that I'm personally not still comfortable with is the whole jurisdiction criteria question. I've never felt comfortable that we've gotten really a clear picture of that.

And one of the examples that I would point to out of the summary presented today is when you look at the depressed railway, one of the points that you're going to put before the STB is that it mitigates both preexisting and merger related impacts.

Well, the suggested solution does the same, so I don't really feel that that's a relevant consideration. Your own facts show that if you speed the trains up, we're going to be better than we were prior to the merger, so I think that needs to come out of the consideration.

I've never felt that, you know, you could separate the two, and I think it's part of the point that Bill was making. It's almost impossible. You couldn't calculate the exact speed to get you back to exactly the pre-merger conditions.

The other element in the depressed railway is the cost. Again, I've never been clear as to why that's part of the consideration. It never seemed like it should have been, and I know Elaine Kaiser was here and explained the reasonableness theory, and maybe that's what it's based on, but I will put that out again. It seems that -- I know that some things are more expensive than others, but should that impact the solution that's chosen? I've never felt that that was part of the process.

The last factual question that I have is that

under the grade separations, there's a comment made that there was no support for grade separations either from the City or task force, and while we certainly discussed grade separations and there were some issues about whether you could do it economically, whether you could do it with -- you know, get the land, et cetera, I never left the task force with the feeling that if that was the best solution, it wouldn't be supported.

So I'm interested as to where that comment comes from, because I'm going to take it that based on your evaluation of what we discussed in the task force, that was the consultant's opinion.

MR. MANSEN: The times that we discussed the grade separations, there was never a willingness or the support to discuss them or any suggestions as to what locations might make sense, any suggestions as to what -- you know, the one thing I did hear was the comment that a concern about affecting any businesses downtown with a grade separation. I did register that.

But there was no support for a grade separation coming from the task force. There was only discussion about -- I mean, the only solution that was ever discussed whenever we brought up grade separations was depressed train.

MR. VITALI: Well, then I clearly either slept through an entire meeting where that's all we did was discuss it, and I'm not saying we didn't say there were problems, but I

certainly would not characterize that as saying that there wasn't support if that was the best solution.

MR. DEMUTH: I want to jump in because I feel that it was a misquote from myself, and I was very specific, and I was sitting next to the City's attorney at the time who wrote it in her notes, that I stated specifically we could not offer you information on what might be preferred based on the fact that our City Council had given us no direction. That is entirely different than saying we do not support.

MS. BELAUSTEGUI: Or unacceptable.

MR. DEMUTH: It wasn't whether we supported or don't support. We don't have direction to comment on that, and that was exactly what was said and it had nothing to do with support or lack of support.

And I think the record should indicate that. There was no discussion of the City on acceptability. We were very, very pointed to explain why we made those comments and why we could not suggest which one we liked over --

MS. WILSON: Well, I think today now that the PMP is out, if the City does have specific comments about grade separations, it would be a very good time to make them.

Okay. Did you have anything --

MR. McNULTY: Has your position changed?

MR. DEMUTH: The City Council has given us no additional directions, so my comment would still be the City

has not indicated a preference one way or the other.

MR. FRANK: Do you support grade separations?

MR. DEMUTH: I don't have an opinion here. I'm merely reflecting what I've been instructed by --

MR. FRANK: Okay.

MS. WILSON: Okay. No, we understand. We understand you can't speak for the City Council and that's fine, but if you at the staff level would like to make any specific comments about grade separations, we'd be very happy to hear them.

MS. BELAUSTEGUI: I would be happy to.

MS. WILSON: Okay. You're coming up.

Rich, did you have anything more?

MR. VITALI: No. Thank you.

MS. WILSON: Mr. Frankovich left.

Mr. Strazel, you're next on the list. Did you have anything? I'm just going off the list before we took the break.

MR. STARZEL: The response was made, so I don't think I need to add any to that.

MS. WILSON: Okay. Mark, you're next.

MR. DEMUTH: She would like to make one comment real quickly first and then --

MS. WILSON: Okay.

MS. BELAUSTEGUI: Actually, I'm going to make two

comments. First of all, you are required under your own directive to take a hard look at every issue, and that includes the grade crossings, the underpasses and the overpasses.

To put the City in that position of saying what we believe is the appropriate method is completely inappropriate and it is against your clear mandate. In fact, the Decision 44 requires you to look at it, even though you have stated in your comment document, and it's on page 210, that grade separations, the directive to identify -- and this is the language of Decision 44, the number and precise location of highway grade separations is required in Decision 44, but you have now changed your directive and added the two words "if warranted," and I will note that Decision 44 says no such limiting language. And it is your duty to take a hard look at that issue, regardless of what the City of Reno believes.

Second of all --

MS. WILSON: Dave, would you like to respond?

MR. MANSEN: And we did take a hard look at -- you know, there's an appendix in here that has actual conceptual drawings for seven locations, capital costs for those.

I mean, we did take a hard look. We list the number of properties that have been affected for seven locations. This is in the absence of any advice about where to put them. We, as consultants, asked if there were comments about location. We didn't receive any comments, so we made our

own determinations about where we thought they should be located.

So my answer is we did take a hard look. It is in the book, and it's also explained in the book about why we didn't recommend any grade separations.

MS. BELAUSTEGUI: Then can you please explain --

MR. MANSEN: The rest of Decision 44, by the way, says the location of grade separations for vehicles and pedestrians. We did locate two pedestrian overpasses as recommended.

MR. FRANK: Grade separations.

MS. BELAUSTEGUI: Fair enough. Can you please explain to me what your jurisdiction is to redefine or ignore a direct mandate of Decision 44.

MR. MANSEN: We took a hard look.

MS. BELAUSTEGUI: You did not, if -- unless, correct me if I'm wrong, in tier one, which is required mitigation, where is the statement about the number of precise location of underpasses or overpasses for vehicles?

MR. MANSEN: We have identified seven and we've explained why there are better mitigations than those seven.

MS. BELAUSTEGUI: So what is your jurisdiction to ignore a clear mandate of Decision 44? It was required in Decision 44 for you to come here to this community and decide where to put them and how many. Did you do that?

MR. MANSEN: And we explained in some detail in the book why we found a better -- it explains why we found a better mitigation than what the grade separations would provide.

MS. BELAUSTEGUI: So if I may, you did not do that; did you?

MR. McNULTY: If I may?

MS. BELAUSTEGUI: Thanks.

MR. McNULTY: We're in an advisory capacity. We make recommendations to the Board. They can accept, reject, or modify our recommendations.

And we've gone as far as we think we logically can on a question of underpasses and overpasses. We laid it out for them. They have a record to look at, and they will be fully aware of everything that we've done and will make the decision. We don't make the decision.

MS. BELAUSTEGUI: So in other words, even though the Surface Transportation Board expressly required the Section on Environmental Analysis, which is you folks, to come to Reno and to find the precise number and locations of underpasses that the UP will be required to put in for this community, you did not do that?

MR. McNULTY: We did just what we said we did. We examined them. We laid them out and we --

MR. SHEARIN: We have also recommended, too --

MS. BELAUSTEGUI: If Reno wanted to help pay for them.

MR. DEMUTH: No, he's saying the pedestrian.

MS. BELAUSTEGUI: Yes. I understand the pedestrian portions, too, were ordered for UP to pay for them. We appreciate that you at least followed Decision 44 in that regard, but you did not recommend one single underpass or overpasses for vehicles, as you were required to do. Yes or no?

MR. FRANK: In the process of public comments, and just in the normal way of looking at alternatives, increasing train speed came up. It was mentioned at a public meeting and in some of the comments that we had. Look at increasing train speed.

MS. BELAUSTEGUI: Fair enough.

MR. FRANK: So we take -- so we respond to that comment. We take a look at increasing train speed.

MS. BELAUSTEGUI: Fair enough.

MR. FRANK: We also took a hard look at all of the grade separations. I think it would be very difficult for us, in light of the improvements that we saw with increasing train speed, to come out and recommend that a less effective grade separation be recommended.

MS. BELAUSTEGUI: Fair enough. We also asked you to look specifically at the economic factors that this

community is facing. However, your response to that was Decision 44 does not mandate that we do so.

So again, I'm asking you, how can this community feel comfortable knowing what you can pick and choose the decisions you're electing to follow to the letter in Decision 44 and the words you're choosing to ignore.

I might make the same argument with the length of trains and the speed of trains. I know you've provided an answer, but again, Decision 44 is completely silent on that issue.

MR. DEMUTH: You state that speed was looked at because we brought it up. I know I brought it up and I brought it up in the same sentence. It said any one of three variables, speed, length, number, can accomplish the same thing. And I'm sure Gui will not argue that that equation is true. You can employ any of those three and get the same effect.

MS. BELAUSTEGUI: We understand you're going to ignore Decision 44 and I'd be happy to move on.

MR. MANSEN: Well, you have an opportunity to go to the Board if you want and say that you want grade separations to be put into the preliminary recommendation.

MS. BELAUSTEGUI: We understand we have an opportunity to comment formally and we will do so

MS. WILSON: Mark, you're next.

MR. DEMUTH: Okay. And please don't let me cut into the public's time. I apologize.

MS. WILSON: And Paula's after you.

MR. DEMUTH: Maybe we should let Paula go first then.

MS. BELAUSTEGUI: Please. Go ahead, Paula.

MS. BERKLEY: I'm totally unprepared. I had a question primarily. We're going to present a couple comments tomorrow because we anticipated we'd be short period of time, so just to ask questions about the meeting is my point here today so I can clarify what it is that we've discussed.

One of the questions that I had coming into the meeting was what does the Surface Transportation Board define as consultation to Native Americans? Because that's unclear to me, what consultation means to you so that we can understand, anticipate.

MR. McNULTY: Consultation, kind of informal words on it, is being in contact with them, getting their views as any other member of the public, and finding out what their specific concerns are, which we have done, and we've provided them through you and Mr. Melendez the materials during the process of this study.

We've attempted to talk to some of the Native American groups. They apparently have elected not to come in, and we rely on you, if I understand correctly, and they've made

their position, the Reno/Sparks Indian Colony has made their position very clear, and we're taking that into consideration.

And as a matter of fact, we're going even further on this matter and investigation which is being expanded with respect to hazardous material spills all the way up through Cold Creek, and from up there all the way down east to a point where the railroad leaves the Truckee River in the Wadsworth area. I apologize, I don't have the milepost number.

MS. BERKLEY: That's fine.

MR. McNULTY: But one of the primary factors in that investigation is the interest of the Native Americans in this area and in endangered species, and whatever information we turn up, we're going to examine it with a fine-toothed comb and come up with possibly further recommended mitigation plans.

We're looking at the safety of the water, the quality, biological resources and impact on the people in the area, and part of the reason we're doing that is because of the advice we've been given by the Native American community through you.

MS. BERKLEY: Okay. One of the things that I think that I'm hearing today from other people as well as the tribe that I represent is that in the study it says that we're going to X, Y, and Z, but very often it does not say what would happen if X, Y, and Z did not happen.

For example, in the Native American consultation is supposed to occur if there's some construction that goes on.

MR. McNULTY: Right.

MS. BERKLEY: Well, what would happen if that consultation doesn't occur? Because, for example, when the railroad was federally required to consult with the tribe before the merger was even applied for and that consultation should have taken place, it did not take place.

The Surface Transportation should have consulted before they made their decision to approve the merger. They did not do that. So, you know, whether it be this example or whether it be the train speed if they go over 38 percent of the time, as they have in the past, what happens?

The hazardous materials, the mitigation in that was to improve the rail quality and increase the inspections. We don't know how many train tracks are going to be improved, how many inspections are going to occur, or what would happen if they didn't.

So it seems like that those things need to be filled out because what you're trying to, I think, do is to not only mitigate, but to make the public feel good about that mitigation and feel comfortable about it, and unless parameters are put around it, I don't think that we're going to feel very comfortable.

Now, I also was hearing you say, and I don't want

to ignore, that you can't put caps on trains, for example. So there are some kinds of "I can't do that," but maybe you could put something to the effect that if it got to be 40 trains a day, the railroad should additionally mitigate that or something like that in some form or fashion or renegotiate or something like that.

So that again, you're not stopping the traffic because you want to keep the system moving, and I think everybody wants that to happen. But when it gets unbearable, you know, how can we anticipate that?

And, you know, I don't think you will feel comfortable approving something that has no limits to it.

MR. McNULTY: You've made a useful observation here, and I might add to that that if a railroad is faced with tremendously increasing traffic compared to the capacity of a line that -- moving the traffic over, they're going to have to make changes to the line in order to accommodate the additional traffic. There is a point where they jam up also.

And if that ever occurs, I would expect that this railroad, like any other railroad, would be making changes to their infrastructure to accommodate the traffic and everybody would become aware of it.

I do like your idea of possibly putting in some kind of a notification process, general language, because we can't predict when something is going to happen like that, but

at least we could make a notification kind of requirement to the local public authorities and all other interested parties. It may not ever happen. Then again, it might happen soon.

One thing I wanted to point out to Mr. Bradhurst along these same lines, a railroad system, I use the word "system" underlined, is quite flexible in absorbing traffic.

There's a parallel line here to the Feather River which can handle and will handle traffic between the same general points as the line through Reno that are different thrust on how the railroad wants to divide the commodities on those two routes, but they are alternates to each other.

There's also a line via El Paso, Texas and Barstow -- excuse me, West Colton, California, up into the Bay region, and that can handle that kind of traffic, so there's a safety valve mechanism there. It's up to the railroad if they want to use it one way or another. There are alternative routes in case of a surge in traffic.

MR. FRANK: I think another -- and this may be idealistic, but I certainly think there's hope, and that is one of the objectives I would think of the review panel whether that was suggested as a mitigation would be continuing liaison with the railroad and discussing these things, and hopefully, you know, as problems develop, as things change, these would be known and worked on between both parties.

If the railroad does in five years say, hey, look,

Oakland's really kicking in, they're finally beginning to roll, we're having a lot of other traffic, then, you know, it looks like we're going to be using this line more, maybe through that committee you can work out ways of dealing with those things on a cooperative basis.

The other thing I might say is that the planning -- probably the planning for railroads in cities in the United States just in a general, general way, a lot of those folks don't understand the dynamics of a railroad, and this is really giving an opportunity to a city through a mitigation, through a requirement being placed on the UP to sit down and talk.

MS. WILSON: Any other thoughts, Paula?

MS. BERKLEY: Yeah, one in response to what you said and then one other on the committee, the advisory committee that would be continuing. I think that's a good idea and maybe that is something that we could beef up, but I think because theoretically we're on kind of contentious sides on these issues. What would happen if we couldn't come to an agreement?

For example, I'll use an extreme one just because it's easy to think of. If we think that the risk, because of the increase in trains is beyond a livable or comfortable range because of the hazardous waste issues, and the railroad disagrees, they think the speed is still not a problem and

frequency is not a problem either, who would we go to to get help other than the courts?

I mean, could we -- is there something else we can do to avoid going to courts over those kinds of issues? Maybe coming back to the Surface Transportation Board? I don't know. I don't know whether that's possible.

That's certainly why the Colony has joined the City of Reno in the suit because we feel like most of these things would have been resolved if an EIS had been done rather than kind of a sketchier way. So that's just something to consider.

The other one is one that was kind of brought up earlier regarding the emergency ambulance waiting, and the point was I think that it was not only the number -- the length of the time that the ambulance waited but the frequency.

I think one of the things you might consider talking to REMSA about is that they have to respond within three minutes or they get penalized financially, and the reason they were given that is because after three minutes people die generally in the ambulance, so they said, you know, there's a golden -- they called it Golden --

MR. FRANK: The golden hour.

MS. BERKLEY: That requires you to do that, and the question you might ask REMSA is that if the frequency was 25 trains versus -- 25 times a day versus 14 or maybe even an

outside of 40, if that was the most trains that could go through during the day, what are the potential for fatalities because of having to stop that many more times?

Because I know they've got it all computerized how many times, the lengths of their stops, how fast they get to the hospital because it's how they get paid. So I know they know that stuff, and it might give you the additional information that Mark was thinking.

MS. WILSON: Larry, did you want to say something?

MR. FARR: That's not quite accurate, the way that Paula described it. REMSA is not a first responder. It's a tiered system. Their requirement is eight minutes, so delays to them and work arounds may be a little bit easier.

The fire department is required to be the first responder within four minutes, and I think she is accurate that frequency was overlooked in this report and the frequency of the stops. I don't care if the train's going a hundred miles an hour or 30 miles an hour, when you're stopped, you're stopped.

Your report indicates we're going to aggressively seek other routes. I don't know how aggressive you can be in a 16-ton fire truck that's gridlocked because of a train crossing, so I think we really need to look at the emergency vehicle response, especially from the fire department

standpoint because they are the first responders for life safety and property safety.

MR. McNULTY: Sir, if I may, would an overpass assist the emergency services in the downtown area, and if so, where?

MR. FARR: Well, I think that's something that I couldn't tell you where. I think somebody would have to look at the traffic pattern in the City and get a traffic engineer to do an analysis because it's -- that's a good question and it's something that should be studied, because I think once you start putting in underpasses and overpasses and split grade crossings, you're going to change the traffic patterns of the City because people are going to use that.

But I think that's something that should have been looked at and should be studied.

MR. McNULTY: We certainly would have appreciated the information, but I understand you couldn't provide it for the reasons stated by Mr. Demuth.

MS. BELAUSTEGUI: That's just part of your job. You need to find that information and study it. It's not up to the City to mitigate this problem. It's up to you to find a solution for us.

MR. MANSEN: Let me try one more here. Let me try one more time. What I was trying to say with regard to emergency vehicle was that 4 percent of the 24 hours the gate

is down, okay, and you're saying we should look at frequency.

What I would then say is if you assume random distribution of the emergency response and random distribution of the trains, that under those two assumptions, 4 percent of your emergency responses would be delayed, and not for the full time of the gate because they're not always going to arrive at the front end or the back end.

So I'm just trying to explain the statistics that Mark and I had trouble with. What I'm saying is 4 percent -- and this is a significant effect -- 4 percent of the 24 hours of the day at any one location the gate is down.

So if you assume the random distribution of emergency response and random distribution of the trains, that would say -- and you've given us a number and I can't quote it directly. You've given us a number of how many?

MR. SHEARIN: 3700. That's what I'm remembering.

MR. MANSEN: 3700 responses across the tracks, so I mean, you could statistically if you wanted to. That's not necessarily the right way but it is one way.

You could say less than 4 percent of those 3700 will be stopped for some period of time and it will always be less than the average gate time. That's what I was trying to say, and I don't know if that gets to the point.

The other point, of course, is any blockage is of concern, and we realize that and we've tried to put some

mitigation in response to that.

MR. FARR: We worked those numbers and you can work a lot of different numbers, and the real disappointing thing when I look at the merger related impacts, those numbers didn't appear in there.

There's a lot of generalizations in there, but it didn't say we have 3700 responses, we have an increase in X number of trains. That wasn't even identified as an impact, so therefore, I can't assume that you even addressed mitigation.

MS. WILSON: Okay. Mark, it's your time.

MR. DEMUTH: I'm going to try to stick to questions, and I'm sorry we had to so painfully go through the first part of it, but I still feel strongly that our job is to help the City understand the validity and the liability of this report. Only through the understanding on methodologies that you guys have completed can we do that.

To that effect, you've heard a number related to derailment, spills of 200 feet. I would ask how that was determined and if it is based on slope. Clearly it would be understandable that the slope of the Truckee River canyon coming down would negate the 200-feet theory.

Clearly a slope, a severe slope -- a derailment of a thousand feet down a severe slope would have just as much potential as contaminating the river as the 200 I believe is based on flat terrain, and clearly there's very little flat

terrain that affects this.

You could probably even make a case that a derailment 3,000 feet down a consistent slope to the river would have the potential of creating the same kind of disaster when those train cars actually fall all 3,000 feet and end up in the river.

So 200 feet seems like a very poor choice for methodology, and I'd like to know how that was determined, if anybody wants to answer. We're not getting any answers today, so I would understand if you don't answer that.

MR. SHEARIN: A quick answer to that, that 200 feet was based on analysis of nationwide data for hazardous waste spills for the last I believe ten years. Maybe it's less. Five years. Looking at how far things were discharged off the tracks.

And the 200 feet was a conservative boundary of that. That is, without looking back at the reports, I don't remember. It was less than 95 percent of all spills in the nation were contained within that, and this allowed for downhill going off the curve, in the direction of the curve, and a conservative interpretation of the data.

MR. DEMUTH: Well, it would seem like those types of national averages would not apply to a terrain that clearly doesn't fit that norm. This needs to be a good fit and clearly tailor-made solution is what we're looking for.

And Dr. Carr in his report that initially was embraced by the Surface Transportation Board, SEA, and submitted to the Fish & Wildlife Department, but has somehow now been determined not to be embraced by the SEA now that the results of that have been properly interpreted and dumped support their findings, clearly he looked at terrain and slope because you can't just say something will only flow 200 feet if you're on -- if you're not on a flat surface.

I mean, I presume you would not argue this point that the Dunsmere accident is a good example of how slope was an integral part of the accident. The material got in the river because it fell down a hill, and that's what got it in there.

So 200 feet, it could have well been much further than 200 feet and that's, you know, looking at flow out of the tank is basically what that 200 feet.

So clearly if your study is not going to look at the topography and determine what's really going to happen in derailment and how it's going to get into the water system, it would seem that it would be no more useful than the information that has been provided today.

MR. SHEARIN: How do you presume that if you spill five gallons at the track and you're within 200 feet, it all went into the river? That's what he is saying. He assumed that anything within 200 feet, if you spilled a drop, it went

into the river.

What this study is based on was a more conditional probability, how likely is something to get into the river, given that you're within 200 feet, further away, and so on like that. Or if you're over the river, that's -- the only time we assumed it's a hundred percent probability if you were on a bridge.

MR. DEMUTH: Well, we just want the record to show that we've already -- though it hadn't again begun, we're concerned that the methodology appears to be looking at again national averages and not making a custom fit or hard look at the community here.

I'll move on since I'm going to stick to my time frames.

Air quality, it appears from the report there's 480 tons of increased nitrogen oxides and it appears that there's absolutely no mitigation to provide a localized mitigation, tailored mitigation.

Would any of you like to explain how, considering presently an exceedence of 100 tons of nitrogen oxides would be consi[illegible]d to be detrimental to the state implementation plan, how you can exceed it almost five times and offer no mitigation.

MR. MANSEN: The statement that there's no mitigation is not accurate.

MR. DEMUTH: Localized mitigation.

MR. MANSEN: Well, if you have system-wide mitigation as applied to Reno, that's local. We're not going to say we aren't going to apply the system-wide mitigation in Reno, so I mean, mitigation that's proposed for the entire system is applicable to Reno.

We cannot quantify the effects of the system-wide mitigation, and didn't, but there will be a reduction in those amounts in the air quality as a result of the system-wide mitigation.

There aren't techniques really to say how much, but there are specific mitigations that are required of UP already in place to reduce the air quality emissions, not only in Reno, but throughout the entire system.

MR. DEMUTH: You're not answering my question. We live only in Reno and Reno exists only in one air basin. If the input is 480 tons in that basin specifically, what are you doing in that air basin to reduce that 480?

And we've been bringing this up from the beginning, and we're not interested in hearing you're going to offset it with savings in another state or even another part of the state.

MR. MANSEN: I didn't say that.

MR. DEMUTH: Okay. What are those system --

MR. MANSEN: What I said was the system-wide

mitigations that are in there, throttle modulation, turning off locomotives at 40 degrees, coasting, complying with the South Coast Air Quality Management District smoke reduction, all of those are applicable to UP system-wide, and I think what you're saying is and not applicable in Reno. I am saying they are applicable in Reno.

MR. DEMUTH: Okay. Give a number.

MR. MANSEN: I don't have a number. I can't give a number, Mark.

MR. DEMUTH: Then you can't say that you've mitigated it. How can you say you mitigated it?

MR. MANSEN: Well, to suggest that those things will not mitigate it is to ignore the fact that they were put in place to precisely do that.

MR. WEBB: Can I interject?

MR. MANSEN: I can't quantify it, and I apologize for that.

MR. WEBB: I talked to Brian Jensen, who's the air quality officer for Washoe County, and he specifically brought up nitrogen oxides from locomotives, and he and staff looked at the PMP. They're not making formal comments because they feel that the mitigation measures proposed both in Reno and system wide, based on the models that are contained in the report, are adequate and use the standards that they would use.

And they specifically talked about system wide,

and I'm trying to look at my notes as I'm doing this, but system-wide mitigation measures, particularly for the newer engines, and they feel that those mitigation measures, if applied, would adequately address the concerns of nitrogen oxide contamination.

So I guess what I would suggest is maybe independently you could talk to Brian and go ahead and cash in his comments as a part of the PMP --

MR. MANSEN: We did talk to him.

MR. WEBB: -- on nitrogen.

MR. MANSEN: We did talk with him in advance of the PMP. We will talk to him regarding the results.

MR. McNULTY: I might add there's not a lot of things that aren't quantified in this report. What was found in the merger case, merger Decision 44. That is, that the Union Pacific will be, as a merger system, attempting to attract traffic off of the highways.

And this is extremely difficult to quantify, but the idea is that the traffic that's moving on the highways will more efficiently move on the rails with less pollution, and it's just one of those things that is so difficult to bring down to a specific area that we just -- but that is at least in a competitive action they want to take, and it's in their best interests to do it from a business standpoint, and the offset will be there, but we just can't put a number on it.

MS. WILSON: Mark.

MR. DEMUTH: I clearly don't have enough time, but I just want to bring up quickly then that you've stated that the mitigation necessary for pedestrians is to educate schoolage children and employees.

We would argue and ask you to justify, considering there are no school systems that cross the tracks, so therefore, there are no children who cross the tracks, why this is a benefit.

And you also have no mitigation to deal with the fact that clearly 80 some percent of our pedestrian population that is affected by this are out-of-towners, and clearly you don't intend in going out of town and doing education.

We'd love to hear the answer today but we don't.

The other questions I have here are property impacts. You clearly state that properties are impacted. It's our understanding that if property is acquired due to a mitigation measure, the acquisition of that property then takes away the impact.

So to say certain things like depressed railways have these huge impacts, and therefore, can't be, would seem that if you're purchasing the property, you need to do that, that those people are not impacted, but yet it's the major argument for a number of problems with the depressed train way, that property, there's severe property impacts, as to actually

quote your document.

And the last one would be to Mr. Gui Shearin, it's stated that speeding up the slowest trains has the greatest benefit. I guess I would ask the question, that there must be a reason they are going the slowest and it looks, when you look at the data, that those are the longest trains and I would presume the heaviest trains.

So how do you speed those up? Are we talking about a substantial amount of power? Are we going to be changing the locomotive makeups? If so, that has its own impacts that are not evaluated.

Clearly if the slow trains are slow because they're big, heavy trains and they're starting from a dead stop in Sparks and just trying to get up to speed, then I guess the question would be if you're going to add a whole bunch of locomotives to make this work, is that practical? Can you really do that? Are you willing to do that?

MR. SHEARIN: I think Mr. Hemmer has answered that question.

MR. DEMUTH: Who has?

MR. SHEARIN: Mr. Hemmer here in front of you.

MR. DEMUTH: Well, he said they're going to do it, period, but I'm asking you, you did the evaluation, was that considered in how you speed up the slowest trains considering -- or was it just we say we can do it and

therefore, we have the speed and take them up?

MR. SHEARIN: No, the issue that I understand is not a matter of power. It's a matter of one track geometry and signaling that causes them to be going slowly in the first place, and operating procedures, too.

It's not a matter of the distance from Sparks yard to downtown is not sufficient for -- reaching the speed is not an issue, the amount of power they would normally use.

MR. WESNER: I don't mean to interrupt. For the record, this is Craig Wesner. It might help as an independent individual other than the railroad to verify that your statement is correct. It's not power, it's the track geometry, track structure.

And we at the PSC, PUC now, have looked into that fact and have been talking to railroad engineers that operate the trains through Reno, and our analysis of that is that most trains that operate through Reno now can operate at 30 miles per hour with current power configurations. It's the signaling system and the constraints in the yard that cause them to not operate that speed. So --

MR. DEMUTH: Did you get any information that some of it was also based --

MR. WESNER: No--

MR. DEMUTH: -- on safety, that they're not going any faster because there are people on the right-of-way and

that they don't feel it's safe to operate at that speed?

MR. WESNER: We didn't evaluate that. And let me remind you, I'm not the consultant. I am not SEA. But you know, I've heard this discussed numerous times here at this table, and there seems to be some concern, or at least my impression that there's some unwillingness to accept what information is being provided out.

I'm just trying to say, look, I'm an independent party here that looked into this issue and found and verified the information that is being passed out, so I'm just trying to help. I'm not trying to create any more controversy.

MS. WILSON: Thank you very much. It's 3:10. We promised to open it up to the public. We have two people that have already requested. Frank Partlow first and you're second, and then we'll hear from the rest.

MR. PARTLOW: Thanks, Madam Chairman. I promise to be as brief as possible. I thank you all for being here today and for all of the task force meetings that have been conducted.

MS. WILSON: Is the microphone on?

(Discussion off the record.)

MS. WILSON: My name is Frank Partlow. I am appearing before you today as an independent citizen, even though I have other business interests here in this community.

I wanted to open by thanking you all for coming,

not just today, but for all other times that you have come. Clearly the nature of the activities that the task force has undertaken are contentious and your patience and understanding are certainly commendable.

I would like to open also by categorically rejecting the idea that grade separations were ever discounted by this task force, at least not at any of the many meetings that I attended, and I believe that Mr. Vitali and others would agree with that. In fact, I think most of the people around this table would agree with that.

I also believe that any thinking person in this community offered a choice between one or more grade separations and speeding trains would have a very clear choice to make, and would make that choice in the direction of grade separations, simply without seeing your big fix study, simply on the basis of common ordinary sense.

Now, the question then becomes where should we go from here, and my comments now go to a philosophy of negotiation which I developed in two years of negotiation with the Soviets about nuclear weapons. And I want to try to tell you in a combination of facts, of suspicions on my part, and of conclusions drawn from those facts and suspicions how I see where we are today and how we might get out of this.

It's a fact, I think, that Decision 44 required grade separation numbers and locations. It is a fact also that

the Preliminary Mitigation Plan reaches a decision on that. The decision is zero. It's a fact that Reno, the Surface Transportation Board, and SEA I believe, and the UP agree that the depressed train way will mitigate not just pre -- not just post-merger impact but also pre-impacts, but focusing on just the post-merger impacts that affects the train way, we'll mitigate those effects.

Now, according to the ground rules established by the Surface Transportation Board, the Union Pacific is only responsible for mitigating the merger effects that are determined merger effects post the merger, and there is a dollar cost that's naturally going to be associated with those.

It is a fact that you have a dollar cost in this study now. The dollar cost is $12 million. It is a fact that there is a tier two aspect to your ground rules, which suggest that the parties ought to negotiate out of some of these conclusions.

Most of us who have been involved in litigation and those of us who have been involved in war prefer negotiations to either one. And so I think correctly the internal ground rules of the study suggest that you negotiate.

It is a fact that the study recommends zero grade separations, even though there was a considerable amount of looking into grade separations; and it is also a fact that

Union Pacific, itself, put $35 million on the table as an incentive for the City of Reno to negotiate in good faith with them on this issue.

However, it is my suspicion that when all of us, Union Pacific, task force members, third-party consultant got into this and saw how expensive grade separations, even one grade separation, expensive in an engineering context, expensive in a land acquisition context, it's expensive in a number of contexts, that we end up with a number which was much higher potentially than $35 million.

So the $35 million disappears from the table, and we end up with no negotiating leverage. That is to say, if I'm a member of Union Pacific and I know I'm faced with a bill of 70 million for a couple of grades separations, I'm much more likely to be a negotiating partner on a much larger project with someone who says, well, okay, the whole project's going to cost 183 million, but I know I'm going to have to pay 70 million going in.

There's no negotiation incentive. My conclusion is there's no negotiation incentive left in this Preliminary Mitigation Plan because you're only going to hand the Union Pacific a bill for 12 million bucks.

That bill could, with grade separations, we all know it, I may be the only guy in the room that's able to say it, that bill, if you have add one, two, or three grade

separations, which is a logical solution to these problems, would be much higher than 12 million bucks and would much more readily incentivize the parties to get together and negotiate a solution to this.

Now, with regard to the particulars of what your study says about grade separations, first of all, to me, it's a slam dunk yes, that speed would be a lot better or a lot safer if there were one or more grade separations; in other words, there's no mutually exclusive aspects to this. You could have higher speed and grade separations.

And the second thing, Dave, that the study doesn't do, there's no analysis of the transfer effect. If I'm a resident of the City of Reno and know there are three grade separations, why am I going to go to a crossing that doesn't have a grade separation?

So your number of hours of delay is not properly analyzed given that you have, one, two, or three grade separations. And you need to look at what that transfer effect is. What is it? I don't know. But you've got to make some logical assumptions with regard to what it might be.

And clearly, you're mitigating all these other things with grade separations, the ability of emergency vehicles to get from one side to the other.

You know, I frankly don't care personally what the City of Reno suggests or wants, and I frankly don't care what

the federal government wants to do. What I care about is that we come out with a reasonable solution for all the parties, for Union Pacific, whom all of us want to be successful. Why in the world wouldn't you want your major railway system of your country to be successful?

We need to negotiate a solution that works well for all of us, and I think that getting grade separations into the Final Mitigation Plan is a way to get there. And if we only end up with grade separations, so be it.

Thank you all for your attention. I appreciate it.

MS. WILSON: Thank you very much. Yes, you're next.

MR. ZEWADSKI: Thank you. Chairman and ladies and gentlemen of the Board, my name is Guy Zewadski and I'm a citizen of the city. I live in the downtown area pretty close to the tracks in a 22-story highrise, and I have a concern about emergency response.

The mitigation that has been proposed is the increasing of the speed. I'm also a railroad engineer. I don't work through town here. I work on the Feather River route, but I have some knowledge of operating tracks.

And there's a couple of things I'd like to point out is that the UP is not being entirely forthcoming with a discussed train length, and 5,000 foot approximately is a fair

enough average, I would say, but they've initiated a program called distributed power where they're purchasing equipment and training employees on the simulators to run the trains that are two or three times as long as that. Actually no real physical limitation on how long they can be.

The program is designed to put locomotives throughout the train and controlled by radio. It overcomes some physical limitations on draw bar stresses and air brake recharging.

So I question the -- I don't think anything is mitigated if you double the length of the train and double the speed of it. The blockage is the same length of time, so you're back to the problem of the increased traffic.

Then the other point I'd like to make is if you increase it to 30 miles an hour, that's a maximum speed, and there's lots of reasons that engineers utilize discretion and operate a train at less than the maximum speed. Sometimes they're required to. And thank you very much.

MS. WILSON: And thank you, and I did receive your written comment here, as well.

MR. ZEWADSKI: Thank you.

MS. WILSON: Okay. We do have a few more minutes before we have to adjourn. I'll start over there and then Colleen. If you could state name and address, please.

MR. FETTERS: Madam Chair, members of the panel,

my name is Jack Fetters. I'm the state legislative director for the United Transportation Union. When I'm not speaking in front of people like you, I'm out riding freight trains for a living.

There's a few things that I have to say, and I'm really not here to throw darts at the Union Pacific because our organization at first was against the merger. We thought it out and in the best interests of all concerned we thought we would support the merger, and we still do to this day support the merger; however, there is a few things that I would like to say.

Concerning hazardous materials, it says system-wide mitigation imposed by the STB. Can you legally do that? The last time I saw, I never saw any STB inspectors. I've seen FRA inspectors. I've seen Public Service Commission inspectors. I've never seen an STB inspector, if there is such a thing.

And below that it says increase train inspections. By who? Who is going to be doing these inspections? And where are you going to be doing these inspections?

The industry now has a thousand mile car inspection. They can load a train in Salt Lake City, run it clear to Oakland without having to have a qualified car inspector inspect that car.

Now, granted there are way side detectors that will show an emergency situation where there's a car -- dragging equipment detector, high, wide detectors and whatnot, and there are people standing by the tracks at me in the middle of the night looking at trains going by at 50 miles an hour. There ain't much I can see at that. I only just look for Sparks. I just wondered, you know.

I also, from what I understand, car men are no longer in the Sparks yard. There's no such thing as car men in the Sparks yard, and if I'm mistaken, I would gladly apologize to whoever I said that to, but that's what I understand. There's no more car men in the Sparks yard.

The UP has bit off a little more than they can chew with this merger. I ride freight trains between Las Vegas and Yurmo, California. The last week when I was -- last week when I was on a train, there's probably 15 sidings between Las Vegas and Yurmo. I saw five trains sitting in sidings with no power. They were sitting there. Nothing's being moved. This railroad is gridlocked, and they're going to increase the speed to 30 miles an hour. They don't have the power to increase the speed. You know, it's going to be a year before they get this messed up thing.

Another thing, enhanced rail safety. The UP in their wisdom has decided to fully fund the railway safety program. For that they should be applauded. It's oversight

inspection, and the people of Reno should rest assured that the Public Service Commission will have more men on the spot to inspect these trains.

And last, but not least, the next to the last thing, certification to the Board and notice to the City of Reno with UP's compliance. Who makes sure that they comply? Do they fill out a piece of paper and say, oh, yeah, we've complied? Who's going to say, well, let's take a look and let's see if you actually did comply with all this stuff? That's something that I have grave reservations over.

And also concerning air quality, this is a Chicago Northwestern locomotive. I rode one of these last week and I'll tell you, these things belch out black smoke. You get on the throttle, they spit this stuff out for days. You know, you let them idle for a while, it goes away. You get on the throttle, it comes back out again.

I'm not even sure this locomotive is legal to be running in California, from what I've been told. I don't know. I'd have to know the number. They're excessive smoke.

Now, that's basically all I have to say.

MS. WILSON: This is a City publication.

MR. FETTERS: It's a City publication, granted, ma'am, but if I had my conductors' train book here, I could give you the number of the Chicago Northwestern locomotive that I rode on.

This is a common occurrence, and I'm not saying -- like I say, I'm not trying to throw darts. I'm just trying to say air quality suffers when you have these kind of locomotives running up and down the rails.

Thank you very much.

MR. MANSEN: And there are -- as we mentioned earlier, the UP does need to comply with the South Coast Air Quality Management District requirements regarding smoke emissions.

MR. FETTERS: Yeah. I understand that, and you are making an effort, but there's still locomotives like these running up and down the rails. Thank you.

MS. WILSON: Okay. Colleen.

MS. HENDERSON: Colleen Henderson. I represent the City's environmental team. I'd like to reference page 7-10, preliminary investigation study. It states that SEA concedes severe accidents are more likely with increased speed and risks, fatalities rise.

I like to say that I find it hard to believe that gate skirts at grade crossings in Reno will mitigate the impacts associated with safety. I urge you to please reconsider the 30-mile-an-hour speed increase that you're proposing.

I'd now like to refer to page 2-21 of the Preliminary Mitigation Plan. On page 2-21 under options, City

only looks at the I-80 alternative as a reroute option, and I'd like to urge you to reconsider and take a look at the Feather River route and analyze that as an option, a reroute option.

And the third comment that I'd like to make, I'd like to refer to Appendix E of the Preliminary Mitigation Plan. There's a table. It's actually a matrix and it responds to some of the comments that were made by the City of Reno and others during the task force meetings.

I'd like to request that SEA as consultants respond in writing to each one of our comments. As I take a look at the matrix, I followed the matrix where it leads you to where the City responds to their comments, and some of them are incorrect. So we urge you to respond to the -- respond to each comment that is made and not simply just refer to a page in the PMP.

Thank you very much.

MS. WILSON: Thank you. We have time for one more. We'll take two more. Eric and then Bruce.

MR. RUBY: Eric Ruby with the City's environmental team. We're about out of time so I'll make this as quick as I can.

Page 2-5 of the PMP makes a statement that says no EIS is needed for Reno because mitigation measures imposed are far reaching and comprehensive. If this statement were true, I'm not exactly sure what we're doing here if they were

entirely comprehensive, so I would like the SEA to take another look at that statement in the document.

Page 4-2 of the PMP talks about -- actually, excuse me, page 4-7 talks about the Board only looking at the three-year projection period for railroad numbers, and I'd like to see other examples of that projection period that's been used in other merger cases and an explanation of why only three years is used for that projection.

On page 6-33 of the PMP, the SEA says that grade separations or the depressed train way will have adverse impacts on historic and cultural resources. Historic and cultural resources have not been evaluated in those areas of potential grade separations or the depressed train way, and I'd like to know how that statement was arrived at.

And as a follow-up to that, how the use of adverse impacts for a particular mitigation option can sort of take that mitigation option and give it a back-seat consideration.

MR. DEMUTH: Could you clarify that, Eric, a little bit more? I didn't understand that.

MR. RUBY: On the grade separations, essentially why an adverse -- a finding of an adverse impact, particularly a temporary adverse impact, would relegate a potential mitigation option to a consideration -- well, to being not being considered as fully as some of the other mitigation options.

MR. DEMUTH: Thank you.

MS. WILSON: Okay.

MR. RUBY: And lastly, SEA notes that the definitions of sensitive noise receptors within the City of Reno but does not include hotels in that definition.

I would like to know why, after repeated comments were made to that effect at the task force meetings, and in addition to that, several of the motels that are within close proximity to the right-of-way are also used as full-time permanent residence, which would fall within the sensitive noise reception.

MS. WILSON: Thank you. Mr. MacKay and Mr. Napierski, and that's it.

MR. MacKAY: I'm Bruce MacKay with the Eldorado Hotel and a citizen of Reno. I wanted to talk about just a couple of things.

Noise considerations, if we do increase the speed of the trains and the trains are still required to give a 20-second warning prior to reaching a crossing, they obviously will be -- they will have to give that warning much further away from the crossing.

Probably what that's going to end up being is that you'll have a continuous horn from west of Keystone on an eastbound train all the way through downtown, which obviously is going to increase the decibel level throughout the entire

area.

Also we -- the study indicates that we're anticipating an increase in the average decibels of 2.7, I believe, which is below the three level; however, with the number of trains, if we only had an increase of one or two trains a day, that's going to increase and it may push it over the three level.

So I think there's a couple of considerations, is the length that the horn is blowing and the numbers of trains could indicate -- could push that up over the limit.

There's also a safety issue with those -- with the horns. In the Eldorado parking garage we have a security system that is triggered by loud noise. It is designed so if someone screams, breaking glass, et cetera, the alarm systems will go off and the cameras will rotate to that portion of the garage.

Every time a train goes by, the alarm board goes totally red and has to be reset and so forth, which may be considered to be just an internal problem for us, but I see it as a potential problem that not just in our garage, but in the Flamingo garage and in Harrah's. Something bad could be going on in a stairwell when the train's going by, nobody hears those cries for help. It can be a very definite safety issue.

Personal safety issue, we took some measurements on September 26th and 27th at the parking booth in the

Eldorado. Okay. The average decibels of those trains going by was 108 decibels. So they are very loud, that hundred feet from the train.

Thank you very much.

MS. WILSON: Thank you. We have one last speaker and then I'm afraid we have to adjourn. You'll have to be quick.

MR. NAPIERSKI: First of all, I'd like to more or less applaud Mr. Partlow, Frank Partlow whose comments -- I thought it was the most sensible thing I've heard.

I am Frank Napierski. I have Napz Drayage, which for you who don't know what a drayage company is, we're a trucking company. We move mostly older trailers over the railroads.

In a mobile and trains are used and we really came into their own in the '70s because of fuel shortages. Fuel shortages, if you put them on train, you get better fuel efficiency, thus less air pollution coming with that, so the trains cause less pollution.

The new trains, from what I understand from the people I deal with at the railroads, are going to be 60 percent cleaner on the SP -- on the UP from what they have on the SP up until recently, and quite frankly still now.

So as these trains come on, the railroad is doing a lot right there to eliminate air pollution.

I'd also like to make a comment here that the City of Reno refused, and I was at one of the meetings so I know, they refused to give any help whatsoever to the Surface Transportation Board in evaluating undercrossings or overcrossings.

After that, now I'm listening today to kind of a two-faced, in my opinion, people saying, hey, you people didn't do what you were mandated to do. Well, that's bull. Okay. Enough said.

HazMat on the trains is about 400 percent more safe because of cars on the road than putting it in my truck. If my truck's going down the road and a four wheeler pulls in front of me and I have an accident and spill HazMat on the road, that doesn't happen on a train. 400 percent safer on a train than my mode of transportation. Keep that in mind.

Whether we want it to go through the Feather River, let's reroute it all through Feather River and kill the people from California, put it on the highway and kill us, or put it on the SP tracks through Reno.

Well, we've got a decision to make, and the Surface Transportation Board is commissioned to help the entire country, not California. Let's kill them instead of killing us.

So I want you to know I understand, and I think most people do, that you've got a very hard decision to make,

which way to go on HazMat. It's safer on the train, whether it's Feather River or here. If you decide to kill Californians instead of us, I'd love it, but we've got to make that decision.

Finally, in the trucking business and the train business, running a safe and efficient operation is bottom line in making money. Having accidents, HazMat spills, pedestrians, slows down the operation and it's inefficient.

But Union Pacific is one of the smartest railroads. They are a survivor and they do it well. That says to me they are a safe railroad. You can say whatever you want about the local conditions, but we're talking about something for 200 years or a hundred fifty, whatever.

Thank you.

MS. WILSON: I'd like to thank everyone for coming. Regretfully we do need to end this meeting because this room is required.

I have two quick announcements. You may submit written comments on the Preliminary Mitigation Plan through October 16th. The address is in your package. And we're having two more meetings tomorrow. The notices are posted on the door of the hall here, and if you didn't get to speak today, you can come back tomorrow. Thank you.

(Hearing adjourned at 3:37 p.m.)

STATE OF NEVADA,)
) ss.
COUNTY OF WASHOE.)

I, KRISTINE A. BOKELMANN, a certified court reporter, in and for the County of Washoe, State of Nevada, do hereby certify:

That on Wednesday, October 8, 1997, at the Reno City Council Chambers, 490 South Center Street, Reno, Nevada, I was present and took verbatim stenotype notes of the task force meeting regarding the UP/SP merger, and thereafter transcribed the same into typewriting as herein appears.

That the foregoing transcript is a full, true, and correct transcription of my stenotype notes of said task force meeting.

Dated at Reno, Nevada, this 13th day of October, 1997.

Kristine A Bokelmann
KRISTINE A. BOKELMANN, CCR #165

Comment Sheet

UP/SP Merger
Reno Mitigation Study

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Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name Elizabeth Giechill Phone/Fax 702 849 0842
Organization & Title (if applicable) Citizen Alert Board Member
Address 5340 Goldenrod Dr. Reno, Nev 89511
City/State/Zip

Please mail completed comment sheet to: Office of the Secretary, Surface Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC. 20423. Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.

UP should honor its original offer to depress the tracks "at no cost to the City of Reno".
An Environmental Impact statement must be made ~ to say that speeding trains will solve future problems is ludicrous. (Increased train length will probably negate the speed at any rate)
Who is going to monitor the STB ?

(If necessary please continue your comments on the other side)

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-16-97
DOCUMENT # 10-19-97 2:38:38pm
FD #32760 RL.04

Comment Sheet

UP/SP Merger
Reno Mitigation Study

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Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name DAVE HOWARD Phone/Fax 686-3038 FAX

Organization & Title (if applicable) Reno Sparks Chamber of Commerce

Address P.O. Box 3499

City/State/Zip Reno, NV 89505

Please mail completed comment sheet to: Office of the Secretary, Surfact Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC, 20423, Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.

CENTRAL ADMINISTRATIVE UNIT
REC'D: Sept 30, 1997
DOCUMENT # 10-11-97 2:36:35pm
FD#32760 RL.04

See ATTACHED

(If necessary please continue your comments on the other side)

THE CHAMBER
GREATER RENO-SPARKS CHAMBER OF COMMERCE



September 26, 1997

Office of the Secretary ,Surface Transportation Board
Finance Docket 32760, Attn: Elaine Kaiser
1925 K Street NW
Washington, D.C. 20423

CENTRAL ADMINISTRATIVE UNIT
REC'D: Sept 30,1997
DOCUMENT # 10-11-97 2.36.35pm

FD #32760 RL.04

Dear Sirs:

This is in response to the STB's Preliminary Mitigation Plan for the City of Reno, Nevada. I trust that the key word is "preliminary" for this plan is absolutely inadequate in meeting the needs of our community.

The PMP would be justified for a community with less inhabitants; i.e., Fernley, Fallon or Winnemucca, Nevada but Reno's population is much larger and quite unique. On most weekends our visitor count swells our 157,090 population by 20 to 30,000 people with the concentration of those visitors just minutes from Union Pacific's eight downtown at grade railroad crossings.

Surely more should be asked of Union Pacific to assure that their projected increases in rail traffic and increased profits are not at the expense of Reno's citizens safety and Reno's tourism economy.

Sincerely,

David L. Howard

David L. Howard
Public Policy Director

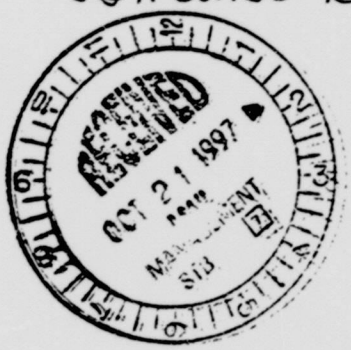
ACCREDITED

105 MARSH AVE. / P.O. BOX 3499 / RENO, NV 89505 / TELEPHONE (702) 686-3030 / FAX (702) 686-3038

THE CHAMBER
GREATER RENO-SPARKS CHAMBER OF COMMERCE

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-21-97
DOCUMENT # 10-28-97 11:15:24am
FD #32760 RL.04

Office of the Secretary
Case Control Unit
Surface Transportation Board
1925 K Street, NW, Room 700
Washington, D.C. 20423-0001



Att. Elaine k. Kaiser
Chief, Section of Environmental Analysis
Environmental Filling - Reno

cc US Senator Richard Bryan
US Senator Harry Reid
Congressman Jim Gibbons

Because others organizations, primarily the City of Reno, will respond to the environmental deficiencies of the Surface Transportation Board's Preliminary Mitigation Plans, the Greater Reno-Sparks Chamber is responding to the process.

In the fall of 1996, the Chamber, like many other organizations and individuals, were eager to participate in the Surface Transportation Board's Reno Mitigation Study Overview. But it did not take long for the Chamber and other Reno Mitigation Study Task Force participants to see this process was going nowhere. This STB team was not a group from Washington, "here to help us", but rather a group of former railroad employees and individuals who previously had and maybe currently have contracts with the railroad. They were here to protect the railroad. Anyone could see the "train was coming", and the Reno Sparks area was going to be "railroaded".

Let me provide an example. When the number of trains projected to go through Reno in the future was challenged, we were told time and time again that the number stated by Union Pacific, was the correct number, and was accepted by the STB in a *Verified Statement*. When asked who verified the statement, it was stated, "I did and I am not going to look at it again." This comment was from a government contact employee who has been designated a railroad expert. How did he get to be a railroad expert? By being a former railroad employee, and no doubt receiving railroad retirement. There is an obvious conflict here!

Of major concern to the Reno-Sparks area is economic impact mitigation. Several times during the Task Force meeting, we were assured that someone was studying the economic impact of the increased rail traffic through Reno and on downtown Reno should there be some sort of railroad disaster in that area. The economic report was to be available for review in August of 1997, but we have not seen nor heard of the report, not in August and not now. What happened to the report?

www.reno-sparkschamber.org / info@reno-sparkschamber.org
405 MARSH AVE. / P.O. BOX 3499 / RENO, NV 89505 / TELEPHONE (702) 686-3030 / FAX (702) 686-3038

TEN YEARS
ACCREDITED

STB FD 32760 2-11-98 K 28921 15/27

At the Task Force meetings held in May and June, those of us attending thought we were developing a clearer sense of where the STB staff and consultants were heading with the final report. Charts were shown demonstrating how the Reno traffic problems associated with the increase in train numbers could be solved by increasing the train speeds, building auto grade separations at the two ends of downtown, fixing other crossings. Some of the charts demonstrated that if you increased the train speeds to about 50 mph, the trains disappeared! Given these demonstrations, we expected the STB staff to recommend building two overpass vehicle crossings, speeding up the trains and fixing the other crossings. However, we were wrong. The recommendations were much worse for the City of Reno. The STB staff recommended that the railroad fix the crossings, speed up the trains, build two pedestrian crossings and forget the vehicle grade separations

The whole process has been a predictable charade. It is disappointing that our government, at any level, would do this to its citizens. We should be outraged by this treatment and lack of respect. We all should, and the Chamber will, ask our elected representatives to seek legislative changes in how the Surface Transportation Board is organized and who they represent. The Board certainly does not represent the people of the this country.

The Chamber is not opposed to the railroad merger. However, we believe that the railroad should be responsible for the entire impact the merger will have on our communities, just as any expanding business would have to be. At one time we thought the STB understood that and was considering the real impacts, but it is obvious now that is that the case.

Harry L. York
C.E.O. Greater Reno-Sparks Chamber

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 14, 1997
DOCUMENT # 10-16-97 2:29:56pm
FD#32760 RL.04

TESTIMONY BEFORE THE SURFACE TRANSPORTATION BOARD OF THE UNITED STATES DEPARTMENT OF TRANSPORTATION RELATING TO A PRELIMINARY MITIGATION PLAN FOR RENO, NEVADA

Submitted by
International Brotherhood of Teamsters
October 9, 1997

(David Cameron)

The Teamsters Union, representing 2,626 workers at Union Pacific companies, agrees with the civic and community leaders of Reno, Nevada who have decried this Preliminary Mitigation Plan as inadequate and that it opens a floodgate to serious environmental problems for the City.

We believe that your agency made a very serious mistake when you permitted the merger between Union Pacific and Southern Pacific to go forward without an Environmental Impact Statement (EIS). We all know that this merger will significantly increase the amount of freight traffic going through downtown. What we do not know - because there was no EIS -- is how much of this traffic is likely to be hazardous substances, possibly even nuclear waste.

Having this knowledge is especially important now because of Union Pacific's increasingly worrisome safety record. A report issued by your sister agency, the Federal Railroad Administration, on September 10 found a "fundamental breakdown" in Union Pacific's "ability to effectively implement basic railroad operating procedures and practices essential to safe railroad operations." The FRA found fatigued, stressed out workers and defective equipment. Workers were intimidated by Union Pacific managers to keep them from reporting problems. As a result of these problems, there have been at least five major Union Pacific collisions since June of this year, two of them since the FRA's Report was issued. The FRA considers this lapse in safety so serious that it has moved its

inspectors right into Union Pacific's headquarters to oversee safety compliance.

Luckily none of these recent train wrecks involved hazardous substances, but they easily could have because Union Pacific is our nation's largest hauler of hazardous substances. I have distributed to you copies of a Report issued on July 29, 1997 by the Good Neighbor Project called Hazardous Materials on the Rails which describes in detail the growing risk of hazardous accidents on the Union Pacific rail lines. Some of the key findings of the Report are:

> In the four years prior to the UP/SP merger, the two railroads averaged around 400 chemical release incidents per year. Before the merger, Union Pacific alone had 28 train accidents which spilled or released hazardous materials into the environment. (Hazardous Materials on the Rails, Page 6.)

> Union Pacific downsized its workforce while it increased its freight shipments. In 1985 one worker handled 85 rail car shipments. By 1995, that same worker had to handle 170 rail car shipments... that's double the workload from '85. Hazardous Materials on the Rails, Page 11. Downsizing undoubtedly helped create the conditions of work-related fatigue and stress which the FRA noted as a major problem at Union Pacific.

> According to local emergency planners, Union Pacific generally fails to inform local communities when highly

hazardous shipments will pass through the area. Union Pacific inspection reports and environmental audits should be shared with communities. But, local officials have a lot of problems getting those reports when preparing for possible hazardous materials spills on the railroad. *Hazardous Materials on the Rails*, Page iv.

An unannounced inspection of a Union Pacific rail yard in Fort Worth, Texas, found almost 40% of the cars had safety defects, including many with brake problems. Every one of these defects could affect the safety of the individual car, the entire train, and the communities the trains run through. *Hazardous Materials on the Rails*, Page 9.

Together, the FRA's Report and the Good Neighbor Project Report paint the picture of a railroad which is careless and unrestrained. The way that Union Pacific operates its railroad, especially the way it treats its workers, put railroad workers at risk as well as the people who live near the tracks. The people of Reno have a right to know how these problems will be compounded by the merger between Union Pacific and Southern Pacific. Therefore, we join the citizens of Reno in demanding that the STB require Union Pacific to submit a full Environmental Impact Statement on the merger.

Comment Sheet

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 14, 1997
DOCUMENT # 10-16-97 3:19:38

UP/SP Merger
Reno Mitigation Study FD# 32760 RL 04

Please use this page to submit your comments about the Reno Mitigation Study. You may submit your comments this evening or submit an original and 10 copies to the address listed below by October 16, 1997. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name Ray Bacon Phone 702 [illegible] Date 10-97

Organization & Title (if applicable) NV Mfgrs Assn

Address 720 Fannin St

City/State/Zip Carson City, NV 89705

Please mail an original and 10 copies of your written comments to: Office of the Secretary, Case Control Unit, Finance Docket No. 32760, Surface Transportation Board, 1925 K Street, NW, Room 700, Washington, DC 20423-0001. Attention: Elaine K. Kaiser, Chief, Section of Environmental Analysis, Environmental Filing - Reno.

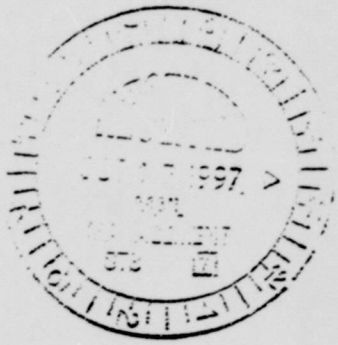
WE BELIEVE STB DID A GOOD JOB OF DEALING WITH FACTS AND REASONABLE RESOLUTIO IDEAS FOR THE UP/RENO SITUATION. THE MERGER DID NOT CREATE THE FUNDAMENTAL PROBLEM. RENO HAS IGNORED THE RR ISSUE FOR DECADES. IT IS NOT REASONABL TO LAY THE BURDEN FOR RESOLUTION ON THE UP. WE SUPPORT THE STB MITIGATION PLAN.

(If necessary, please continue your comments on the reverse side.)

Nevadans For Fast And Responsible Action

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-17-97
DOCUMENT # 10-17-97 4:11:15 pm
FD #32760 RL 04

October 15, 1997



Office of the Secretary
Case Control Unit
Finance Docket No. 32760
Surface Transportation Board
1925 K Street, NW, Room 500
Washington, DC 20423-0001

Attention: Elaine K. Kaiser
Chief, Section of Environmental Analysis
Environmental Filing

Re: Reno, Nevada, Preliminary Mitigation Plan

Dear Ms. Kaiser:

The following comments are submitted on behalf of the Nevadans For Fast And Responsible Action ("NFRA") relating to the Preliminary Mitigation Plan ("PMP") prepared by the Surface Transportation Board Section of Environmental Analysis ("SEA") which proposes certain mitigation measures for the Reno area to mitigate the impacts of the merger between Southern Pacific Railroad and Union Pacific Railroad.

NFRA is an organization made up of a large number and variety of local businesses, civic organizations, health care providers, public safety agencies, citizen organizations and individual citizens. NFRA represents a cross-section of the Truckee Meadows community. NFRA was formed as a result of the UP/SP merger in order to insure that the impacts on the Truckee Meadows are properly identified, addressed and mitigated so as to protect the quality of life in the Truckee Meadows. NFRA had a representative, as well as an alternative, serve on the Task Force which was established to provide input to SEA.

Initially, it should be noted that NFRA was extremely frustrated by the Task Force process. As it evolved, it became clear that this process, both procedurally and substantively, was dictated by the Railroad. Few, if any, of the concerns raised by various members of the Task Force, together with suggested mitigations, were adequately addressed in the PMP. No member of the Task Force ever proposed that an increase in

Bob Burn
President & CEO
Washoe Health System

Richard Bunker
President
Nevada Resort Association

Brian Herr
Chairman
Greater Reno Sparks Chamber of Commerce

Patrick Smith
President
Reginal Emergency Medical Services Authority (REMSA)

561 Keystone, BOX 500, Reno, Nevada 89503 • For more information contact (702)334-6794 • Fax 323-9021

the speed of the trains through the Reno area would or should be the principal mitigation measure.

NFRA was so concerned about the PMP that it has retained independent experts to evaluate several of the technical aspects of the PMP, including the traffic and related delay analysis, the air quality evaluation, and the noise impacts. Before discussing the results of these independent studies, a few general and common sense comments relating to the PMP are appropriate.

NFRA questions whether the proposed increase of train speeds to thirty (30) miles per hour as proposed in the PMP is an effective and obtainable mitigation. Increasing train speeds through a highly congested area simply does not make sense. Indeed, even the PMP acknowledges that there will be a higher incidence of accidents and that the accidents will be more severe. This alone should result in a rejection of the PMP. The citizens of and visitors to the Reno area should not be subject to increased risk of bodily harm or death as a result of the merger.

In addition, the speed of trains cannot be adequately controlled. Many factors will affect the speed of trains through the Reno area, including pedestrian and vehicle congestion, weather, train weight, train length and the subjective perception of the train engineer. Thus, it does not appear that an increase in the speed limit will result in permanent or effective mitigation.

While the Railroad has indicated that it believes it can increase the speed of trains, it has provided no substantiation. The PMP does not provide for any consequences for the failure to maintain the increased speed. At the very least, the PMP should be modified to provide for additional mitigation in the event that an increase in the speed either cannot be obtained or is not an effective mitigation.

NFRA also has a concern about the number of projected trains upon which the entire analysis in the PMP is based. The twenty-five (25) trains per day is an average number based on the Railroad's calculations for the year 2000. Initially, this was a five-year projection between 1995 and the year 2000. However, 2000 is only a little more than two years away. Therefore, the Railroad should provide

an up-dated analysis of the number of trains projected through the year 2003. In addition, any evaluation of the future train traffic through the Reno area should consider the impacts of the Port of Oakland Project which is currently under construction and scheduled to be completed by 2002.

The principal problem with using an average number of trains is that the worst case impacts have not been evaluated. On a significant number of days, which could approach 50 percent, the number of trains through Reno will exceed 25. The Railroad has admitted that as many as 38 trains could pass through Reno on any given day. On those days when the number of trains through Reno exceeds the 25 upon which the PMP is based, the impacts on traffic delay, air quality, public safety and noise will be considerably greater than reflected in the PMP. What this means is that on a significant number of days, the mitigation recommended in the PMP (increased train speed) will not mitigate the impacts of the merger on this community. On those days, there will be increased traffic delays, increased public health and safety concerns, more delayed emergency vehicles, greater noise and an increase in air pollution. This will be the case even if the mitigation proposed in the PMP actually works, which, as indicated by the attached Reports from the independent consultants, is not likely.

Finally, with respect to the number of trains, it cannot be denied that at some point in time, it is very likely that the number of trains through Reno will increase beyond an average of 25 per day. SEA has indicated that it does not have the authority to put a limit on the number of trains through Reno. Assuming that the number of trains cannot be restricted, the Mitigation Plan should require additional mitigation if and when the number of trains through the Reno area does increase. This would at least give this community the opportunity to survive in the event that there is a significant increase in the number of trains through Reno. A tiered mitigation plan is only fair and reasonable in the circumstances. The Railroad should not be able to enjoy greater profits and success at the expense of the Reno area.

The PMP acknowledges that it has not evaluated the impacts that the merger will have on the tourism industry. This is an unfair and unreasonable limitation in the scope of the PMP. The tourism industry is the principal industry

which supports the economic viability of this community. The Railroad has no right to materially injure or otherwise impact any community's prinicpal industry. The Reno economy should not be sacrificed for the greater good of the Railroad system.

Enclosed with this letter are an original and ten copies of the following Reports prepared at the request of NFRA:

1. UP/SP Railroad Impact Analysis: Traffic/ Delay Analysis prepared by Meyer, Mohaddes Associates, Inc.

2. Analysis of Air Emission Increases Resulting From the Union Pacific and Southern Pacific Railroad Merger and Effects on the Management of the Air Resource of the Truckee Meadows Nonattainment Area prepared by Air Sciences, Inc.

3. Railroad Noise/Vibration Assessment: UP/SP Merger prepared by Brown-Buntin Associates, Inc.

These Reports are submitted for the review and consideration by the STB and, hopefully, will be incorporated into the final Mitigation Plan. These Reports show discrepancies and inaccuracies in the analyses and methodologies utilized in the PMP. Specifically, these Reports indicate that the post-merger conditions have been under estimated in the PMP, and, therefore, the proposed mitigation will not be effective or otherwise mitigate the merger impacts. These Reports indicate that the vehicle delay time in the post-merger condition will be substantially greater than set forth in the PMP, that the increased air pollution will exceed acceptable limits, that the noise impacts will be significantly greater, that more emergency calls will be disrupted or delayed and that the number of accidents will increase.

NFRA hopes the above comments, together with the enclosed technical Reports, are taken into consideration in finalizing the Mitigation Plan for the Reno area. The final Mitigation Plan should propose both effective and permanent mitigation measures to protect this community, not just to the year 2000 but permanently, from the impacts of the Railroad Merger. If the only effective and permanent mitigation measure has the impact of mitigating more than the merger impacts, that should not prevent the

implementation of such mitigation. This community is entitled to be protected from the impacts of the merger.

Respectfully Submitted,

Bob Burn, Chairman
Executive Board of NFRA,
By John Frankovich, NFRA
Task Force Alternate

JF:nz
cc: Executive Board

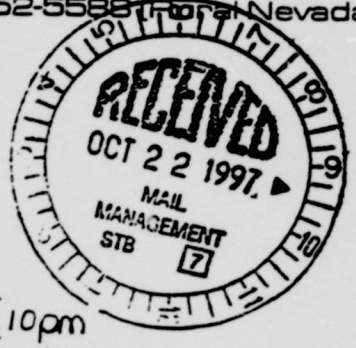
stb.ltr

A Copy of the Nevadans for Fast and Responsible Action Appendices is available upon request to:

Harold McNulty
Surface Transportation Board
Section of Environmental Analysis
1925 K Street NW, 5th Floor
Washington, DC 20423

Northern Nevada Center for Independent Living

999 Pyramid Way • Sparks, NV 89431
353-3599 (V/TTY)
353-3588 (Fax)
1 (800) 552-5588 (Rural Nevada)



October 14, 1997

Office of the Secretary
Surface Transportation Board
Finance Docket 32760
1925 K St., Rm.700
Washington, DC 20423

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-22-97
DOCUMENT # 10-29-97 5:42:10pm
FD#32760 RL:04

To whom it may concern, as a disabled citizen of Reno, NV and a representative (recreation/leisure coordinator) of the Northern Nevada Center for Independent Living I have concerns in relation to the Union Pacific Railroad enhanced intrusion in our downtown area and through out the Truckee Meadows over all.

I feel the increased speed and the number of trains through our valley is a threat to people in general, locals and visitors the same. I for one often take people with disabilities on social/recreational outings in our downtown area, faster and more trains is a hindrance. The safety issue alone, the response time of police and ambulance calls is an inconvenience.

I understand the trains will be transporting NUCLEAR fuel through our area, the downtown city area and along the Truckee River, the increased probability for accidents alone is a negative to our area. The longer trains will impact our quality of health and have a negative impact on the environment. Reno is in a valley the added pollutants are not in our favor. Nevada is not a waste land. I would strongly advise you to conduct a complete environmental impact study before going any further in your considerations.

Unfortunately many issues come down to the all mighty buck, why should we foot the majority of a bill that Union Pacific stands to significantly gain from?!!

I am opposed to the present plan and approach that is taking place in relation to this matter and strongly encourage you folks to reconsider your current plan.

Sincerely,

Joe Bohl

Trains

People Organized for the Next Generation

I am Juanita Cox. I live above the McCarran Ranch in Storey County. I represent my family and other neighbors along the Truckee River in McCarran, Nevada. (Both in Washoe County + Storey County)

Picture one of those nuclear trains being lost somewhere in Nevada. This is not such a fantastic nightmare. I [redacted] am a former computer programmer systems analyst. I am concerned with the millennium bug for the year 2000. Computer programmers all over the world used an end code of 99. That will shut off the main frame computers that run these trains and are suppose to keep track of the location of these trains. The information I have, taken from information gathered by Gary North, Ph.D. indicates Union Pacific officials began researching its problem and found over 82% of its programs are sensitive to date-related fields. "It has 7,000 programs totaling 12 million lines of code. Estimated cost of conversion: 200,000 man-hours or 100 staff years. The company in late 1995 had not yet decided which conversion tools it would use." If they haven't started to comply or if Southern Pacific hasn't started on this problem, what will the safety be like when the main frame computers go down and no one knows where anything is, how fast its going or any safety measures? Please ask someone about this scenario?

Due to the greater numbers of trains there will be:

- **greater pollution**

I remember when we discovered fecal matter can be dumped from the trains. I remember our officials could not stop this horrible abomination. Trains, like hunta carrying rodents, dump who knows what disease into our waterways! YUCK!!!

- **greater collisions**

I remember a fantastic fiery truck and train crash at my train crossing about a year ago. The semi went down the tracks quite a few feet burning everything in its path. It was truly spectacular! But, I do not need, nor do my neighbors need, some whose homes are but a few feet from the tracks, —we do not need to experience that frightening sight again. With more trains there is a much greater risk of collisions. I do not want to be a statistic.. In fact, last night I had to wait for three trains approximately 10:45pm. That leads me into my situation at this Patrick siding which takes any number of trains and plays with them all day and night. The bells and whistles blow until they blow themselves out....we are never sure when a train might be upon us at this siding. What will it be like with more trains? How many more trains will be at this Patrick siding? With more trains there will be more derailments and more chance to spill its contents into the Truckee River which is alongside or under the tracks many times in the dangerous Truckee Canyon. There is also a real problem with communications in that canyon. I have called a number of times to ask when the train is going to **stop blocking my only exit** to have the dispatcher tell me they can not communicate with the train while it is in the Canyon! How is this going to change with greater traffic?

- **greater noise**

There are a couple of engineers that honk that [redacted] horn from one end of the Canyon to the other. My dog, a Saluki, starts howling a long time prior to my hearing this incessant menus. I have verified this when talking with my friend at Cantlon Ranch, in Wadsworth, I will hear the horn and he is still honking when he passes my area. This isn't a beep now and again at the crossings like they are suppose to this nuisance never lets

up. It will wake you up out of a dead sleep. What is it going to be like with more trains?

- **greater frequencies**

I have complained about the extremely high frequencies coming from the railroad at or near my crossing. These frequencies have been verified by Sierra Pacific engineers because I thought it was them. These frequencies are strong enough they can be seen on my television and disturb my radios as well. What will more trains do to those frequencies? Will we have more? What are they doing to my family, my neighbors, and our animals?

- **greater costs**

In my neighborhood there is farming. What will the economic effect for farming be because of delays? Some of the produce must go to market immediately. With the **NO CAP ON THE LENGTH OF THE TRAINS** this can play a significant cost on agriculture for the Canyon.

- **greater length of trains** how long am I or going to

Speaking of length of trains... ~~what are my and~~ my neighbors wait for trains. Will there be a limit on the time I have to wait for one? Who do I complain to?

- **greater speed**

I am also concerned with the speed of the trains. Will they be going faster through the canyon because of the increase in the number of trains? This can be a real problem with safety, spills etc.

This merger is unacceptable. It is unreasonable for anyone to believe merging two companies and having more trains will improve our lives. The safety, hazards and lives of Americans must be considered in the economic scenario.

We are against more trains, going at a faster speed, un-capped length of trains caring God knows what, that [redacted] one will know where they are. This is insane.

Thank you.

Juanita Cox



Political Action For Public Awareness

JUANITA COX
Citizen Lobbyist

P.O. Box 51450
Sparks, NV 89435

(702) 826-3335

Comment Sheet

UP/SP Merger
Reno Mitigation Study

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name Frank E. Mackin Phone/Fax (702) -323-2985

Organization & Title (if applicable) Reno-Mt Rose Lion's Club

Address 1000 Harvard Way Apt #26

City/State/Zip Reno, Nev 89502

Please mail completed comment sheet to: Office of the Secretary, Surfact Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC, 20423, Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.

Here in our City we've heard alot about the merger of the two railroads I feel for the safety and efficiency of the operation we need to put up more safety guards at each of the railroad crossings. And that we need to increase the speed to 30 mph to reduce and help aid in pollution levels. So that the cars won't have to set & Idle. I hope that the officials in Washington D.C. will take every the nessesary to assure the safety of the people regarding transporting hazardous waste.

Sincerely
Frank E. Mackin

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-7-97
DOCUMENT # 10-14-97 8:59:15 am
(If necessary please continue your comments on the other side)

FD#32760 RL.04

Comment Sheet

UP/SP Merger
Reno Mitigation Study

RECEIVED
OCT 16 1997
MAIL
MANAGEMENT
STB

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name Carolina Halne Phone/Fax (702) 786-5339
Organization & Title (if applicable) Professor at T.M.C.C
Address 692 - Citadel Way
City/State/Zip Reno, NV 89503

Please mail completed comment sheet to: Office of the Secretary, Surfact Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC. 20423, Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.

Not only the trains delays my activities everyday. If I teach in Campus and take the road Par-Dandine before 8 PM I have a delay from 5-10 minutes of "Cargo" transp. train. I also get delayed going south on Washington to "Old Town mall" to teach.

But the most alarming point of this matter is the transportation of nuclear waste through our communities and accidents happens and the enomity

(If necessary please continue your comments on the other side)

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-16-97
DOCUMENT # 10-19-97 2:19:46pm
FD#32760 RL.04

of an accident could have serious
consequences for the future of our community
Please, stop this madness and
if a solution to have trains go to other
routes.

Sincerely Carolina Holmes

Comment Sheet

UP/SP Merger
Reno Mitigation Study

Please use this page to submit your comments about the Reno Mitigation Study. You may submit your comments this evening or submit an original and 10 copies to the address listed below by October 16, 1997. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name PASTOR ROBERT OWENS Phone 853-5262 Date 10/8/97

Organization & Title (if applicable) UNIVERSITY FAMILY FELLOWSHIP

Address 14290 DOMINGO COURT

City/State/Zip RENO

Please mail an original and 10 copies of your written comments to: Office of the Secretary, Case Control Unit, Finance Docket No. 32760, Surface Transportation Board, 1925 K Street, NW, Room 700, Washington, DC 20423-0001, Attention: Elaine K. Kaiser, Chief, Section of Environmental Analysis, Environmental Filing - Reno.

CENTRAL ADMINISTRATIVE UNIT
REC'D: OCT 14, 1997
DOCUMENT # 10-16-97 9:43:17am
FD #32760
RL.04

(If necessary, please continue your comments on the reverse side.)

Some reasons against the "depressed trainway."

1. Intoxicated persons could: climb over, under,or through holes cut in the fence, and fall into the 'trainway.'

2. Vehicles could drive through the fence, and into the'trainway.'

3. Flooding, which would make the 'Trainway' unusable. IE: 'Jan. 97 flood.'

4. How high is the water table in the area?

   A. How deep will the 'Trainway' be, to allow clearance for the trains to clear the bridges across the 'trainway?' IE: look at the Wells Ave. overpass.

5. The 'Trainway' can't start at Sutro St., because the underpass at Wells Ave. will BE eliminated between 4th St. & Keunzli.

6. The relocation of underground pipes, conduits,storm drains, for example: sewer diverter line on Lake St., the storm drain culvert under Evans St., the petroleum pipeline along the tracks between Center & Lake Street's, not to mention , gas, water, tv cable, phonelines, etc.

Some reasons for the overpass method are:

1. Intoxicated persons would have extreme difficulty climbing a steep embankment, fencing could be used to enhance the difficulty.

2. Vehicles, including 4x4's couldn't drive up and onto the tracks, except, at the end of the graduant, (same as the depressed tracks except the use of tire puncturing spikes should deter this problem

3. Noise is reduced by eliminating the requirement to whistle for every 'grade crossing.' IE: the cities of San Mateo, Belmont, San Carlos, in California are using this method to reduce noise and improve traffic flow.

4. lessens the need to relocate underground utilities, pipes, etc., until they need to be done.

Leave them where they are.

Questions to consider before doing anything.

1. Where will the bypass rails be put during construction, so as to not obstruct underground facilities: manholes, gas and water valves, electrical vaults, etc.

2. How would Fitzgerald's and the Flamingo Hilton react to the rails being put on Commercial St., outside their building? This is the only viable way I can see the rails going around the construction site. Can you do better?

3. How wide will each solution be, and what buildings will be torn down, business's close. What about the new building going up at Third St. and Virginia next to the rails?
   Does this indicate that the city is not going ahead with "depressed trainway"?

Generalizations.

1. Public safety agencies should have realized that there has been a problem for some time , and making plans to minimize the problem. They are now finally starting to have practice for these situations.

2. Even "IF" all the crossings are blocked, there is still the Wells Ave., overpass & underpass that can be used.

3. Water quality; the tracks may be close to the river, but, considering the amount of traffic moved over these rails since they were first laid, I can't think of any incident that affected the water for Reno/Sparks, as the right-of-way has always be very well maintained to my knowledge. I would be more concerned about muddy water from 'Gray Creek',or the sewer line from Verdi breaking, or worse.

4. Double stacked container railcars have been used for some time by all railroads, so, it shouldn't come as a surprise.

5. The higher speed is helpful.

6. European style crossing barriors installed, and more fencing put along the tracks to keep pedestrians off the rails, except the occasional intoxicated person who wants to be there, as well as more lighting to observe the rails better.

To: Mark Demuth <Mark_Demuth@3299094.fax>
From: "David C. Fiore" <fiore@med.unr.edu>
Subject: letter to UP
Date: Mon, 22 Sep 1997 08:16:26 -0700 (PDT)

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-10-97
DOCUMENT # 10-14-97 3:02:30pm
FD#32760 RL.04
RECEIVED
OCT 10 1997
MAIL MANAGEMENT
STB

Mark,

Here's a copy of a letter I just faxed. I'll get you a copy of "comments" soon.

Mr. Ogec,

I live across the river from the train tracks and spoke to you in Reno at one of the public meetings concerning the UP/SP merger and you asked me to let you know if we have any problems with the train noise. We live just west of West McCarran and lately it seems that the trains are hitting the horns very heavily. There are no road crossings near our house (except for the Chalk Bluff access, which I was told does NOT require a horn sounding), so I am at a loss to explain why the trains are hitting the horn so much. Last night we were awakened around 1am, 4 am and 6 am.

I am hopeful that this is a temporary situation and one that can be corrected. I look forward to hearing from you.

Sincerely,

David C. Fiore, MD

--

David C. Fiore, MD
Assoc. Prof. of Family and Community Medicine ph: 784-6180
Univ. of Nevada School of Medicine fax: 784-8075
Reno, NV 89557 email:fiore@med.unr.edu

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 14,1997
DOCUMENT # 10-16-97 9:32:43 am
FD#32760 RL.04

Bring this comment card to the public meeting or mail it the Surface Transportation Board at 1925 K St., NW - Room 700, Washington D.C., 20078-5646 Att'n: Elaine Kaiser. Thank You.

STB: My name is Robert W. Adams
and these are my comments regarding the Preliminar Mitigation Plan issued September 15th.

Please do more to address safety and quality of life concerns caused by the UP merger; and an Environemental Impact Statement should be conducted prior to any trainway plan being implemented; and,
• Union Pacific should negotiotiate with the City and pay its fair share of the cost of any trainway plan.

(send attachments if necessary)
Signature Robert W. Adams
Street 630 Elko Avenue
City Reno State NV Zip 89512

Nevada Voter Registration Card
Washoe County

ROBERT W ADAMS
630 ELKO AVE
RENO NV 89512

Political Affiliation: DEM Precinct No.:

Marlene Henderson
Registrar of Voters

Date of Issuance

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 204233

STB: My name is William Adcock, and these are my comments regarding the Preliminary Mitigation Plan issued September [illegible]

LEAVE THE TRAIN TRACKS WHERE THEY ARE IT FEEL THAT SHOULD THERE BE AN ACCIDENT UNDERGROUND THERE WOULD BE A MORE SERIOUS SITUATION THAN ABOVE GROUND

Signature William Adcock

Street 2[illegible] ACHILLES DR

City RENO State NV Zip 89502

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-27-97 4:03:05pm
FD#32760 [illegible]

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-27-97 11:55:29pm
FD#32760 RL.04

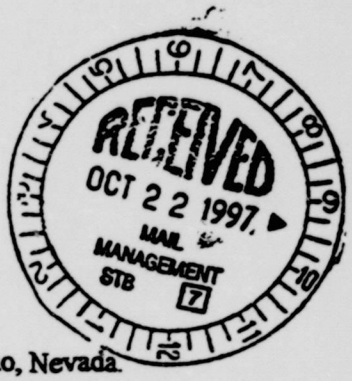
Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is JOSEPH L. AIELLO and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

THE RAILROAD TRACKS ARE THE PROPERTY OF THE RAIL ROAD AND WERE THERE FIRST, THE CITY SHOULD PAY THE FULL COST OF THE RAILROAD UNDERWAY.

Signature Joseph Aiello SR.
Street 9200-OFFENHOUSER DR. APT. 126B
City RENO State NV Zip 89511

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-22-97
DOCUMENT # 10-29-97 5:35:35pm
RL.04 FD#32760



October 9, 1997

Elaine Kaiser:

Concerning Finance Docket 32760, financing the track lowering in Reno, Nevada.

After hearing much one sided information from the City of Reno, claims of huge profits that should come to Reno, the loss of safety, etc., you have heard them all, I felt the need to reply to this barrage of misinformation.

The first thing that comes mind is, "If you don't want the noise, the smoke, the assumed safety problems, etc., then don't build your city around my tracks."

The Central Pacific built the Transcontinental Railroad through the area that became Reno. The RR named the city. The only thing here was a toll crossing across the Truckee river and a little ranching. The owners of the land offered the CP much of the land around now downtown Reno. The RR agreed and the owners sold much of their remaining land. Thus the birth of Reno.

The city of Reno built up around the tracks, back when the RR meant life or death to a town. The CP build this town, made it alive, kept it alive for a long time. Now the city fathers see a dollar they can't get hold of and it's driving them mad.

This is the only reason the city has come up with all these claims. Money, and only Money.

Do not allow the city of Reno to blackmail the original font of life for Reno into paying for track changes that only benefit Reno. The city has no more use for the RR for life blood, except for possible dollars they are not entitled to. Don't let them bite the hand that gave them life and kept them alive for a long while.

Thank you for listening.

Mark Aird
Reno, NV

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-17-97
DOCUMENT # 10-20-97 12:01:02pm
FD#32760 RL.04



1856 Three Mile Drive
Reno, NV 89509

Office of the Secretary
Surface Transportation Board
Finance Docket 32760
1925 K Street - Room 700
Washington, DC 20423

Dear Sir:

I am writing to express concerns for the city and people of Reno, Nevada in view of the proposed railroad merger (Union Pacific).

First of all, there are many environmental concerns, which should be studied and fairly and impartially addressed by the STB. The Truckee River is the life's blood of our city. A large toxic spill could mean the end of Reno as we know it. We are located in a basin which naturally has an inversion factor producing smog and further smog produced by doubling or tripling the number of trains through the middle of the city would be a disaster for tourists and anyone who is sensitive to polluted air.

There are also many financial concerns on the part of Reno residents. In a city as small as this there is no tax base to support an expenditure of the size required to depress the tracks. We believe the only solution is to depress the tracks. In light of the large number of pedestriars strolling in our downtown area twenty four hours a day the issue of safety needs to be addressed as well as the impact on emergency services possibly being held up at the crossing in a life or death situation or a serious fire.

The railroads must be required to fund the major portion of the necessary construction, in the same way any other private enterprise which is looking to expand must find a way to pay for it. It is ludicrous to ask the tax payer to pay the cost of a deal which will net the railroads more profit per year than the entire five year budget of this small city.

As a taxpayer, I beg your careful consideration on this issue. We must have an unbiased, complete report on the impact of this merger and it should be paid for by Union Pacific the same as any other business looking to expand. You are the responsible party to see that this is done.

Sincerely,

Virginia Akridge

Virginia Akridge

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 4:00:16pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Virginia Akridge and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

The PMP is a very one-sided statement. Zero consideration was given to Reno's problems. Tatpayer's should not be required to fund this merger. The railroads want it - they should fully fund the problems caused by it. The railway should be depressed at no cost to taxpayers.

Signature Virginia Akridge

Street 1856 Three Mile Dr

City Reno State NV Zip 89509

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 6:40:18pm
FD #32760 RLO4

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Victor & Barbara Albiniano and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

Why should the tax payer pay for the down town Business people & Casinos to make more money, like the Bowling alley - what a joke - and The River Walk is the same, we Home owners are tired of paying For every thing down town - look at the water bills - and you Keep Building - (who needs it.)

Signature Barbara & Victor Albiniano

Street 20 Sutton Way

City Reno State NV Zip 89512

Comment Sheet
UP/SP Merger Reno Mitigation Study

ENVIRONMENTAL DOCUMENT

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name: Charles Albright Phone/Fax: 702-787-1751
Organization & Title (if applicable): Citizen
Address: 3485 Zion Ln
City/State/Zip: Reno, NV 89503

Please mail completed comment sheet to : Office of the Secretary, Surfact Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC, 20423, Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.

The city of Reno should incure all cost related to the railroad tunnel proposal.

If the city is "concerned" about Safety build a much cheaper costing EMT, Police Fire Station on the other side of the Tracks.

I dont care if there are more trains. Choose extra over passes or underpasses for the vechicles.

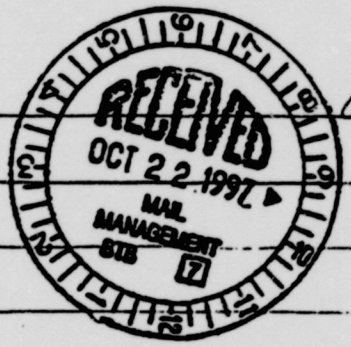
Stop the politics.

charles albright.

(If necessary please continue your comments on the other side)

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 14, 1997
DOCUMENT # 10-16-97 4:22:23pm
FD#32760 RL.01

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-22-97
DOCUMENT # 10-29-97 5:28:48pm
FD#32760RLOA



Oct. 9, 1997

Office of the Secretary
Surface Trans. Board

Please help us, those of us who make our homes + raise our families in the Reno, Sparks area are frightened.

Please require an environmental impact statement concerning increased railroad traffic through our area. Union Pacific must carry their fair share in this issue. We Refuse to be railroaded!!

Thank You,

Jack + Barbara Allain
1600 Dry Lake Rd.
Reno, Nevada 89511

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 Jerry D. Allen and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I have seen Rens create their own problems with the railroad with poor management. I dont think their railroad has any Financial obligation To the city

Signature Jerry D. Allen

Street 101 Lincoln Hwy

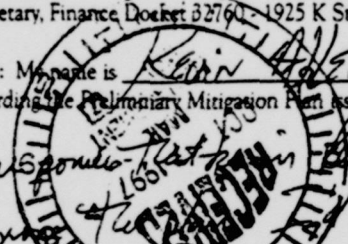
City Wadsworth State NY Lincoln

RECEIVED OCT 1997 MAIL

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-27-97 4:38:25pm
FD#32760 RL.04

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 Kevin Allen and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.



The sponsors that train Reno are self-serving idiots. Approve the plan. I'd rather watch the trains go by than people with the tatooed, polyester-wearing, chain smoking, low-brow, tourists. More trains! Reno's a dump.

Signature Kevin D. Allen

Street PO Box 2072

City Dayton State NV Zip 89403

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-7-97
DOCUMENT # 10-9-97 3:29:52pm

FD# 32760 RL.C4

Otto Almasy
5200 Summit Ridge Drive #5233
Reno, NV 89523-9016
Telephone (702) 787-7763



September 18, 1997

Office of the Secretary
Case Control Unit, Finance Docket No. 32760
Surface Transportation Board
1925 K St. N.W.
Washington, DC 20423-0001

CENTRAL ADMINISTRATIVE UNIT
REC'D: Sept 23, 1997
DOCUMENT # 9-24-97 4:31:55pm
FD# 32760 RL.04

Dear Sir or Madam:

The recent proposal to increase speeds of trains to 30 miles per hour running through Reno does not go far enough. If the railbed and rails are improved (at a relatively minor cost) the trains could roar by at 80 miles per hour!

And when bullet trains finally arrive in the 21st century, why, 150 miles per hour would become entirely feasible. That would surely cut down waiting time; besides, who would be here to wait?

Sincerely,

cc: Community Relations Division
Office of Reno City Manager
PO Box 1900
Reno, NV 89505

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-15-97
DOCUMENT # 10-19-97 1:05:38pm
FD#32760 RL.04

Please complete and return this coupon to the Surface Transportation Board, Office of the Secretary, [illegible] 22760 - 1925 K Street, NW- Room 700, Washington DC 20423.

STB: My name is Doris L. Anderson and these are my comments regarding the Preliminary Mitigation Pla[illegible] issued September 15th.

Very definitly an Environmental Statement should be conducted before any Trailway implementation. This railroad depression [illegible] advantage - they should be required to pay their fair share of the cost

Signature [illegible] Anderson

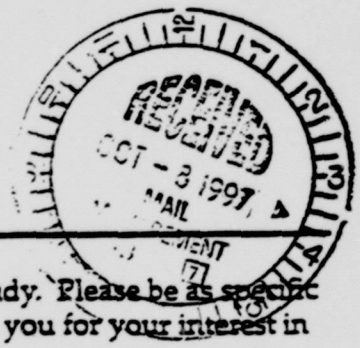
Street [illegible] W. [illegible] #83

City Reno State NV Zip 89509

FD#32760
RL.04

Comment Sheet

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 8, 1997 UP/SP Merger
DOCUMENT # ~~Reno~~ Mitigation Study
→ 10-15-97 1:54:59 pm



Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name William (O) Andrews Phone/Fax 702-826-8676

Organization & Title (if applicable) Ex President of AMF 21 & Radio TV Assoc of Nevada.

Address 2330 High Terrace Cir

City/State/Zip Reno, NV. 89509 William O Andrews

Please mail completed comment sheet to: Office of the Secretary, Surface Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC. 20423, Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.

Safety — Safety - Safety - Eliminating 12 - 20 MPH for 30 M.P.H. — won't work it will not speed up 12 Trains to 30 Trains — thru the Heart of Reno with Long Trains and no Double Guards on the Biggest Streets — Our Ambulance & Fire Trucks & Police Cars - Could cause a Lack of Speed to the Accident, Heart attack, or Fire — Waiting for those Guardrails to Rise - or Taking a distant Route when having to Cross the Tracks North or South on Virginia Street Alone — Will Cause Death & Fire Damage out of Control Underground is the Answer thru City.

(If necessary please continue your comments on the other side)

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-24-97 3:46:55pm
RL.04 FD#32760

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Juanita Armstrong and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I am concerned about the impact of this on our community. Reno will die if trains are not controlled.

Signature Juanita Armstrong
Street 366 Omni Rd
City Sparks State NV Zip 89436

Bring this comment card to the public meeting or mail it to the Surface Transportation Board at 1925 K St., NW, Room 700, Washington D.C., 20078-5646 Att'n: Elaine Kaiser. Thank You.

STB: My name is Mary A. Ash and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

UP should pay its far shar for any trainway plan, not the local taxpayers. Also, UP's customers should pay their fair share to ship via UP and increase their shipping fees to pay for any trainway plan.

Signature

Street 3441 Ridge

City Reno

RECEIVED

MAIL MANAGEMENT STB 7

3441 Ridge Crest Drive
Reno, NV 89512

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-27-97 5:25:00 pm

10/9/97

Secretary
Surface Transportation Board
Finance Docket 32760
1925 K St., Rm. 700
Washington, DC 20423

Dear Secretary;

Please demand an Enviromental Impact Study corncerning the Reno, NV Union Pacific rail road plan. It's of vital concern to the residents of Northern Nevada, and will affect future generations, as well as present residents.

Your consideration will be most appreciated.

Sincerely

Lynn Atkinson

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-15-97
DOCUMENT # 10-27-97 3:50:45pm
FD#32760 RL.04

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 6:50:30pm
EO#3270 RL04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is J.W. Austin and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I think the tracks should be depressed through downtown Reno.

Please consider publicising an open competition among architects to design an aesthetically pleasing design for this

Signature [signature]

Street ~~3632~~ Bexley Sq

City Reno State NV Zip 89503

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-27-97 2:58:06pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Colleen Baker and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I think the increased Train traffic will be a Disaster waiting to happen. The Train Tracks should have been lowered years Ago!

Signature Colleen Baker
Street [redacted] 45 Chablis Dr.
City Reno State NV Zip 89512

Comment Sheet

UP/SP Merger
Reno Mitigation Study

Please use this page to submit your comments about the Reno Mitigation Study. You may submit your comments this evening or submit an original and 10 copies to the address listed below by October 16, 1997. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name JEANNE BAKER Phone 677-7565 Date 10/9/97

Organization & Title (if applicable) —

Address PO 3452

City/State/Zip SPARKS, NV 89432

Please mail an original and 10 copies of your written comments to: Office of the Secretary, Case Control Unit, Finance Docket No. 32760, Surface Transportation Board, 1925 K Street, NW, Room 700, Washington, DC 20423-0001, Attention: Elaine K. Kaiser, Chief, Section of Environmental Analysis, Environmental Filing - Reno.

I understand where the railroad is coming from with its need but as a tax paying citizen of Reno and the primary tax base for the entire County settled in the downtown area, the senselessness of this proposal is beyond imagination.

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 14, 1997
DOCUMENT # 10-16-97 11:29:58am
FD# 32760 RL 04

(If necessary, please continue your comments on the reverse side.)

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 7:12:39pm
ID#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Robert Bamford and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

It is obvious that UP is more concerned with the profit than that of Reno. With UP's new merger comes increased responsibility; they have not shown concern for environmental issues or of negative economic impacts on downtown Reno. Reno needs to take a stand for its economic + environmental future!

Signature [signature]
Street 1675 Beech St
City Reno State NV Zip 89512

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 5:39:53pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is PETER A. BARCH and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

1.) I would Like An Environmental Impact Statement

2.) NO FAST TRAINS

3) TRAINS underground would BE BEST FOR everyone

4) no nuclear waste or Fuel THRU. TRUCKEE RIVER corridor,

Signature

Street 215 PENELOPE DR.

City Sun Valley State NV Zip 89433

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-15-97
DOCUMENT # 10-19-97 12:59:17pm
FD#32760 RL.04

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~~ our name ~~is~~ are Edandlisa Barnard- and these are ~~my~~ our comments regarding the Preliminary Mitigation Plan issued September 15th.-

We feel that the increase in train traffic will negatively impact our life as a family. With the present train activity my physician was stopped by a train on his way to St. Mary's Hospital to deliver my child. There was no way he could attend the birth. Shipping spent nuclear fuel shipments at increased speeds is asking for an accident. Stop the plan for increased traffic and speeds.

Signature Edandlisa Barnard
Street 2010 West 6th St
City Reno State NV Zip 89503

THOMAS & PRISCILLA BAUER
12585 OAK GLEN DR.
RENO, NV 89511
702-851-3876
FAX # 702-851-2669

MAYOR'S OFFICE
OCT - 1 1997
CITY OF RENO

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-17-97
DOCUMENT # 10-20-97 @ 5:37:18 pm
JD#32760 RL.04

September 29, 1997

Honorable Mayor Jeff Griffin
Reno City Hall
P O Box 1900
Reno, Nv. 89505

Re: City of Reno - Railroad through downtown

Dear Mayor Griffir,

We would appreciate any assistance you could give us regarding this issue. (The Depressed Railway System through the City of Reno. See enclosure.)

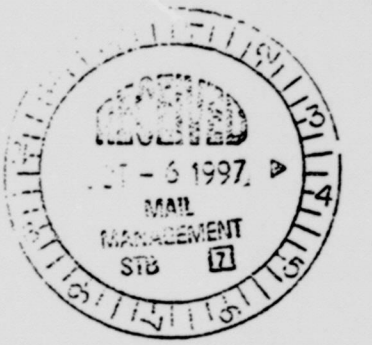
Thank you very much.

Sincerely,

Priscilla Bauer

Priscilla Bauer

THOMAS & PRISCILLA BAUER
12585 OAK GLEN DR.
RENO, NV 89511
702-851-3876
FAX # 702-851-2669



September 27, 1997

Office of the Secretary
Surface Transportation Board
Finance Docket 32760
1925 K St. NW, Room 700
Washington, D. C. 20423
Attn: Elaine K Kaiser, Chief of
Environmental Analysis, Environmental Filing ---Reno

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct. 6, 1997
DOCUMENT # 10-15-97 10:57:22pm
FD #32760 RL.04

Re: Federal Report to Speed up Trains through Reno, Nv.

Dear Ms. Kaiser,

It is my belief that your recent recommendations as to the problems created by the Union Pacific merger are absolutely ludicrous. To speed up the trains through the downtown area of Reno is the most absurd and ridiculous thing I have heard in quite some time. Even as there is a current investigation into all of the train accidents that have been happening lately, you come up with a "solution" that will only exacerbate the safety issue in Reno. ***How could you have such little regard for our city***? To me the answer is simple. You are obviously beholden to the railroad industry and have no concern for our citizenry.

The anticipated increase in rail traffic will cause unpleasant situations in Reno that I find absolutely unacceptable. **(1)Longer trains.** We understand that some of these trains will be up to 6500 feet long! This would block all 10 major crossings at the same time! **(2)More trains.** This would increase air pollution tremendously, both from the trains themselves and the enormous increase of idling automobiles waiting at blocked intersections. Noise pollution would also increase and create additional disturbance to both our residents and tourists. **(3)Emergency vehicles**. This plan, as recommended by you, will definitely cause serious delays in the passage of police, fire, and other emergency vehicles through downtown.. Such delays are not only unacceptable but unconscionable. **(4)Hazardous waste**. On top of all this, we now hear that the DOE plans to use the railroad to transport spent nuclear fuel shipments through our town.!

Priscilla D. Bauer

There is only one solution to this awful situation. Their must be a depressed railway system installed through our town. Union-Pacific has created this problem and it is their responsibility to do the right thing. That is, to finance their fair share of the expense for this railway. That amount is ***not*** $35 million as they originally proposed, but $100 million to get this project done and done right. They know it, we, the citizens of Reno know it, and most of all, ***you***, The Surface Transportation Board, know it.

Sincerely,



Priscilla Bauer

cc:

Senator Harry Reid
Senator Richard Bryan
Congressman James A. Gibbons
Congressman John Ensign
Reno Mayor Jeff Griffin

Comment Sheet

UP/SP Merger
Reno Mitigation Study

RECEIVED
OCT 16 1997
MAIL
MANAGEMENT
STB

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name DEREK BEENFELDT Phone/Fax (702) 786-2677 / (702) 786-5136

Organization & Title (if applicable) Q+D CONSTRUCTION / PROJECT MANAGER

Address 1050 S. 21 ST SPARKS NV 89431

~~City/State/Zip~~

Please mail completed comment sheet to: Office of the Secretary, Surfact Transportation Board, Finance Docket 32760. 1925 K Street, NW, Room 700 Washington, DC. 20423. Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.

10/9/97

DEAR MS. KAISER:

WHILE I AGREE WITH THE UP/SP MERGER AND THE BENEFITS TO INTERSTATE COMMERCE, I AM DEEPLY TROUBLED BY THE OFFER BY UP TO MITIGATE THE IMPACT UPON RENO, NEVADA.

THE MERGER WILL CAUSE A DOUBLING OR TRIPLING OF THE NUMBER OF TRAINS TRAVELING THROUGH RENO. THIS BRINGS UP SEVERAL SAFETY CONCERNS ALONE. ADDING UP'S OFFER TO MITIGATE ~~THIS~~ BY INCREASING THE SPEED OF A TRAIN THROUGH RENO TO 30MPH, INCREASES

(If necessary please continue your comments on the other side)

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-16-97
DOCUMENT # 10-19-97 2:35:06pm
FD#32760 RL.04

THE SAFETY CONCERNS.

BOTH RENO AND UP CAN WEN BY REQUIRING UP TO DEPRESS THE RAILROAD THROUGH DOWNTOWN RENO. UP CAN TRAVEL FASTER, THUS DELIVERING CARGO MORE QUICKLY. THEY ALSO WIN BY ALLOWING THEIR ENGINEERS TO TRAVEL THROUGH RENO WITH LITTLE FEAR OF INJURING SOMEONE.

RENO WINS BY IMPROVING THE SAFETY OF ITS RESIDENTS AND TOURISTS, BY ALLOWING EMERGENCY ~~VEHICLES~~ VEHICLES TO MOVE FREELY ACROSS THE TRACKS, AND BY ALLOWING DOWNTOWN TO GROW + EXPAND WITHOUT FEAR THAT 20-30 TRAINS WILL DETER TOURISTS.

ALL RENO ASKS IS A 50/50 SPLIT FOR THE COST TO LOWER THE TRACKS. THE $35 M OFFERED BY UP IS NOT ENOUGH.

PLEASE ASK UP TO PAY 50% OF THE COST TO LOWER THE TRACKS AND ALLOW THEM A HAND IN THE PROJECT TO KEEP DOWN COSTS. THANK YOU.

DEREK BEENFELDT

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-24-97 3:36:09pm
ID#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is ARTHUR J. BELL FRANCES A BELL and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

We are concerned about the negative impact on our town as a result of the railroad merger.

A very bad rail crossing situation will become much worse. We will delayed much more at crossings. Emergency vehicle delay prospects are frightening. Speeding up trains is stupid.

We need a trench paid by S.P.

Arthur J Bell

Signature Mrs Frances A. Bell

Street 445 Sullivan

City Sparks State NV Zip 89431

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 4:51:00pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is James A. Bell and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

An Environmental Impact Statement should be required and completed prior to implementing any plan. Also, Union Pacific shall be required to pay for cost of implementing the plan.

Signature James A Bell
Street 6326 Valley Wood Dr.
City Reno State NV Zip 89523

Comment Sheet

UP/SP Merger
Reno Mitigation Study

Please use this page to submit your comments about the Reno Mitigation Study. You may submit your comments this evening or submit an original and 10 copies to the address listed below by October 16, 1997. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name Frank N. Bender Phone (702)788-8800 Date 10/10/97

Organization & Title (if applicable) Bender Warehouse Company

Address 345 Parr Circle

City/State/Zip Reno, NV 89512

Please mail an original and 10 copies of your written comments to: Office of the Secretary, Case Control Unit, Finance Docket No. 32760, Surface Transportation Board, 1925 K Street, NW, Room 700, Washington, DC 20423-0001, Attention: Elaine K. Kaiser, Chief, Section of Environmental Analysis, Environmental Filing - Reno.

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-15-97
DOCUMENT # 10-28-97 9:22 Am
FD#32760 RL.04

RECEIVED
OCT 15 1997
MAIL MANAGEMENT STB

Surface Transportation Board:

Except for your dollar amount you feel the UP should pay to mitigation Reno's problems I agree with what you have proposed. Their offer of $35,000,000 should have been accepted by the City immediately. I do feel two pedestrian overpasses and at least two automobile overpasses are a must. The trains could easily increase their speed if the controls you have listed are in place. I feel lowering the tracks would do more harm than good for the casinos because of the time it would take for construction and the potential snow and flood problems that would result for both casinos and the railroad.

Sincerely,

Frank N. Bender

Frank N. Bender

(If necessary, please continue your comments on the reverse side.)

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-10-97
DOCUMENT # 10-19-97 1:27:37pm
FD#32760 RL.04

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 JOE L. BENGOECHEA and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

Dear Surface Transportation Secretary,
I am very concern about the planned increase of Trains is thru Reno. The safety of my family and children will be in very grave danger unless something is done immediately. Please you must help us. Thank you

RECEIVED
OCT 10 1997
MAIL MANAGEMENT STB

Signature Joe L Bengoechea
Street 3355 Prescott Way
City Reno State NV Zip 89509

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-24-97 1:05:52pm
~~FD#~~ 32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Dale + Linda Berg and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

1) I would like an Environmental Impact Statement.
2) No Fast Trains
3) Trains underground would be best.
4) No Nuclear Material thrue river canyons. Thank you.

Signature Dale Berg
Street 12940 Fieldcreek Lane
City Reno State NV Zip 89511

Comment Sheet

UP/SP Merger
Reno Mitigation Study

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

SEP 30 1997

Name ROBERT W. BERGDAHL Phone/~~Fax~~ (702) 747-4077

Organization & Title (if applicable) _____

Address P.O. Box 6776

City/State/Zip RENO, NV 89513-6776

Please mail completed comment sheet to: Office of the Secretary, Surfact Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC, 20423, Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.

I AM MOST CONCERNED WITH SPECIFICS OF GUARANTEEING MAXIMUM SAFETY IN THE PROBABLE EVENT OF A MAJOR RAILWAY ANOMALY, ESPECIALLY WITHIN THE URBAN CORRIDOR ADJACENT TO THE RAILROAD RIGHT-OF-WAY.

I SEE NOTHING IN ANY REPORT OR PLAN WHICH SPECIFIES EQUIPMENT, PERSONNEL, AND PROCEDURES FOR SUCH EMERGENCIES. THESE SHOULD BE IN PLACE BEFORE ANY CHANGES TO THE PRESENT VOLUME OF TRAFFIC OR TO THE CONFIGURATION OF ROUTES ARE MADE.

THE SAFETY OF PEOPLE SHOULD ALWAYS BE PUT BEFORE FINANCIAL GAIN.

Robert W. Bergdahl

CENTRAL ADMINISTRATIVE UNIT
REC'D: Sept 30, 1997
DOCUMENT # 10-11-97 2:47:55pm
FD#32760 RL04

(If necessary please continue your comments on the other side)

Sept. 26, 1997

Gentlemen:

Concerning the enclosed Article of 9-26-97 in the Reno-Gazette Journal, I would like to make the following comments:



(1) Reno's Mayor seems like a nice and good man.

(2) The "predicament" Reno finds itself in is its fault, not the Railroads.

(3) My solution would be to DO / underpass or whatever would be feasible at a time and quit talking ridiculous dollar amounts.

(4) I live in Sparks, but I depend on Reno and the whole area to make my living but I fail to see how this should be an "all out battle"

Thank you,

Jay Bergeson

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-7-97
DOCUMENT # 10-9-97 4:03:10pm
ID#32760 RL.04



10/9/97

Secretary
Surface Transportation Board
Finance Docket 32760
1925 K St., Rm. 700
Washington, DC 20423

Dear Secretary;

Please demand an Enviromental Impact Study corncerning the Reno, NV Union Pacific rail road plan. It's of vital concern to the residents of Northern Nevada, and will affect future generations, as well as present residents.

Your consideration will be most appreciated.

Sincerely

Jackie Bernardini

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-15-97
DOCUMENT # 10-27-97 3:54:13pm
FD#32760 RL.04

CHASE

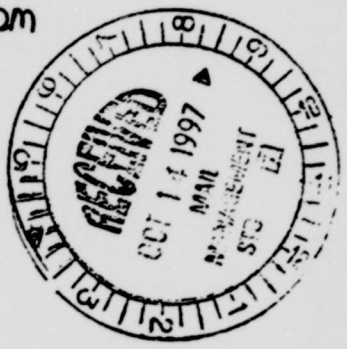
Jackie R. Bernardini
Branch Manager

Chase Manhattan
Mortgage Corporation
6160 Plumas Street, Suite B
Reno, NV 89509

Tel 702-828-6100
Toll Free 888-816-4824
Fax 702-828-6131

1256 Riverside Drive
Reno, Nevada 89503
Telephone: 702.322.2229
September 18, 1997

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-17-97 1:44:12pm
FD#32760 RL.04



Office of the Secretary
Surface Transportation Board
Finance Docket 32760
1925 "K" Street NW, Room 700
Washington, DC 20423

Attn: Elaine K. Kaiser
Chief, Section of Environmental Analysis
Environmental Filing - Reno

Dear Ms. Kaiser:

I have read a newspaper article today, in the Reno Gazette Journal, explaining your position that successful mitigation of the Union Pacific / Southern Pacific merger can be achieved by increasing the train speed from 20 mph to 30 mph. I don't believe newspapers reports are generally accurate on the substance of complicated matters. However, if that article is correct, your agency has not obtained a reasonable understanding of Reno's unique problems associated with this merger.

With the additional train traffic today and in the future, there is a serious public safety risk if no changes are made to the tracks. Changes that have been proposed include pedestrian overpasses, automotive overpasses, or lowering of the tracks. The only answer that works for the long run is to lower the tracks and that is the only reasonable cost resolution that would provide safety and a reasonable aesthetic solution to the increased train traffic.

I would greatly appreciate your reconsideration of the environmental mitigation measures necessary.

Sincerely,

Stephen M. Biagiotti

Stephen Biagiotti

cc: Community Relations Divisions Office of Reno City Manager
Attn: Railroad
PO Box 1900
Reno, Nevada 89505

U.S. Senator Richard H. Bryan
400 South Virginia Street, Suite 702
Reno, Nevada 89501

U.S. Senator Harry Reed
400 South Virginia Street, Suite 902
Reno, Nevada 89501

TOTAL P.01

ENVIRONMENTAL DOCUMENT

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 14, 1997
DOCUMENT # 10-16-97 4:23:41pm
FD#32760
RL.04

Comment Sheet
UP/SP Merger
Reno Mitigation Study

10/9/97

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study:

Name: Wm Bielser Phone/Fax: 702-359-4688-F 702-359-1118
Organization & Title (if applicable):
Address: 1400 HUMBOLDT ST
City/State/Zip: RENO NV 89509

Please mail completed comment sheet to : Office of the Secretary, Surfact Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC, 20423, Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.

THE CONSTANT, INSECCESANT SOUNDING OF THE TRAIN HORNS WHICH STARTED ABOUT 3-4 MONTHS AGO WAKES ME AND MY FAMILY UP EVERY MORNING @ 3-4 A.M. THIS IS AN ENVIORNMENTAL MIGHTMARE. WE ASK THE SURFACE TRANSPORTATION PROTECTAUS BOARD — NOT JUST THE MONOPLY RAILROAD WHICH APPEARS TO HAVE CONTROL OF YOUR ENVIORNMENTAL ANALYSIS SECTION.

Wm. Bielser

(If necessary please continue your comments on the other side)

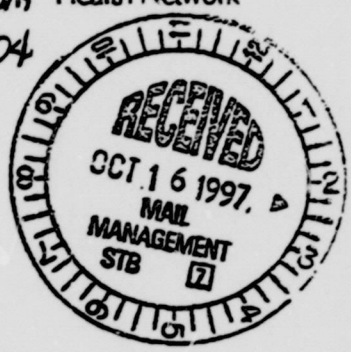
HWP\GENCORRIENWYTEM.WPD

OCT-09-1997 07:59 ASAP/QUICK SPACE 702 3591118 P.01

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-16-97
DOCUMENT # 10-19-97 2:21:35pm
FD#32760 RL.04

Saint Mary's Health Network

October 8, 1997



Office of the Secretary
Surface Transportation Board
Finance Docket 32760
1925 K. Street, NW, Room 700
Washington, DC 20423

To the Members of the Surface Transportation Board:

The stakes are high when public health and safety are concerned.

Saint Mary's Health Network operates Saint Mary's Regional Medical Center, a tertiary care hospital which has been serving the health and well being of the citizens of this community since 1908. This facility is located three blocks north of the Reno railroad tracks, on Sixth Street, between Arlington Avenue and West Street.

We consider the Preliminary Mitigation Plan (PMP) to be woefully deficient in the area, among others, of safe and predictable access to the physician and emergency room services which we provide twenty four hours per day.

Daily, lives are saved when critically ill patients arrive at our emergency room doors in time for our doctors and nurses to administer their vital skills. Many of these patients are delivered by ambulances but there are a significant number who arrive in private vehicles.

The PMP does not provide a realistic solution to the very real issues surrounding access to hospitals and other services provided in and near downtown Reno. Longer trains will be a reality. Increased numbers of trains will also be a reality. Faster trains will be achievable only if safety and power conditions permit, which under even the most ideal conditions will not be achieved by every train. Therefore, increased numbers of blocked crossings will be a reality, as will increased duration of blocked crossing times.

This will, then, result in difficulties for ambulances, even with the video displays which are suggested to be located in the emergency dispatch center. It will also result in greater difficulties for those private vehicles attempting to reach the hospital in time to prevent stroke or heart damage or to deliver a baby in a safe, clean environment. Further, those physicians who have been called to the hospital to provide the expertise to save their patients' lives and health will be impacted in their journies to the hospital.

Corporate Offices
1155 West Fourth Street, Suite 216 / Reno, Nevada 89503 / (702) 323-2041

Needless to say, we are disappointed in the PMP and its lack of honest solutions to this very real concern.

Due to the proximity of the hospital to the railroad tracks, noise is also an issue for us. As the number of trains is increased, the number and longevity of train horns and crossing bells will also increase. Our patients are certain to feel the effects of these increases, to the detriment of their healing. The PMP does not address this in any meaningful way, if it addresses it at all. Again, we are concerned.

Both United States Senators from Nevada have severely criticized the PMP. We absolutely concur with their comments. We urge you to revisit the PMP and to address the concerns of this community. There is every indication in the PMP that these concerns have either been ignored or treated lightly.

Our community, in general, and our patients, physicians and emergency transport personnel in particular, deserve more than has been so far provided. Please work to assure a mitigation plan that you and we can be proud of.

Sincerely,

Jeff K. Bills
President and Chief Executive Officer

cc:
U.S. Senator Harry Reid
U.S. Senator Richard Bryan
U.S. Congressman Jim Gibbons

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-27-97 2:33:36pm
FD#32760 RL04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Donna Bishop and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

1. Demand That the Railroad Pay its fair Share.
2. Demand environmental impact Statement.
3. Depress The Railroad Tracks

Signature Donna Bishop
Street 438 Laurel Street
City Reno State NV Zip 89512

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-24-97 12:35:35pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

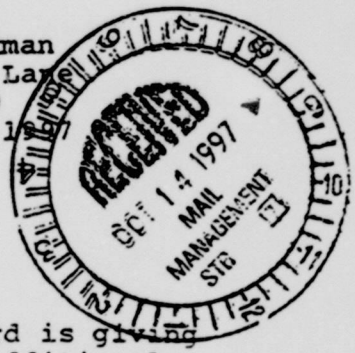
STB: My name is Mary Black and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

In my opinion, the best solution would be OVER Pass.

Signature Mary Black
Street 715 Whitaker Dr
City _____ State __ Zip ___

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-28-97 9:34:05am
FD#32760 EL.04

Edwin T. Blackman
2645 W. Plumb Lane
Reno, NV 89509
September 18, 1997



Surface Transportation Board
Washington, DC

RE: Impact of additional trains through Reno, NV

Offhand, it appears that the Surface Transportation Board is giving "offhanded" treatment to the question of the impact of additional trains on the City of Reno. According to reports in local media, STB recommends that speeding up trains as they pass through the city will mitigate most of their impact. One can only wonder why you suggest only 30 mph; wouldn't 50 mph be even better?

I trust that you recognize that speed alone is not the answer to various problems related to more and longer trains running right through the middle of the city. I suggest that the Union Pacific's poor safety record, as documented recently by the Federal Railroad Administration, is also an issue. As is what those trains may be hauling as they pass within a few feet of people-packed hotels and casinos.

We have seen enough images of derailed trains and their blazing hazardous cargoes to understand the risks involved. Forget, for the moment, the rare shipment of nuclear wastes. Focus instead on the commonplace shipments of flammable/explosive materials and deadly chemicals. Picture the results of a grade-level downtown derailment of such a train and tell us that there is no need to depress the tracks through downtown Reno.

Moving the tracks away from highly populated areas is probably the best solution. Too costly, however, so we must ask Union Pacific to allocate more of its future profits from this merger to help protect the lives and property of its neighbors.

Up to now, we've been **lucky**: no massive explosions downtown, no spills of deadly chemicals in the Truckee River. As you may remember, the Sacramento River was not so lucky: about three years ago, a Southern Pacific train spilled chemicals that killed everything in the river. No city depends on that water for drinking. Reno does drink the Truckee's water. We'd prefer to keep it clean, and urge the STB to ensure that the new Union Pacific does whatever is necessary to make sure that increased traffic through the Truckee Canyon is safe.

Sincerely,

E. T. Blackman

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-15-97
DOCUMENT # 10-19-97 1:07:42pm
FD#32760 RL.04

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

STB: My name is Carl A. Bl[illegible] and these are my comments regarding the Preliminary Mitigation Plan dated September [illegible]

#1 I want a full Environmental Impact Report on the effects of doubling train traffic thru Reno, Sparks, and Sierra's.

#2 Given the facts that there has been one Attempted Bombing of the I.R.S. Building and two Successful Bombings of BLM Buildings and Persons, what precautions are being taken to prevent terrorist effects against trains Carrying Nuke Material? (thru Reno, Sparks)

Signature Carl A. Bles

Street 440 Summerhill Dr.

City Sun Valley State NV Zip 89433

Comment Sheet

CENTRAL ADMINISTRATIVE UNIT
RECD: 10-17-97
COMMENT # 10-19-97 3:21:53pm
FD#32760
RE.04

UP/SP Merger
Reno Mitigation Study

RECEIVED
OCT 17 1997
MAIL
CONFIDENTIAL

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name [redacted] Phone/Fax (702) 322-2611

Organization & Title (if applicable) _____

Address Mr. C. D. Boatwright #
2875 Idlewild Dr. Apt. 42
Reno, NV 89509-1123

City/State/Zip _____

Please mail completed comment sheet to: Office of the Secretary, Surfact Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC. 20423, Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.

Dear Mam: I am concerned about the obvious safety problems caused by the UP merger. Additionally this greatly effects the quality of life of our residents. Please insure that an environmental impact study is accomplished prior to any trainway plan is implemented. Many times things are done for "progress of big business" + perhaps this may be one of those things; however, it should only done after an EIS. Further the Union Pacific should negotiate with the city + pay its fair share. This is only fair since the UP will increase their profits tremendously. The RR tracks divide our city + additional delays by the emergency services aren't acceptable. Please insure an EIS is conducted — do what is fair. Thank you C Boatwright

(If necessary please continue your comments on the other side)

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-27-97 3:22:02pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is KEN BOOTH and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

MORE TRAINS = INCREASED RISK OF HUMAN & VEHICULAR ACCIDENTS, NOISE, POLLUTION, CITIZEN INCONVENIENCE.

FASTER TRAINS = INCREASED SEVERITY OF ACCIDENTS, DERAILMENTS AND RISK OF CATASTROPHIC INCIDENTS.

UNDERPASSES OR OVERPASSES ARE MERELY EXPENSIVE ALTERNATES OF VERY DUBIOUS VALUE.

THE "DITCH" ADMITTEDLY IS COSTLY — BUT THE ONLY REALLY SENSIBLE PROJECT.

I BELIEVE THE RAILROAD SHOULD BE MADE RESPONSIBLE FOR AT LEAST 1/2 OF THE COST.

Signature Ken Booth

Street 200 GEMINI CIRCLE

City RENO State NV Zip 89511

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-10-97
DOCUMENT # 10-1997 1:34.38pm
FD#32760 RL.04

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 Ralph Bothe and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

Do more to address safety! Please!
An Environmental Impact Statement should be conducted
Union Pacific should negotiate with Reno & pay
it's fair share!

Signature Ralph Bothe
Street 901 University Ridge Dr
City Reno State NV Zip 89512

RECEIVED
OCT 2
MAIL MANAGEMENT STB

Comment Sheet

UP/SP Merger
Reno Mitigation Study

CENTRAL ADMINISTRATIVE UNIT
REC'D Oct 7, 1997
DOCUMENT # 10-14-97 3:09:02
FD#32760 RL.04

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name FRED BOYD Phone/Fax (702) 827-2670

Organization & Title (if applicable)

Address 1959 VILLA WAY SO.

City/State/Zip RENO NV 89509

RECEIVED OCT 7 1997 SURFACE TRANSPORTATION BOARD

Please mail completed comment sheet to: Office of the Secretary, Surface Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC, 20423, Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.

It appears that the merger will result in more trains coming through Reno. That means more pollution generated by cars waiting to cross tracks. more possibilities that emergency vehicles will be stymied; unable to get patients to hospitals etc.

There are solid reasons for environmental impact studies which I understand haven't been completed. With such emphasis on environmental issues why hasn't that been done?

Having dealt with major business issues for 35 years I am stunned by STB's primary

(If necessary please continue your comments on the other side)

proposal to speed up the trains as the way of addressing this overall challenge.

Fred Boyd 9/27/97

CENTRAL ADMINISTRAT
REC'D: 10-14-97
DOCUMENT # 10-23-97 4:58:46pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Randy Bradley and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I use to live in Missouri, near Kansas City, but drove into Kansas each morning to go to work and I got sick and tired of being late for work or leaving extra early because of the long trains I would have to wait for, and this was on a hiway out in the country where the trains could move fast. Now your wanting to put these long, SLOW, moving trains thru the middle of a populated town and make lots of people late for work not to mention holding up emergency vehicles and disturb downtown festivals and tourists. Forget it! Put your damn train somewhere else!!

Signature Randy Bradley

Street 525 Sadlier Way

City Reno State NV. Zip 89512

Comment Sheet
UP/SP Merger
Reno Mitigation Study

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name: Neil Brandon Phone/Fax: 702-359-3371 FAX 702-359-3620
Organization & Title (if applicable): Empire Equipment Co. - Branch Manager, Nevada
Address: 1055 Glendale Ave.
City/State/Zip: Sparks, NV 89431

Please mail completed comment sheet to : Office of the Secretary, Surface Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC, 20423, Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.

PLEASE SEE ATTACHED COMMENT SHEET.

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 14, 1997
DOCUMENT # 10-16-97 4:17:28pm
FD#32760 RL04

(If necessary please continue your comments on the other side)

EMPIRE EQUIPMENT CO.

[illegible] El Centro Road
Sacramento, CA [illegible]
[illegible]

[illegible] S. El Dorado St.
French Camp, CA [illegible]
[illegible]

[illegible] S. Railroad Ave.
Fresno, CA [illegible]
[illegible]

415 E. 9th Street
Gilroy, CA [illegible]
[illegible]

[illegible] Cedar Blvd.
Newark, CA [illegible]
[illegible]

[illegible] Commerce Blvd.
Belmont Park, CA [illegible]
[illegible]

[illegible] Industry Road
Anderson, CA [illegible]
[illegible]

475 E. Park Avenue
Chico, CA [illegible]
[illegible]

[illegible] Glendale Road
Sparks, NV [illegible]
[illegible]



COMMENT SHEET
UP/SP MERGER
RENO MITIGATION STUDY

1. What would happen if just one accident were to occur in the Truckee Meadows or the Truckee River Canyon?

The effects would be devastating economically, scenically, quality of life as we know it would be dead! Water is Reno/Sparks' total limitation on growth and survival. We have precious little already - what if the major supply became contaminated?

2. If the solution to the traffic delays and safety issues is to lower the tracks through the downtown corridor, why would the citizens pay for this?

The Union Pacific is benefiting the most from the merger. Let them pay for it or do not merge.

I have heard that a consulting firm has been brought in to provide financing for the project. My question is bottom-line - who is going to pay for it?

3. Once the tracks are underground, can't they sell the property above ground to help with cost? The taxpayers would benefit from this.

4. Can the taxes be raised on Union Pacific on a city or county level to help with the added burden of more trains? I.E. Safety concerns, emergency response in case of a disaster, etc.?

5. I have not talked to one citizen that wants this or is willing to pay for this. I do not understand why it is even an issue to burden the taxpayer with a railroad problem.

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-24-97 3:49:01 pm
ID#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Stephen Braun and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

NO!
This Plan is totally unacceptable
Big Business and
Big Government in BED
once again.
Let's Put this
in your Toron!

Signature [signature]

Street

City Reno State NV Zip 89509

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-27-97 3:08:16pm
ED#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is ARLEEN BREWER and these are my comments regarding the Preliminary Mitigation Plan issued September 15th. What happens if there is a fire/explosion if the train is underground? Leave it the way it is. The trains were here before us. Make provisions with fire/amb. on each side of the tracks & that way the city is covered both ways. We do have emergency facilities on both sides of the tracks. And, it will save many thousands of dollars (mine (cin this)

Signature Arleen G Brewer

Street 7900 N. Virginia #255

City Reno State NV Zip 89506

Please complete and return this coupon to the Surface Transportation Board, [illegible] Secretary, Finance Docket 32760 - 1925 K Street, NW - Room 700, Washington [illegible]

STB: My name is Gene E. Bridgman and these are my [illegible] regarding the Preliminary Mitigation Plan issued September 15th.

I think the city of Reno officials are a bunch of hypocrits & liars. They are causing a big smoke screen to the Reliability to try & cause problems for the Union Pacific R.R. the R.R. UP has done more than they should have already. I urge you to favor [illegible] mitigate for the U.P.R.R. as they are a good neighbor for Reno.

Signature [illegible]

Street [illegible] Crystal Shoe Dr

City Reno State NV Zip 89506

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 7 1997 → 10-7-97
DOCUMENT # 10-9-97 5:11:48pm

FD#32760 RL.04

Martha C. Bridgman

Telephone 702 677-0618
Fax 702 677-0618

7602 Crystal Shores Drive
Reno, NV 89506

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-16-97
DOCUMENT # 10-19-97 3:13:29 pm
FD #32760 RL.04



Office of the Secretary
Case Control Unit
Surface Transportation Board
1925 K Street, NW, Room 700
Washington, DC 204230001

Attention: Elaine K. Kaiser
Chief, Section of Environmental Analysis
Environmental Filing - RENO

Re: UP/SP Merger Finance Docket No. 32760

Dear. Ms. Kaiser:

I have been a resident of the Reno/Sparks area for the past eight years, moving here from central Florida in 1989.

I have watched with great interest the development of Reno/Sparks in just the short time that I have been here. Several things about the development have bothered me and have been accentuated in the past 12 months.

As you may know "Reno" is the answer to a often used cross word puzzle clue, "City on the Truckee". This brings to light the fact that the city of Reno was built up next to a natural resource, the Truckee River. Reno also built up next to a not so natural resource, the existence of a Railroad. The cities of Reno and Sparks were granted land for their formation by the Railroad, and the city grew because of these two resources, the Truckee River and the Railroad.

New Year's week of 1997 brought a natural disaster to the Reno area. The Truckee River flooded its banks, causing millions of dollars of damage to the surrounding cities, Reno and Sparks. So, the people called to the Federal Government for disaster relief, fully expecting to rebuild in the same places that were washed away by the uncontrollable Truckee River. The money was approved and the cities and the citizens were allowed to rebuild in the same places that will be surely be washed away in the future by the same Truckee River. When this happens again the citizens will again want the government to rebuild what has washed away as a result of the natural resource, the Truckee River.

The citizens were fully aware of the placement of the railroad tracks in the Reno/Sparks communities, as the tracks were in place before there was ever a 'city'. Yet the community leaders have allowed building up to the very boundary of what land is controlled by the railroad and then call foul when the railroad wants to carry on the business that enabled Reno and Sparks to prosper in the first place.

It seems that there is something wrong with this picture. Did the Railroad ever intimate to the community that it would cease or reduce rail traffic as the community grew? Did the Railroad ever say it would give up the right to do business within its right of way because the town was allowed to grow too close to the tracks?

Just as the community has closed its eyes to the power of the Truckee River, just as the community has rebuilt in the same flood prone area, just as the community is blinded to their own responsibility for the city being on top of the tracks, so are they blinded to the fact that the railroad was here first, the cities were wrong in allowing construction so close to the railroad.

I don't think that there will be an easy solution to this situation. But one thing is sure, the cities of Reno and Sparks have buried their heads in the sand when it comes to taking responsibility for this situation. ***The cities should have never allowed growth so close to Railroad property.*** Just as the federal government pays for the flood damage, Reno and Sparks want the Railroad to pay for improvements to the roadways that are adjacent to the Railroad property.

I say that there is no reason for Reno and Sparks to cry foul. Reno and Sparks want to bite the very hand that made them flourish, the Railroad. Shame on Reno and Sparks.

Very truly yours,

Martha C Bridgman

Martha C. Bridgman

Fitzgeralds
Gaming Corporation

ENTERED
Office of the Secretary
OCT 1 [illegible]
5 Part of Public Record

Executive Offices

RECEIVED
OCT 16 1997
MAIL MANAGEMENT
STB

October 14, 1997

Office of the Secretary
Surface Transportation Board
Finance docket 32760
1925 K Street, NW, Room 700
Washington, DC 20423

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-16-97
DOCUMENT # 10-17-97 3:23:36PM
FD#32760 RL.04

Attention: Elaine K. Kaiser
Chief, Section of Environmental Analysis
Environmental Filing - Reno

Re: Reno Mitigation Study Preliminary Mitigation Plan ("PMP")
Union Pacific/Southern Pacific Merger

Dear Ms. Kaiser:

I am in receipt of the above referenced PMP which sets forth numerous scenarios to mitigate the traffic congestion created by the proposed merger of Union Pacific and Southern Pacific - many of which include the use of land owned by Fitzgeralds Reno, Inc. ("Fitzgeralds").

Please be advised Fitzgeralds has worked diligently over the past several years to acquire additional land for the expansion of its hotel casino foot-print in order to remain competitive in the Reno market. After acquiring the necessary real estate and air rights, Fitzgeralds entered into a Development Disposition Agreement ("Agreement") with the City of Reno which provided for the addition of a 500 room hotel tower. Although the Agreement has since expired, Fitzgeralds knows that it must expand its facility in order to remain competitive and has taken affirmative steps toward making the expansion happen.

The PMP recommendations which propose the use of Fitzgeralds' property will foil a critical expansion opportunity for the company and will materially hinder Fitzgeralds' ability to compete in the Reno market. For these reasons, Fitzgeralds requests that the Section of Environmental Analysis reject each of the PMP recommendations which contemplate the use of Fitzgeralds' property.

Sincerely yours,

Cara L. Brown
Vice President and General Counsel
Fitzgeralds Gaming Corporation

cc: Philip D. Griffith, President and CEO
Fitzgeralds Reno, Inc.

Max Page, Vice President and General Manager
Fitzgeralds Reno, Inc.

301 Fremont Street • Las Vegas, Nevada 89101 • P.O. Box 7600 • Las Vegas, Nevada 89125-7600
(702) 388-2400 • Facsimile (702) 382-5562

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-19-97 1:42:05pm

FD#32760 RL.04

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 E.F. Buck and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

NOW IS THE TIME to address Reno"s problems of safety, and quality of life with the growth of the railway system through the city.

NOW IS THE TIME for the Union Pacific to negotiate with Reno and pay its fair share of the cost of a trainway

RECEIVED
OCT 14 1997
MAIL MANAGEMENT
STB

Bill Buck
Signature Eleanor F Buck
Street 1895 Berkeley Dr
City Reno State NV Zip 89509

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 DON BUCKLEY (AND RAYETTA) and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

IN THIS DAY AND AGE SURFACE TRAINS SHOULD NOT GO THROUGH THE CENTER OF A CITY LIKE RENO. PLEASE INDICATE THE TRAINS BE TRENCHED WITH STEEL GRATE OVER THE TOP.

RECEIVED OCT 7 1997 MAIL MANAGEMENT STB

Signature Don Buckley

Street 501 W. MOANA #52

City RENO State NV Zip 89509

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-7-97
DOCUMENT # 10-9-97 12:12:04pm

FD#32760 RL 04

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 3:55.21 pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Doris Byrne and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

The rail road should of gone Underground years ago. The profit they will make. they ought to pay there full share when they are Shipping Nuclear Waste. We should have be protected

Signature Doris Byrne

Street 1244 Carville Dr. apt 7

City Reno State Nv Zip 89512

Campbell Brothers
FARMS. INC.

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-7-97
DOCUMENT # 10-9-97 3:43:47 pm
FD#32760 RL.04

October 1,1997

PO Box 213
Alamo, California 94507

Telephone 510.837.6821

RECEIVED
OCT - 7 1997
MAIL MANAGEMENT SIU

Office of the Secretary
Surface Transportation Board
Finance Docker 32760
1925 K St. NW,Room 700
Washington,D.C. 20423
Attn: Elaine Kaiser, Chief of
Environmental Analysis,
Environmental Filing-Reno

Ms E. Kaiser

Please note the inclosed article from the Valley Times (Contra Costa County) date line Concord california Sept. 30,1997.

You say that you want to speed up trains from 18mph to 30mph as to lessen the traffic stoppage in downtown Reno,have you really thought this one out?

Mr. Mike Furtney states that we, Union Pacific "Did the appropriate inspections and notified the federal agency right away".

"We called the FRA and said there might be some problems with how the bombs are loaded".

At 30mph some problems with how the bombs are loaded could create a whole new downtown section!

Does the idea that streets are posted for 25mph in residential and some downtown portions of the city send a message about the cause and effect of an accident in the downtown area? Must we bring in a bomb expert to explain just what could happen if technology or human beings happen to make just one mistake, both equally fallible, then where are you?

Please re-think your increased speed idea.

Jack Campbell
Byington Building
Reno, Nevada

cc Mayor Jeff Griffin

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 Kathryn Campbell and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I am not a "Casino" so I don't have a "vote or say", however, I live out about a mile from the railroad tracks over the railroad tracks. UP needs to service [illegible] the brakes are excessively loud. The conductors [illegible] in spite of the new housing development in Sparks.

8/27/97 6:00a.m. A [illegible] the horn 42 times this is just rude - [illegible] must stop, they usally blow the horn about 12 times at 11:00 - 12:00 coming through.

Signature: Kathryn Campbell

Street: River Flow a.t.

City: Reno State: NV Zip: 89523

(between)

Railroad should move the tracks clear out of Reno, then sell its land to the casinos.

RECEIVED

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-15 97
DOCUMENT # 10-27-97 6:07:19pm
FD#32760
R.L. 04

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 5:00:13 pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

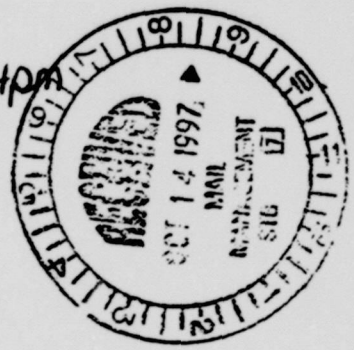
STB: My name is WILLIAM T CAMPBELL and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

UNION PACIFIC SHOULD NOT ONLY PAY FOR THE TRAINWAY BUT SHOULD ALSO PAY EVERY TIME THEY COME THROUGH.

AN ENVIRONMENTAL IMPACT STUDY SHOULD BE DONE AND ALSO PAID FOR BY UNION PACIFIC.

Signature [signature]
Street 705 HUMBOLDT ST
City RENO State NV Zip 89509

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-17-97 1:46:14pm
FD#32760 RL.04



October 3, 1997

Office of the Secretary
Surface Transporation Board
Finance Docket 32760
1925 K St. NW, Room 700
Washington, D.C.20000

Dear Ms. Kaiser,

Re: Reno Railroad Tracks

I have lived in Reno for over 45 years, most of the that time, working within one block of the railroad tracks. To my best recollection I've never had a problem waiting for a train. Maybe 10 minutes at the most, and that waiting for Amtrak to load and unload.
The casino industryis the ones who say they are having a problem, but the problem was there when they opened their doors.
As far as pollution is concerned, waiting for Reno's traffic signals cause much moré pollution than could possibly be caused by the railroad waiting.
I am strickly against doing anything, regarding the railroad tracks.

Sincerely,

Carl Carter

Carl Carter
4815 Sinelio Drive
Reno, Nevada 89502

10 October 1997

CASAZZA PEETZ & ASSOCIATES
ARCHITECTURE AND PLANNING

CENTRAL ADMINISTRATIVE UNIT
REC'D: _____
DOCUMENT # _____

Elaine Kaiser, Chief
Section of Environmental Analysis
1925 K Street NW, 5th Floor
Washington, DC 20423

Re: UP/SP Merger – Reno Mitigation Study

Name Ralph A. Casazza, AIA Phone (702) 322-9475 Fax (702) 322-3816
Organization & Title Casazza, Peetz & Associates
Address 1745 South Wells Avenue, Reno, NV 89502
City/State/Zip Reno, NV 89502

As a native citizen for 71 years and a member of a native pioneer family of more than 100 years, a senior partner in the architectural firm of Casazza, Peetz & Associates for the past 47 years, one of Reno's most prominent firms, and a longstanding property owner, I am extremely concerned about the UP and SP merger, which will result in the doubling of traffic on the UP/SP tracks through the near center of activity in the City of Reno. There is no question that such increase in traffic will be detrimental to the safety, economy and environment of Reno and it will certainly impact the quality of life of everyone in the Truckee Meadows region, in addition to the hundreds of thousands of visitors per year that visit Reno, one of the main lifestreams of our economy.

The City of Reno has been in intense negotiations with UP to help resolve the problem. However, UP has drawn a line relative to its financial participation, which in my opinion is an inadequate contribution toward the lowering of the tracks when Union Pacific will profit from their increased traffic by something like $750 million a year.

Twenty-four long trains per day, whether traveling at normal or fast speeds, on many occasions will cut the city in half. As an example, a recent fire at one of Reno's major hotels would have been a disaster had there been a train on the tracks at the time, delaying many fire trucks, police and ambulances which answered the call even a couple of minutes. An environmental impact statement (EIS) should be completed prior to moving ahead with any mitigation plans if UP/SP is not able to provide more assistance to the City of Reno. I encourage your assisting the City of Reno in this endeavor.

Sincerely,

CASAZZA, PEETZ & ASSOCIATES

Ralph A. Casazza, AIA

RAC/cjb

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 15, 1997
DOCUMENT # 10-15-97 3:45:47 am
ID#32760 RL.04

E:\SEC\RAC\USPSMERG.WPD

RALPH A. CASAZZA, A.I.A. • CARROLL G. PEETZ, A.I.A. • THOMAS A. CASAZZA, A.I.A.
1745 SOUTH WELLS AVENUE RENO, NEVADA 89502 PHONE 702.322.9475 FACSIMILE 702.322.3816

10/10/1997 12:57 7023223816 CASAZZA PEETZ & ASSO PAGE 01

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-22-97
DOCUMENT # 10-29-97 5:33:37 pm
FD#32760 RLO4

Sési M. Catalano, Ph.D.
643 St. Lawrence Ave.
Reno, NV 89509
(702) 322-8589

Elaine K. Kaiser
Chief, Selection of Environmental Analysis
Office of the Secretary
Surface Transportation Board
Finance Docket 32760
1925 K Street, NW- Room 700
Washington, DC. 20078-5646



Dear Ms. Kaiser,

I am a resident of Reno, Nevada and I am writing to express my concerns regarding the recent Union Pacific/Southern Pacific Railroad merger and the effects it will have on our city. I cross the tracks on an almost daily basis to and from work, shopping, etc. I am used to the occasional delay caused by the current number of trains and do not particularly mind, as most trains pass within two to eight minutes. I feel comfortable with them going by at the current speed. I am adamantly opposed to the proposal to simply increase the speed limit so the trains will pass through town faster. This will certainly increase the risk of an accident. I live within a mile of the railroad tracks and am very concerned about the potential for an accident, particularly involving nuclear waste or other hazardous materials and the impact such an event would have on my family.

In addition, I feel that the proposed increase in the number and the length of the trains is unreasonable given our current situation, e.g., no depressed or elevated tracks or roadways in the downtown area. Blockage of all north-south routes by a train in the downtown area is possible and will create serious public safety issues. It is unacceptable to me if even one life is lost because, for example, of an increase in the probability an ambulance would have to wait ten or more minutes for a train to pass before reaching a sick or injured person.

As you are well aware, our economy is highly dependent upon tourism, and one of our greatest attributes is the beauty of the surrounding mountains and the Truckee River. We have worked very hard as citizens of this community to improve our environment, including our air quality and water quality. Without conducting an Environmental Impact Statement, there is no way that the STB can address these issues and therefore a recommendation by the STB is unreliable at best, and detrimental at worst, to the quality of life of all those who live in, work in or visit the Truckee Meadows. **A full Environmental Impact Study and Report are imperative before any decision is made regarding the railway plan.**

Lastly, I am in favor of Union Pacific standing by what they offered prior to the merger- to depress the tracks in the downtown area at no cost to the City of Reno. Now that the merger has gone through, they have reneged on this. Although the merger will bring record profits to UP, they are now willing only to pay for a small portion of the cost of depressing the tracks, regardless of the tangible and intangible losses to the people of Reno. They should be made to pay for the majority of the cost of depressing the tracks so as to mitigate the safety and quality of life concerns of the people affected by this merger.

Sincerely,

L.M. Catalano

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10/14/97
DOCUMENT # 10-23-97 6:54:12pm
ID#32760 RL04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Betty Chace and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

Reno is growing the trains shuide not have Pried — over the safty of Pepals line

Signature Betty Chace
Street 1690 Wedeking RD# 122
City Reno State NV Zip 89512

UP/SP Merger—Reno Mitigation Study

Reno, Nevada—February 1998

Final Mitigation Plan

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Surface Transportation Board
Section of Environmental Analysis

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CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-27-97 12:42:17pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Mary Chandler and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

Much more should be done to address quality of life and safety concerns caused by the UP merger. An environmental impact study should be done. UP should negotiate with the City of Reno and pay its fair share of the costs of any plan.

Signature Mary J Chandler
Street 5450 Simons Drive
City Reno State NV Zip 89523

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-24-97 12:45:45pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Scott Charles and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

Dear Elaine, I'd write to urge you to retract the 9/15 report on Truckee Meadows impact caused by the U.P./S. Pacific merger and study again the ENVIRONMENTAL IMPACT in DEPTH of the merger on Reno + the TRUCKEE MEADOWS

Signature Scott Charles
Street 650 SAPPHIRE CIRCLE
City RENO State NV Zip 89509



September 15, 1997 VIA FAX 334-2097

Community Relations Office
City of Reno
PO BOX 1900
Reno, NV 89505

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-19-97 3:00:46 pm
FC #32760 RL.04

RECEIVED OCT 14 1997 MAIL MANAGEMENT STU

As a real estate broker sales associate in Reno, I am keenly aware of impacts that may adversely affect real estate related matters. The railroad merger of Union Pacific and Southern Pacific Railroads will no doubt have lasting and profound impacts to many citizens of Washoe County.

A long term plan (50+ years) should be implemented to minimize the impact of the growing use of the railroad corridor. Let us consider this railroad merger a timely opportunity to do what is right for the long term safety of the citizens of Washoe County. The axiom, "pay now or pay more later" will be true. Just think of what the cost of this issue will be in inflation adjusted dollars twenty years from now.

Railroads are the most competitive means of moving goods cross country. This mode of transportation for industrial goods will grow in the future. One should anticipate that many of these goods are hazardous materials. One should also consider the inevitable maintenance failures and train wrecks that will happen over time. It is reasonable to assume that in time there will be a catastrophic train wreck in Washoe County.

I am the marketing agent for a new phase of homes at River Oak Subdivision in Verdi, NV. This subdivision borders the Truckee River and the train tracks of Union Pacific. The increased train traffic may have adverse impacts on the planned buildout of the 120 homes that are planned. Increased noise and air pollution will surely increase. Please consider Verdi being reviewed in any environmental impact studies.

In regard to the downtown Reno corridor, a depressed trainway seems a great improvement over the current surface tracks. Is this plan the final long term solution? Time will tell. The railroads are the only beneficiary of the merger resulting in reduced costs and higher profits. The property and area residents close to the railroads are the beneficiaries of higher levels of train noise, increased pollution, and the fear of a future train wreck spewing industrial waste in the neighborhood. It seems only fair that the railroads pay the majority of cost to ensure the safety and quality of life of the property and people living adjacent to the railroad.

Sincerely,

Charles Christian

Charles Christian, Broker Sales Associate
RE/MAX Realty Professionals
6121 Lakeside Drive
Reno, NV 89511

Bernie Christensen
3405 Socrates Drive
Reno, Nevada 89512



October 6, 1997

Elaine K. Kaiser
Chief
Section of Environmental Analysis
Office of the Secretary
Case Control Unit
Surface Transportation Board
1925 K Street, NW, Room 700
Washington, DC 20423-0001

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-10-97
DOCUMENT # 10-20-97 5:16:31pm
FD#32760 RL.04

Dear Ms. Kaiser:

Re: UP/SP Merger Finance Docket No. 32760
Preliminary Mitigation Plan: Reno

Unlike Sparks and Elko (Nevada) who have solved their "Railroad Problems," Reno has passed up opportunities from 1931 on - to solve their "Railroad Problem."

Last year, the Railroad offered a good solution which included a series of underpasses and overpasses. If Reno had accepted this plan they would be better off than they ever have been.

Reno has been unwilling to make the effort and spend the money to trench the tracks in the past - now they want to sock the Railroad with the whole bill.

The Railroad created the town of Reno. They did not create the problem of the railroad tracks running between the city's biggest casinos.

The Railroad has been generous in their offers to mitigate the impact of more trains running through Reno. Reno, on the other hand, wants to strangle the Goose that laid out the town in the first place, and has been laying the Golden Eggs since 1868.

I'll bet the Railroad rues that day in 1931, when they first opened up Center Street to traffic.

Sincerely,

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-15-97
DOCUMENT # 10-19-97 1:37:27pm

RL.04 FD#32760

Famous Arch
Reno, Nevada

Collector Series

TO WHOM IT MAY CONCERN
NOTE THE Rail Road Tracks in photo on reverse. I am concerned about the proposed increase in Train Traffic + most importantly increased speed that was proposed. The RR should do more to help.

Jeff Chu[illegible]
Reno NV

Surface Transportation Board
Secretary's Office
Docket 32760
1925 K St NW #700
Wash DC 20423

3-000-09000 0151

Space below reserved for U. S. POSTAL SERVICE

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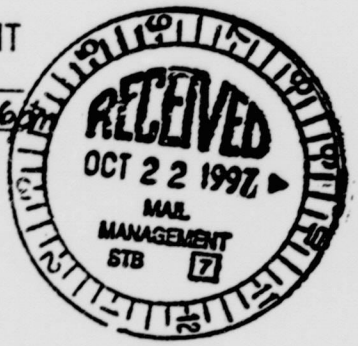
REC'D: 10-22-97
DOCUMENT # 10-29-97 6:02:06
FD#32760 RL04



Office of the Secretary
Surface Transportation Board
Finance Docket 32760
1925 K Street, NW - Room 700
Washington, D.C. 20423

Attention: Elaine K Kaiser
Chief, Section of Environmental Analysis

Dear Ms. Kaiser,

The citizens of Northern Nevada have been subjected to an intense propaganda barrage concerning the railroad that runs through Reno, Nevada. At first I thought it was just the socialists against capitalism tirade, but this is too well organized and financed. I think one would have to "go where the money leads you" to find the real impetus behind this very effective media campaign. They even got the city dads to stage a very expensive morality play in downtown with fire trucks and ambulances and claimed a whole 3 minute delay of services.

They cite four problems:

#1 "Longer and faster trains could block crossings and delay police, fire and medical response". Their estimate of up to 38, 6500 foot long trains may be slightly exaggerated. The estimate of the elimination of north-south access for up to 2 hours 35 minutes a day, though only a high side guess, still only ties up traffic for 4 minutes at a time. This does not compare unfavorably with many of the stop lights in this city.

It doesn't address the fact that construction of an underground railroad will take somewhere in excess of two years, the detouring of the railbed during construction, the horrendous expense of construction or the fact that not only emergency services but commerce and businesses in the downtown are would virtually come to a halt during that period. It doesn't ask what would keep floodwaters out of a deep trench down the middle of the city.

#2 "Transportation of hazardous waste could cause a major catastrophe".
They are talking of nuclear fuel shipments dribbling down to the Truckee River.

This is a shameless continuation of the anti-nuclear disinformation that has been poured over the heads of the populace for a generation. The idea that pellets of metal enclosed in the toughest possible kind of containment could pollute a river almost a mile away insults even their own intelligence. The deliberate misconception of nuclear waste being green slime in 55 gallon drums that will shatter and turn us all to toads in an instant is utterly irresponsible. Can you imagine cleaning up (hazardous waste or not) a derailment inside a tunnel in downtown Reno?

#3 "Increased train traffic will jeopardize our communities quality of life - tainting the Truckee Meadows' blue skies and clear water".

What utter nonsense! The minuscule contribution of train exhaust as compared to industrial

automobile, truck and domestic air pollution is undetectable. This is a flat lie, couched in emotional terms. Nobody wants their children choking on smog - but this isn't a method of avoidance, it is propaganda.

#4 "More trains create more public nuisance". They go on to cite noise pollution from whistles, engine noise and wheel noise - creating additional disturbances to both residents and visitors.

Trains make noise. More trains make additional noise. The "fact" a slight increase intraffic could threaten the Reno Rodeo, Hot August Nights and the riverfront redevelopment is more specious claptrap. The incessant loud noise, mess and unsightliness of tearing a huge trench through the middle of Reno would do far more to inhibit tourism than some additonal trains.

It seems their best argument is that the Railroad is making a profit, and they have found a way to divert some of this earned money into local political pockets.

Please don't be swayed by these special interests to saddle the rest of us with this useless and expensive political redirection of money. None of it makes sense toward improving the quality of live in this area.

I do not work for or have any interest in the railroad. I have not discussed this issue with any person working for the railroad or for the city of Reno or county of Washoe.

Sincerely,

Marvin I. Clark
630 Plumb Lane
Reno, NV 89502

Please do the right thing

10/1/97

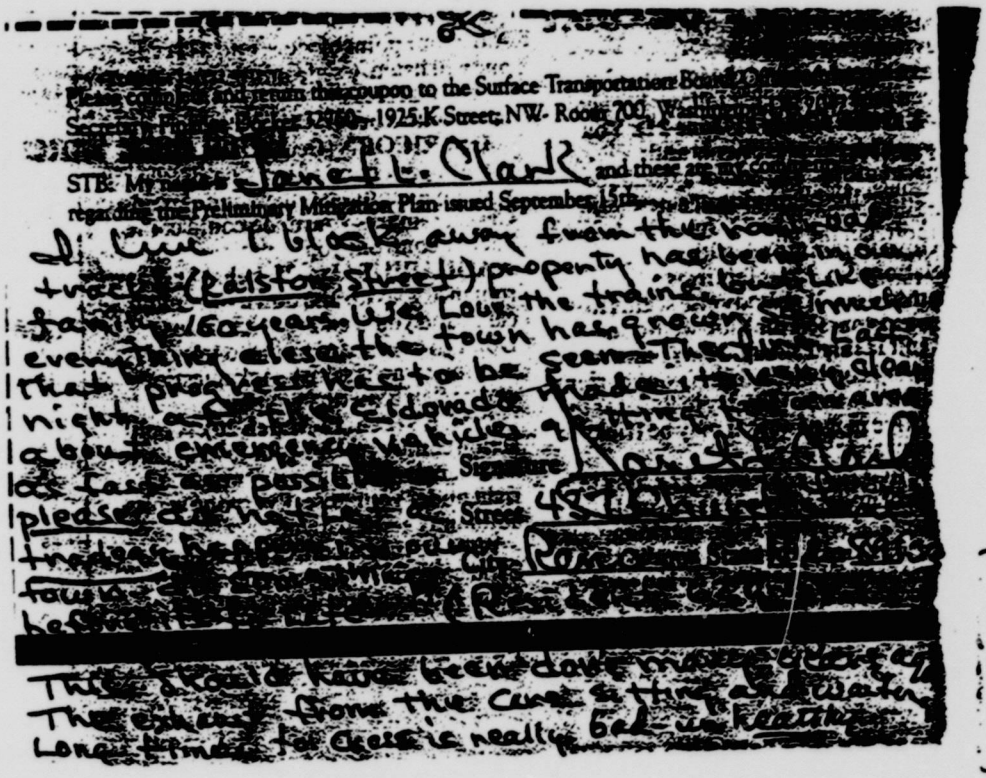


The trains now run day & night - we are 1 block from the tracks. NO one (15 apts) can sleep at night - or in the day time because of the noise - don't tell me to move - we have had this property ~~for~~ since 1847 when our grandparents purchased it. It's a family thing. More people have been killed at our intersection (Ralston Street) then any other intersection in town - So now the horns blow - constantly - as they go thru town - results Noise stress & more trains going by on a daily basis - will

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 8, 1997
DOCUMENT # 10-15-97 11:52:46am
FD#32760 RL.04

2/ plug up the complete town., every single intersection. I personally would hold the railroad company responsible if no emergency help can come to my house to save a family member or a senior citizen tenant. This is not a simple matter and I do hope someone will do the right thing. I would like to know that the people who live here will be safe

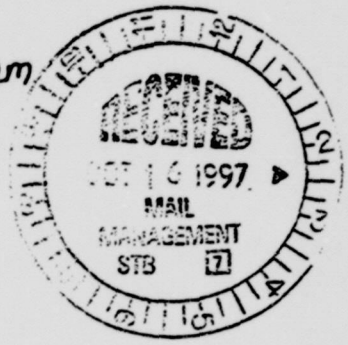
Janet L. Clark
437 Church Lane
Reno, Nev.
89503



CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 8, 1997
DOCUMENT # 10-15-97 12:24:29 pm
FD # 32760 RL.04

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-16-97
DOCUMENT # 10-28-97 9:19:13am
FD# 32760 RL.04

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 - Reno

RE: UNION PACIFIC-SOUTHERN PACIFIC MERGER IN THE RENO (NEVADA) AREA

First, I am Frederick Martin CLAYTON, a concerned private citizen and long-time resident of the "Reno" area. Educationally I am a former Page in the Nevada legislature, an American Legion Boys' State and Boys' Nation participant, and a four-year college graduate in Business Administration with post-graduate work in governmental budgeting and fund accounting, and with my present employer I have had intermediate-level haz-mat responder training.[1] I am a virtually life-long amateur railroad hobbyist and historian. Both commute and inter-city passenger rail travel have figured prominently in my life, as well as typical consumer benefits of freight rail commerce. Western railroads were significant in the lives of both my grandfathers, and my father, a graduate civil engineer, was a Commissioner with the Nevada Public Service Commission in the mid-1950's and later served as a transportation specialist with the United States State Department's ICA in Afghanistan.

The generically simplified issue before us is, relative to one specific area, the impact of moving a specified estimated amount of commerce through that same specific area. Under your Decision 71 rules for "Tier 1" let us assume a sterile stage. We define this commerce, or traffic, as surface commerce. This is why this particular show is playing in the STB theater. This particular specific area is involved because it is squarely astride the route determined by the carrier, in a business decision, to be the fastest and most-direct between the principal points of origin and destination. The entire region between these two points is "dry", meaning that water-borne movement, really the most efficient, is not an available option. Therefore, the most

[1] To California standards from the University of California, Davis.

efficient dry-surface method, steel wheels on steel rails--called "railroad"!--has been suggested. The full estimated amount of commerce is proposed to be distributed among some 11.3 batches, or trains, per day moving through this specific area on this railroad. The carrier proposes to run these trains through the specific area following a path--or "right-of-way"--to which it already has access. Remember, our "sterile stage" scenario does not allow us any knowledge or useful speculation as to the origins or nature of this access. If evenly spaced throughout every 24-hour period, 11.3 trains equals one train every 2.12 hours. The carrier of this commerce--the operator of these trains--acknowledges that the trains simply cannot be operated without making noise, without emitting fuel-conversion by-products, without a speed--however fast or slow. The surface geography of the central portion of our specific area is such that each moving train on the selected right-of-way will block several existing street crossings at the same time, with each blockage presenting a possible delay or other interference to the timely delivery of fire, police, medical, or other necessary community services. No human behavior or technological innovation, or combination, can assure a 100% guarantee against an accident. Thus is the stage.

Now, upon that stage, <u>every 24 hours</u>, ***11 or more:***

> occurrences of noise (regardless of level);

> occurrences of exhaust emissions;

> blockages of crossings or groups of crossings (regardless of duration);

> opportunities for a "once in a lifetime" accident;

> opportunities for failure of any human and/or technical monitoring procedures;

NONE OF WHICH EXISTED PREVIOUSLY! But there is substantial general agreement, at least locally, on one plan which seems like it would best minimize most of these concerns. If this were your home town, wouldn't you want everything possible done to reduce ALL of these possibilities to their absolute *minimums*?

Now for a few moments let's specify our stage as Reno, Nevada, but otherwise retain the "sterile" assumption. The railroad, of course, is the merged Union Pacific. The route through Reno is the commonly-called "Donner Summit" route; an approximately parallel route somewhat to the north is the old "Western Pacific" or "Feather River" route. Reno is not an isolated "specific area" by itself. It is an integral portion of a rather larger environmental and economic basin known as Truckee Meadows, which extends from Verdi in the West to Vista (on the East edge of Sparks) in the East. About the only railroad behavior which doesn't affect the entire area is noise--it is substantially limited to a "noise envelope" which generally conforms to the track line. Three physical features largely distinguish the Truckee Meadows from most other similar-sized communities hosting major rail routes. First is the difference in elevation between the West portal at Verdi and the East portal at Vista. Second is the downhill drainage, anywhere along the track line, away from the track southward to the Truckee River. Third is the occurrence of meteorological "temperature inversions" which adversely trap environmental pollutants within the basin while they last. This is one thing Wichita absolutely does not have! Location options: an alternate railroad right-of-way could be created adjacent to the I-80 corridor, bypassing central downtown Reno. Far more expensive than depressing the tracks where they are and even if paid for entirely by the City, there seems to be no legal basis for making the railroad make the switch to such an alternate Reno routing. The railroad could opt for the Feather River route. I do not know if this route is actually slower, but it is longer, and in terms of present traffic capacity, mostly only single track versus Donner's mostly double track. Finally, the City of Reno could decide simply to raise virtually all of its downtown core area (streets, sidewalks, etc.) to a mezzanine or second-floor level sufficient to cross everything over the tracks clear of the trains. The last town I know of to do anything like this was over one hundred years ago when "Old" Sacramento (California) raised it then-downtown streets to the level of the top of the river levees. Exhaust emissions: a railroad spokesman has been heard to say that highway diversion of this additional traffic would put 27,000 more trucks on the highways every year. My thinking is that this would produce far more additional exhaust pollution and accident opportunities, than the additional trains, to say nothing of the additional highway maintenance needs and traffic congestion. Noise: common perceptions of non-continuous noise as a nuisance are as much, or more, a matter of how often it happens, as they are of how loud it is. Besides

engine, wheel, and track noise which are about the same for all trains at any given speed, 11.3 new trains times some 16 grade crossings (not counting those East of Sutro Street, of which there are presently at least 2) gives 180.8 crossing-warning-horn cycles (how many "toots" per crossing?) assaulting visitor and resident eardrums each day. The same 180.8 is also the number of new crossing blockages, regardless of how long they may last. 180.8 more opportunities for crossing protection and monitoring systems to fail. Credibilities: In spite of the railroad's assurances otherwise, I remain skeptical of their ability to achieve and maintain 30 miles per hour for all trains at all times for the full length of Reno, both East- and Westbound. Sparks yard (whose Western limits are virtually coincident with the Reno-Sparks City Limits line) is an operational stop zone for all trains in either direction. The grades, especially between Sparks and downtown Reno, are a real hurdle for heavily-loaded Westbound trains coming off a dead stop in Sparks. And who is going to pay the maintenance and replacement costs of the downtown Reno monitoring equipment and the employment costs of the additional Public Safety Center personnel to monitor it? These would be virtually permanent if your preliminary report were finalized as it presently stands. Also, I'm not sure I agree with the proposed four-quadrant crossing gates. If the 11.3 trains are not scheduled evenly across every 24 hours, or if some problem somewhere else on the system throws the schedule off, what is to prevent two opposite-direction trains from passing each other at one of the downtown Reno crossings at such an interval as to catch motorists or pedestrians in the track area between closed gates--or even worse, perhaps come down on the middle of a traffic-standing vehicle partly on the track and partly off? And the proposed pedestrian grade-separation crossings--most females and many males are apprehensive about their personal safety, especially in smaller enclosed spaces. Use of any facility is based on acceptance. How will acceptance and confidence for these constructions be fostered? What about security guards? Long-term (after the expiration of your five-year "time window"), who will end up paying the on-going operational and upkeep costs of these?[2] Intangibles: Economic and mental impacts are difficult to reckon, but a casino

[2] Reno has two similar public pedestrian/bicycle street overcrossings that I know of already in place within its City Limits, each of which was built several years ago. One is over Oddie Blvd. at Silverada, the other over East Second St. at Colony Road. These are non-mechanical, ramp-only type structures, non-enclosed, which tend to collect graffiti and on which most of the lighting usually is not working. Talk to local law enforcement officers and neighborhood residents about how frequently used, or not used, and how well-liked these structures are. Just from my personal observations as a user of these two intersections, I believe the true answers would scare you.

employee, most of whom are not very well paid, who loses his job due to an unexpected new train and a harsh attendance policy which does not recognize a train as an excuse for tardiness, knows only that he cannot pay his bills or feed his family, seeing the railroad as the culprit. IF the 11.3 trains ARE evenly spaced around the clock, and we assume a "standard" 8-hour sleep period out of every twenty-four for most people, then up to one third of the new noise occurrences could disturb just the sleeping periods of as much as one fourth or more of humanity within the noise-envelope area, due to the intensely 24-hour nature of the Truckee Meadows area economy (far more than Wichita!). Even if the train is only three cars long, most motorists (and bus passengers) PERCEIVE all crossing waits as rather longer than they really are, but these perceptions are their reality, and their frustrations over ANY interruptions to their journeys build accordingly. Local bus passengers also are subject to blockage-induced frustration in the form of missed transfer connections, which in Reno can sometimes mean waits of over an hour for the next service.[3] Some people may consider an open depression as less desirable than a tunnel might be for certain types of haz-mat incidents, but any tunnel at best can provide only a limited amount of containment for only a limited time.[4]

Let us now leave our "sterile stage" show to consider some additional Reno realities. In my opinion, most of the parties taking a position on this issue would probably agree that a "depressed trainway" would be overall the best possible response to the largest number of primary concerns, but this proposal unfortunately but inevitably raises some other concerns--"secondary" concerns--of its own, mostly related more to the construction process than to the finished structure itself. My thought and reasoning processes tell me that nevertheless, depression is the solution which should be sought; I don't need an Environmental Impact Study to tell me so! I only wish that it had been done when it was being discussed at some earlier

---

[3] For example, I do not own or often drive a personal motor vehicle. I usually try to bicycle to work, a trip of about two miles--averaging some 20 minutes--utilizing either the Rock Blvd. or Kietzke Lane undercrossings in Sparks. To travel by bus, as in midwinter, I have to go into downtown Reno, change routes, cross the tracks, and back to the South side of Sparks, a journey of some ten miles by bus, plus over three blocks walking, and requiring about an hour if the schedules are running on time.

[4] I understand that the scheduling and routing of nuclear shipments is under some other agency, but to me this only emphasizes the importance of all concerned parties keeping the possibilities posed by these shipments well in focus in the overall safety picture on every route that may be considered.

point in time. I saw it as a good thing then, and I agree with it now, although with the City's downtown development policies what they seem to be, I am apprehensive that this may be their "last realistic" chance to accomplish it. Unfortunately, many of the above-mentioned "agreeing" parties seem to want, or think they need, an Environmental Impact Study. A few, sadly, seem to believe, or would like to, that they can still halt the whole merger itself by this means, and thus dispose of the problem.[5] Some, legitimately, see a full-blown EIS as the proper--or only, or only proper--means of making certain that all of the concerns are adequately or legally addressed and dealt with, while others seem to view it as a channel which would inevitably--"automatically", even--force your decision to the depressed trainway option. Furthermore, it seems to me that an EIS order from you at this time would necessarily delay your final report until after the study's completion. A decision by you for the depressed trainway will, of course, amount to an order for Union Pacific to pay the full cost of such a project, because of your inability to order measures for which you cannot order the railroad to bear the full cost. This is exactly what many of the trainway-agreed parties want, but I DON'T THINK IT IS FAIR!

Why? Please indulge a moment of explanation. The idea that the railroad should pay the entire cost of the depressed trainway seems to rest on the notion--which I consider totally incorrect--that the railroad will be by far the primary--if not only!--beneficiary of this structure. I lived in Reno as a child, and have lived and/or worked in Reno and Sparks as an adult, including time in both the casino-tourist economy centered in downtown Reno and the largely-rail-dependent warehouse economy centered in Sparks. My belief is that physically, psychologically, aesthetically (except to train-lovers like me), and economically, *the downtown Reno casino-tourist establishment will benefit the most* from the depressed trainway. Yes, the community overall will derive some benefit, and the railroad might find some benefit in being able to run its trains as fast as it may want to, and mostly without horns or whistles, through most of the town, but the casino-hotels, their visitors, and their employees will benefit the most. I imagine the railroad, here

[5] "No merger = no problem": first, it is my understanding that the merger cannot be blocked at this time, certainly not by you, and second, I believe that the projected midwest-California rail traffic estimates for this time period would have been about the same in total for the old pattern of combinations of separate carriers as they are for a single, merged Union Pacific (=similar increased-traffic impacts).

before even a vision of the big casinos, doesn't much care either way about the depressed trainway. Operationally, for the geography, if they were to choose a plan, I suspect they would try to run as level as possible (or depressing only slightly) all the way from the West end of the Sparks yard through the Western fringes of downtown Reno, but the extra distance has never been considered cost-effective in the overall depressed-trainway concept.

I have not heard anyone suggest anything better than the proposed trainway. Interim financing may be found from Federal Government or private sector investment market sources, but structure ultimate payment among ALL the beneficiaries based on FAIR SHARES of benefits derived to accomplish it. I would gladly (although with personal difficulty) pay my fair share for a happier, more-cooperative community. In the meantime, wouldn't it also be unfair to ask Union Pacific to start paying-out money for installations (pedestrian separations, new crossing gates, monitoring systems, etc.) whose credibility is not only unproven, but which may be completely superseded within a year or so, perhaps even before they can be finished? Would the depressed trainway really be a new, separate issue? Would it require, either by EPA rules or your own, an EIS? Maybe your "Tier 1" "Final" plan in December can point the way - - - - -

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-27-97 12:24:03pm
VD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Betty Collins and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I am a 45 Year Reno resident. The idea of bigger and faster trains is frightening. An Environmental Impact Statement is the only fair procedure. Our safety is at stake since our hospital is on the other side of the tracks and the Truckee river would be in danger of being poluted. Union Pacific should pay their share because they are the ones to profit.

With tourists going across the tracks, there is a very great adde danger with trains going faster.

Signature Betty Collins

Street 4210 Warren Way

City Reno State NV Zip 89509

Elizabeth M. Collins, Ph.D
P.O BOX 412, 4790 Caughlin Parkway
Reno, NV 89509-0907
Telephone/FAX (702) 787-7753

RECEIVED
SEP 23 1997

September 18, 1997

Office of the Secretary
Case Control Unit, Finance Docket No. 32760
Surface Transportation Board
1925 K St. N.W.
Washington, DC 20423-0001

CENTRAL ADMINISTRATIVE UNIT
REC'D: Sept 23 1997
DOCUMENT # 9-24-97 4:38:31pm
FD#32760 RL.04

Dear Ms. Kaiser:

What is this? Union Pacific can spend $5.4 Billion to buy Southern Pacific Railroad, but can't add 1.5% to that cost to provide Reno with adequate safety? Would the merger have failed if the final price had been $5.5 Billion?

Not so many years ago, large corporations prided themselves for being good citizens. Evidently, Union Pacific has decided that greed is a more desireable image.

Sincerely,

Elli Collins

cc: Community Relations Division
Office of Reno City Manager
P.O. Box 1900
Reno, NV 89505

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-16-97
DOCUMENT # 10-19-97 2:06:50pm
FD#32760 RL.04

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 20

RECEIVED
OCT 16 19
MAIL MANAGEMENT DIVISION

STB: My name is JEFF COLLINS and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

They should do more to address quality of life concerns. Also an Environmental Impact Statement should be conducted. UP should negotiate with the city and pay its fair share

Signature Jeff Collins
Street 940 MANZANITA Ln
City RENO State NV Zip 89505

THANK YOU

Comment Sheet

UP/SP Merger
Reno Mitigation Study

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name Thomas A Collins Phone/Fax Fax 702-322-6781 702-322-6648

Organization & Title (if applicable) ATTORNEY

Address 410 California Ave

City/State/Zip Reno, NV 89509

Please mail completed comment sheet to: ~~Office of the Secretary, Surface Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC 20423.~~
Attention: ~~Elaine Kaiser, Chief, Section of Environmental Analysis.~~

The mitigation offered by the Railroads is a Cruel Hoax. Unfortunately the tracks effectively sever the city of Reno between North and South every time a train passes through the City. There are already numerous occassions during the day and night when North-South traffic is ground to a halt. The proposed overpasses at only selected intersections will only serve to consent traffic at already overcrowded intersections. It will not address the saftey of pedestrians trying to beat trains. It is a half-assed attempt to address the problem. Placing the tracks underground from the western border of Reno to the Eastern Border of Sparks is the only proposal that fully addresses the problem. Air pollution from stalled traffic will diminish emergency vehicles will not be stalled waiting for trains, and any potential environmental damage resulting from train accidents would be lessened.

(If necessary please continue your comments on the other side)

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 7, 1997
DOCUMENT # 10-14-97 1:24:57 pm
FD32760 RL.04

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-27-97 2:47:54pm
~~FD~~ #32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Francis J Condon and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

The study is incomplete and in my opinion biased and markedly prejudiced in favor of the railroad. The growth of the city does not to appear to have been considered. Given the projected city growth the nuisance factor especially has been ignored.

Signature Francis J Condon
Street 1550 Sky Valley Rd
City Reno State NV Zip 89503

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 4:04:50pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is FRANK CORTEZ and these are my comments regarding the Preliminary Mitigation Plan issued September 15th. my comments are speed the trains thrue Reno. and as far as Reno says about all the problems it will cause Reno. is a lot of B.S. I was born and raised here in Sparks. and in the 40's 50's. and 60's we had a lot of trains thrue Reno. and no problems where ever encountred. all this B.S. from the City Council is caused by the Casinos the council is bought and owned by the Casinos let the City pay for every thing I think

Signature Frank Cortez

Street 3185 Delma Ave.

City Sparks State Nev Zip 89431.

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 4:06:19 pm 10/23/97
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is R.D. COVEY and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

your board should do more to address safety and quality of life concerns caused by the U.P. merger, and, an E.I.S. should be conducted prior to any trainway plan being implemented; and, U.P. should negotiate with the city and pay its fair share of the cost of any trainway plan.

Signature R.D. Covey

Street 7215 BLUE FALLS CIRCLE

City RENO State NV Zip 89511

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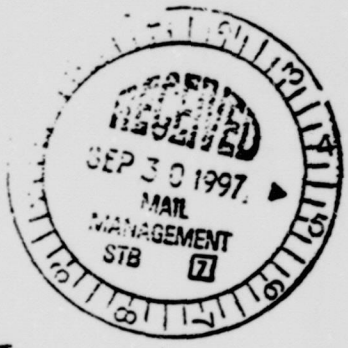
CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-27-97 3:02:11pm
FD#32760 RL 04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is R. L. CRITZ and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

Protect our drinking water.

Signature R. L. Critz
Street 810 Huffaker Estates Circle
City Reno State NV Zip 89511



26 September 1997
Reno, Nevada

Office of the Secretary
Surface Transportation Board
Finance Docket 32760
1925 K St. NW, Room 700
Washington, D.C. 20423

CENTRAL ADMINISTRATIVE UNIT
REC'D: Sept 30, 1997
DOCUMENT # 10-1-97 3:37:28pm
FD#32760 RL.04

Attn: Elaine K. Kaiser, Chief of Environmental Analysis Environmental Filing - Reno

Dear Ms. Kaiser,

Until recently I had failed to recognize the expertise, knowledge, and judgment displayed by the Civil Servants working for the US Government. Before your recent ruling that, doubling the speed of Union Pacific trains through Reno would solve increased congestion and pollution caused by an increase in rail traffic through the city, I considered the bureaucracy to be made up of faceless professionals some of whom who knew what they were doing.

Your suggestion that increasing the speed of the trains through Reno has completely dispelled my naive evaluation of the bureaucracy. It demonstrates that not only is the bureaucracy made up of in-expert, unknowledgeable, incompetent individuals lacking the knowledge to recognize the problem before them, but also that they are unable to see more than one issue in any one problem. The bureaucracy may still be made up of faceless individuals — however, **NONE OF WHOM KNOW WHAT THEY ARE DOING!**

With the decision and rationale put forth by your office, is it any wonder that we citizens of the United States are losing faith in the ability of our government to govern and make sane decisions to the benefit for the majority of the people.

Sincerely,

Richard L. Critz

Richard L. Critz
810 Huffaker Estates Circle
Reno, NV 89511

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 14, 1997
DOCUMENT # 10-16-97 2:51:33pm
FD#32760 RL.04

Oct. 9, 1997

To: Surface Transportation Board
From: M. Lee Dazey, Citizen Alert

Comments on the Preliminary Plan for the U.P. Merger at Public Hearing in Reno, Nevada

Citizen Alert is a statewide grassroot organization working on nuclear issues in Nevada. Let it go on record today that Citizen Alert stands opposed to the recommendation of this board that U.P trains be simply sped up to minimize the impacts of the increased number of trains upon service providers, commuters and air quality. Given the toxic nature of a large percentage of the trains through Reno, which will double or triple as a result of the merger, and U.P.'s declining safety record, this recommendation is sheer folly and will increase the likelihood of a serious accident. When we drive near elementary schools, do we avoid hitting a child by speeding past the school? No, we slow down to 15 miles per hour.

Heavy criticism fell upon Union Pacific recently, after 7 fatalities in 3 months occurred with U.P. trains. After an investigation by the Federal Railroad Administration, in which 57 % of the locomotives inspected were found to be defective; supervisors had ordered crews to move trains with defective equipment; employees had been told not to report defects or injuries; and dispatchers and managers had given conflicting instructions that could have resulted in head-on collisions, the FRA arrived at the following conclusion, " U.P had a fundamental breakdown in basic railroad operating procedures and practices, essential to a safe operation."

Certainly, as the federal board which oversees the merger of U.P and S.P., these facts should not be overlooked when looking at risks and impacts of the merger. Just because U.P. is a preexisting railroad company with trains through Reno, they shouldn't be outside of scrutiny by this board. In our opinion, U.P.'s track record doesn't warrant them to increase their trains through town.

Union Pacific is the railroad company whose trains will carry high level nuclear waste from foreign reactors next Spring through our community. The rail runs runs parallel to 79 miles of the Truckee River, the single source of water for 300,000 people in Washoe County alone and hundreds of farmers in the Lahontan Valley. The Truckee is the source which ~~empties into~~ feeds Pyramid Lake, traditional homelands to the Paiute Nation whose culture is based upon the lake and the ancient cui ui fish.

According to the Department of Energy's own study, a serious accident which results in a release of a nuclear cask's contents in an urban area, would contaminate a 42-square mile area, cost billions of dollars, and take several years to clean up. A spill in the Truckee or an explosion or fire near the Truckee in which radionuclides fell-out into the river would be difficult, if not

impossible to clean.

Union Pacific is a dangerous railroad company, which is why in another report, the city of Reno was identified as the most at-risk urban area in the U.S. for a major accident involving hazardous material affecting large populations of people. The Good Neighbor Project's report, entitled, "Hazardous Materials on the Rails, A Case Study of the Union Pacific Reailroad, The Nation's Largest Chemical Hauler stated that at any given moment, a hazardous spill, could directly harm 60,000 residents and tourists in proximity to a downtown spill.

Accidents can and do routinely happen, sometimes more routinely, as in the case of U.P. But we are the people who would have to live with a toxic spill. It is our duty to say no to this board's solution to the U.P. merger in order to avert the kind of accident that occured near Dunsmuir in which a train derailed containing chemicals and spilled tons of chemicals into the Sacramento River, a river once full of life, now sterile.

The fact that this board came up with a finding that no serious human impacts would result from the merger speaks again for the need for a more comprehensive environmental review, one that deals with U.P.'s track record and one that actually deals with the hazardous contents of these trains, in other words an Environmental Impact Study (EIS.) ~~what~~ the content of these trains ~~transport~~ is "merger related" and should have not been tossed out by the STB in the backround study. has not being merger related

To merely address the number of trains in isolation of the environment and the community in which the trains will move is irresponsible and leads us to believe that this Board is more concerned with cutting costs to U.P. rather than to the costs to the toxpayers, who would have to pay to clean up a nuclear spill. It's a plain case of corporate welfare.

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 7:08:38pm.
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Dorris E. DeMoss and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I think The Depressed Tarinway is a good idea.

I also think a 1¢ RAISE in SALES TAX is a good idea.

Signature Dorris E. DeMoss
Street 110 Aries CR.
City Reno State NV Zip 89511

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-24-97 4:05:49pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Laurel Dempsey and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

We wake-up and go to sleep hearing the charming sounds of a few trains. If there is going to be a significant increase in trains, I hope they are the "Quiet" trains like the New York City Tri-State trains (ie running from Hoboken New Jersey to Summit New Jersey). I fully understand the need for trains and I trust that your Board will help Union Pacific please the community.

Signature Laurel Dempsey
Street 4835 Canyon Drive
City Reno State CA Zip 89509

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-24-97 3:32:02pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is R.L. Denny and these are my comments regarding the Preliminary Mitigation Plan issued September 15th. YOUR decision you made is the correct one about Road train traffic; STAND by it. Reno Casino interests wants the tracks lowered so down the line, they can build on top of them. As a retired rail worker; my only suggestion is to impose a 6,000 FT train length limit in Nevada, that's enough to operate safely with 2 man crews

Signature R.L. Denny

Street BOX 60464

City Reno State Nevada Zip 89506