

**Examples of New Rail Construction
EIS Reports and Supporting Data**

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Examples of New Rail Construction EIS Reports and Supporting Data

- **BLM - Ely Energy Center Environmental Impact Statement
EIS underway**

Overview - [www.blm.gov/...20Project Description Handout v10 FINAL.pdf](http://www.blm.gov/...20Project%20Description%20Handout%20v10%20FINAL.pdf)-

Nevada Power Company, in conjunction with Sierra Pacific Power Company (the Companies), have applied to the Public Utility Commission of Nevada (PUCN) for approval to expand their existing generation portfolio by developing technologically advanced, coal-fired generation units near Ely, White Pine County, Nevada (Figure 1, sheet 1 of 2). The plants would be efficient and environmentally compliant, increase the Companies' fuel diversity, allow renewable resources to be shared across the state, and further reduce dependence upon variable purchased power markets. In addition to the generation resources, the Companies are seeking permission to develop a major transmission line from northeast Nevada to the Las Vegas area, and to interconnect the electrical systems of Nevada Power Company (NPC) and Sierra Pacific Power Company (SPPC), allowing the two utilities to share resources and increase the diversity of power supply options (Figure 1, sheets 1 and 2). These facilities would be located primarily on federal land administered by the U.S. Bureau of Land Management's (BLM) Ely, Elko, and Las Vegas Field Offices. The BLM decision would initially consist of granting rights-of-way for the subject federal property followed by disposal (sale) of certain lands.

- **BLM - White Pine Energy Station - Draft EIS, April 2007**

[http://www.blm.gov/nv/st/en/fo/ely field office/blm information/nepa/white pine energy/wpes deis page.html](http://www.blm.gov/nv/st/en/fo/ely_field_office/blm_information/nepa/white_pine_energy/wpes_deis_page.html)

The proposed White Pine Energy Station (WPES) is a coal-fired, water-cooled, electric power plant and associated ancillary facilities, to be located north of Ely in White Pine County.

The WPES would consist of up to two 500 to 800 megawatt (MW) power generation units with a total combined electrical capacity ranging from a nominal 500 MW to 1,600 MW.

Related facilities include, without limitation, a rail loop, coal unloading, handling and storage facilities, solid waste disposal facility, water storage and treatment facilities, evaporation pond, cooling towers, electric switchyard and support buildings.

Ancillary facilities would include wells, water pipeline (30' permanent width plus 30' additional construction width) and related facilities, rail spur (100' width), access road (35' width) and electric transmission facilities, which include electric transmission lines (generally 200' width) and two electric substations.

The power plant and ancillary facilities would be located in mostly flat terrain within Steptoe Valley, with the electric transmission line following a designated utility corridor which crosses the Egan Range, through Butte Valley, terminating at a proposed electric substation near Robinson Summit.

Maps of the proposed location of the WPES and ancillary facilities:

[North Section](#) [South Section](#)

The proposed power plant development area and ancillary facilities would encompass approximately 2,800 acres:

--1,300 acres would be required for the power plant site and access

--1,250 acres would be used for ancillary facilities

--250 acres would be used for temporary construction laydown for the ancillary facilities.

- **Toquop Energy**

http://www.toquopenergy.com/ptlda/toquopenergy/feis_html/ToquopEIS.html

March 2003

Abstract

Sithe Global Power, LLC, a privately-held, independent power company is proposing to construct in Lincoln County a 750-megawatt, coal-fired power plant to be located near Toquop Wash, approximately 50 miles southwest of Caliente. The BLM Ely Field Office received the amended application from Sithe Global, LLC, on behalf of Toquop Energy, in July 2005. The amended application would provide for the construction of the coal-fired plant and a related rail line. As a result, the BLM Ely Field Office will prepare an Environmental Impact Statement. The BLM Ely Field Office in December 2003 issued a right of way to Toquop Energy to construct a natural gas-fired electric power plant, as well as power lines, a pipeline and access road. The new proposal has changed in response to 1) the volatility of natural gas prices and subsequent effects on the feasibility of natural gas-fired power generation, and 2) the development of new technology that increases the efficiency of coal-fired power plants. The BLM has consequently determined that a new EIS must be completed to evaluate the components of the proposed project that vary from previously permitted technology and facilities.

- **DM&E**

Dakota, Minnesota & Eastern Railroad Corporation Construction into the Powder River Basin,

Surface Transportation Board Finance Docket No. 33407.

"11/19/01[:] DM&E Final Environmental Impact Statement"

http://www.stb.dot.gov/stb/environment/key_cases_dme.html

DM&E FIES

http://www.stb.dot.gov/stb/environment/key_cases_dme.html

Abstract

On February 20, 1998, the Dakota, Minnesota & Eastern Railroad Corporation (DM&E) filed an application with the Board seeking authority to construct and operate a new rail line and associated facilities, which would provide an extension of DM&E's existing rail lines into the Powder River Basin coal fields in Wyoming. The action involves the proposed construction of approximately 280 miles of new rail line and the rehabilitation of approximately 600 miles of existing rail line in Wyoming, South Dakota, and Minnesota.

In a December 10, 1998 decision, the Board found that DM&E's proposal satisfied the transportation-related criteria of 49 U.S.C. 10901. However, the Board deferred final action on the proposal until it could determine the nature and extent of the environmental

issues associated with this project, as required by the National Environmental Policy Act (NEPA); whether these impacts can be adequately mitigated; and the financial cost of any environmental mitigation that might be imposed. As explained below, this assessment will be presented in a subsequent Board decision once the environmental review process is concluded.

- **Private Fuel Storage LLC Proposed Rail Line & Intermodal Transfer Facility**

Final Environmental Impact Statement for the Construction and Operation of an Independent Spent Fuel Storage Installation on the Reservation of the Skull Valley Band of Goshute Indians and the Related Transportation Facility in Tooele County, Utah (NUREG-1714, Vol. 1)

<http://www.nrc.gov/reading-rm/doc-collections/nuregs/staff/sr1714/v1/>

December 2001

U.S. Nuclear Regulatory Commission
Office of Nuclear Materials Safety and Safeguards
U.S. Bureau of Indian Affairs
U.S. Bureau of Land Management
U.S. Surface Transportation Board

Abstract

Private Fuel Storage, L.L.C. (PFS), proposes to construct and operate an independent spent fuel storage installation on the Reservation of the Skull Valley Band of Goshute Indians. The Reservation is located geographically within Tooele County, Utah. Spent nuclear fuel (SNF) would be transported by rail from existing U.S. commercial reactor sites to Skull Valley. To transport the SNF from the existing rail line to the proposed facility, PFS proposed to construct and operate a rail siding and a 51 m (32 mile) rail line from the rail line near Low, Utah to the reservation.

This final environmental impact statement evaluates the potential environmental impacts of the PFS proposal. The document discusses the purpose and need for the PFS proposed facility, describes the proposed action and its reasonable alternatives, describes the environment potentially affected by the proposal, presents and compares the potential environmental impacts resulting from the proposed action and its alternatives, and identifies mitigation measures that could eliminate or lessen the potential environmental impacts.

- **Northern Rail Extension Project EIS – STB Finance Docket No. 34658**

[http://www.stb.dot.gov/decisions/readingroom.nsf/UNID/1F885335C78F90BD852570A6006B2EE0/\\$file/36363.pdf](http://www.stb.dot.gov/decisions/readingroom.nsf/UNID/1F885335C78F90BD852570A6006B2EE0/$file/36363.pdf)

Denali National Park Entrance Area and Road Corridor Development Concept Plan DCP/EIS

Surface Transportation Board Draft EIS expected in late 2007

Abstract

Nov. 2005

The proposed Northern Rail Extension Project includes construction of approximately 80 miles of new rail line connecting the existing rail line near Eielson AFB near North Pole,

Alaska to a point near Fort Greely and the Donnelly Training Area near Delta Junction, Alaska. The proposed project could also include the construction of a 15-mile spur line from Flag Hill to the Blair Lakes Military Training Area. As a result of this project, the U.S. Army would have year round access to the Tanana Flats and Donnelly training areas and all the major military installations in Alaska would be accessible by rail through Fort Greely. The EIS will analyze the potential impacts of the proposed route, the "no-build" alternative and possible alternative routes.

- **SIX COUNTY ASSOCIATION OF GOVERNMENTS--CONSTRUCTION AND OPERATION EXEMPTION -- RAIL LINE BETWEEN LEVAN AND SALINA, UTAH**

<http://www.stb.dot.gov/decisions/readingroom.nsf/WebDecisionID/37679?OpenDocument>

Surface Transportation Board

6/07

Abstract

The Surface Transportation Board (STB) announced today that its Section of Environmental Analysis (SEA) has issued a Draft Environmental Impact Statement (Draft EIS) for the Six County Association of Governments proposed new 43 mile rail line construction and operation in Sanpete, Sevier, and Juab Counties, Utah. The proposed new line would begin at the connection with the Union Pacific Railroad mainline track located near Juab, Utah, about 16 miles south of Nephi, Utah, and would terminate about 0.5 miles southwest of Salina, Utah. The purpose of the new line is to provide rail service to local industries, including the Southern Utah Fuel Company coal mine, that currently must rely on trucks to transport goods.

- **DesertXpress High Speed Train**

DesertXpress High Speed Train Between Victorville, CA and Las Vegas, NV

EIS Pending

Federal Railway Administration

DesertXpress Enterprises, LLC

The FRA is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared for the proposed DesertXpress high-speed train project. The project includes passenger stations, a maintenance facility, and a new railroad line along the I-15 corridor between Victorville, California and Las Vegas, Nevada. FRA is issuing this notice to solicit public and agency input into the development of the scope of the EIS and to advise the public that outreach activities conducted by the FRA will be considered in the preparation of the EIS. Federal cooperating agencies for the EIS are the Surface Transportation Board (STB), the Federal Highway Administration (FHWA) and the Bureau of Land Management (BLM). Alternatives to be evaluated and analyzed in the EIS include (1) take no action (No-Project or No-Build); and, (2) construction of a privately financed steel-wheel-on-steel-rail high-speed train, including a proposed station in Victorville and a station in Las Vegas, and a maintenance facility in Victorville. Several alternative routings would be considered in the EIS.

Surface Transportation Board Decision Document re: DesertXpress

<http://www.stb.dot.gov/decisions/ReadingRoom.nsf/d4bc811d5f3d1cd4852572b8003ea52c/0cec0b2f00b4e90d85257306006c9f38?OpenDocument>

DECISION GRANTED DESERTXPRESS ENTERPRISES, LLC'S PETITION FOR DECLARATORY ORDER, FINDING THAT ITS PROPOSED CONSTRUCTION IN THIS PROCEEDING IS NOT SUBJECT TO STATE AND LOCAL ENVIRONMENTAL REVIEW, LAND USE RESTRICTIONS, OR OTHER DISCRETIONARY PERMITTING REQUIREMENTS BECAUSE OF FEDERAL PREEMPTION; AND (2) DISCONTINUED THIS PROCEEDING.

JUNE 27, 2007

By petition for declaratory order filed on July 24, 2006, DesertXpress Enterprises, LLC (DesertXpress) asks the Board to issue a declaratory order finding that its proposed construction of an interstate high speed passenger rail system is not subject to state and local environmental review and land use and other permitting requirements because of the Federal preemption in 49 U.S.C. 10501(b). The request for a declaratory order will be granted, as discussed herein.

Abstract

DesertXpress' petition for declaratory order concerns its proposed project to construct an approximately 200-mile interstate high speed passenger rail system between Victorville, CA, and Las Vegas, NV. Petitioner states that the project would involve the construction of significant lengths of new track and ancillary facilities, including two passenger stations and a 50-acre train maintenance and storage facility and operations center. DesertXpress states that the proposed route is planned alongside or within the median of Interstate 15 and would provide an alternative to automobile travel on that highway. Petitioner anticipates that the project would utilize European high-speed trains that would operate at speeds up to 125 miles per hour and would travel between the two termini in under 105 minutes.

Petitioner states that it has already met with both the Federal Railroad Administration (FRA) and the Board's Section of Environmental Analysis about the project and supplied sufficient information to allow the process of preparation of an Environmental Impact Statement (EIS) to begin under the National Environmental Policy Act (NEPA) and related laws. (The Board is participating as a cooperating agency in that process. See 40 CFR 1501.6.) DesertXpress states that, in the near future, it will seek from the Board the necessary authority under 49 U.S.C. 10901 to construct the new line and related facilities and to conduct rail operations over the line.

DesertXpress argues that this project presumptively falls within the Board's exclusive jurisdiction over transportation by rail carriers as set forth at 49 U.S.C. 10501 and accordingly qualifies for the preemption from most state or local laws provided in section 10501(b). Petitioner seeks an order from the Board declaring that this project is not subject to state and local land use restrictions, and other permitting requirements in California and Nevada, or to state and local environmental laws, including the California Environmental Quality Act, Cal. Pub. Res. Code 21000 et seq. Petitioner points out, however, that state and local agencies will be encouraged to participate in the ongoing EIS process.

- **Southwest Gulf Railroad Company--Construction and Operation Exemption--Medina County, TX**, STB Finance Docket No. 34284.

<http://www.stb.dot.gov/decisions/readingroom.nsf/51d7c65c6f78e79385256541007f0580/76fa219343b076dd85256f40004e00e0?OpenDocument>

11/5/2004

ISSUED DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) FOR PUBLIC REVIEW AND COMMENT. THE DEIS DISCUSSED THE POTENTIAL ENVIRONMENTAL IMPACTS THAT COULD RESULT FROM THE CONSTRUCTION AND OPERATION OF THE PROPOSED RAIL LINE AND INCLUDED PRELIMINARY RECOMMENDATIONS FOR MITIGATING POSSIBLE ENVIRONMENTAL EFFECTS.

Abstract

The Surface Transportation Board announced today that its Section of Environmental Analysis (SEA) has issued the Draft Environmental Impact Statement (EIS) for the proposed construction and operation by Southwest Gulf Railroad Company (SGR) of approximately seven miles of new railroad line in Medina County, Texas. This proposal is contained in SGR's petition filed with the STB in the proceeding entitled Southwest Gulf Railroad Company--Construction and Operation Exemption--Medina County, TX, STB Finance Docket No. 34284.

- **Northstar Corridor Rail Project**

ROD - <http://www.dot.state.mn.us/passengerrail/reports/northstar-rod.pdf>

EIS - <http://legalminds.lp.findlaw.com/list/epa-impact/msg01593.html>

Environmental Impact Statement issued. on October 14, 2005.

Abstract

The Minnesota Department of Transportation (MnDOT), in cooperation with the Northstar Corridor Development Authority (NCDA), is proposing a 40.5-mile minimum operable segment (MOS) commuter rail line that would connect the Minneapolis CBD with the town of Big Lake. The commuter rail line would operate on Burlington Northern Santa Fe (BNSF) Railway's Chicago-to-Seattle transcontinental mainline and includes a vehicle maintenance facility, layover facility, and requisite track and signal upgrades. The project also includes a four-block extension of the existing Hiawatha LRT line from its current terminus at 1st Avenue North (Warehouse District) in the CBD to a proposed multimodal station at 5th Avenue North, where the commuter rail line would terminate. The commuter rail line would operate 12 weekday trips with 30-minute headways during peak periods. Four of the proposed five stations include park-and-ride lots that would provide over 1,800 parking spaces. The MOS is part of a larger proposal to construct an 82-mile commuter rail line from Minneapolis to Rice, Minnesota.

A Final EIS was completed in March 2002.

Final agency actions: ROD issued on December 12, 2002; FONSI on project changes issued on March 15, 2006; Section 4(f) finding; and Section 106 Programmatic Agreement. Supporting documentation: Final Environmental Impact Statement issued on April 5, 2002; Environmental Assessment issued on December 22, 2005

- **Bayport Loop**

http://www.stb.dot.gov/stb/environment/key_cases_bayport.html

Final Environmental Impact Statement – May 2003

Abstract

On August 30, 2001, San Jacinto Rail Limited (SJRL) and The Burlington Northern Santa Fe Railway (BNSF) (collectively the Applicants) filed a petition with the Surface Transportation Board (Board) pursuant to 49 United States Code (U.S.C.) 10502 for authority for construction by SJRL and operation by BNSF of a new rail line near Houston, Harris County, Texas. In the petition, the Applicants proposed the construction of approximately 12.8 miles of new rail line to serve the petro-chemical industries in the Bayport Loop. The Board's Section of Environmental Analysis (SEA) and the cooperating agencies issued a Draft EIS on December 6, 2002, which identifies and evaluates the potential environmental impacts associated with the Proposed Action and Alternatives, including the No-Action Alternative. The Proposed Action and Alternatives would not have a significant impact on the human environment. The Build Alternatives, which are the Alternatives involving construction, would cause moderate wetland, surface water, and biological impacts. SEA recommends that the Board impose the Applicants' proposed voluntary mitigation measures as a condition of petition approval. The mitigation measures address these moderate impacts as well as a range of additional issues of interest to the community. The Proposed Action and Alternatives would cause negligible impacts on all other impact areas. The cooperating agencies' Federal actions include the USCG's decision on issuing a bridge permit under Section 9 of the General Bridge Act of 1946 (applies to the Build Alternatives involving construction), the decision by the FAA, if requested, to grant a change in the Airport Layout Plan for Ellington Field and release airport property for the Proposed Action Alternative pursuant to 49 U.S.C. 47151-47153, 49 U.S.C. 47107(c)(2)(B), and 49 U.S.C. 47107(a)(16), and NASA's decision on granting an easement to cross an access road for the Proposed Action and one other Alternative involving construction. Updated 3/7/03

- **Conrail**

http://www.stb.dot.gov/stb/environment/key_cases_conrail.html

July 1998

Conrail Abstract

In this proceeding, CSX Corporation and CSX Transportation, Inc. (CSX), Norfolk Southern Corporation and Norfolk Southern Railway Company (NS) and Consolidated Rail Corporation (Conrail) (collectively, the Applicants) filed a joint application with the Surface Transportation Board (Board) on June 23, 1997. In their application, CSX and NS sought authority to acquire Conrail, and for the subsequent division of most of Conrail's assets and the joint operation of other Conrail assets. Also in their application, the Applicants sought approval for 22 construction projects, 8 trackage rights grants, 5 rail line abandonments, 2 control transactions involving terminal railroads, 1 rail line sale, and 1 joint relocation transaction. The action involved more than 44,000 miles of rail lines and related facilities in most of the eastern United States, including 24 states and the District of Columbia.

In accordance with the Board's responsibilities under environmental laws, the Board's Section of Environmental Analysis (SEA) prepared a Draft Environmental Impact

Statement and a Final Environmental Impact Statement (collectively, EIS). The EIS includes an analysis of the possible environmental effects relative to safety; transportation systems; land and energy use; air quality; noise levels; biological, water, and historical/cultural resources; and socioeconomic factors directly related to possible physical changes in the environment, environmental justice, and historical/cultural resources. The EIS also considers alternatives to the acquisition and related activities, and mitigation measures to avoid or reduce anticipated impacts on the environment.

On July 23, 1998, the Board issued a final written decision, approving with conditions, the Conrail Acquisition, which consolidated the three railroads into two railroads. In that decision, the Board addressed environmental, economic, and competitive transportation issues and imposed several conditions it deemed appropriate, including environmental mitigation conditions. Subsequent to the approval of the transaction, the Board has actively continued to monitor aspects of the Conrail acquisition.

More information regarding this case in Finance Docket No. 33388 is available via the Board's website (www.stb.dot.gov) under decisions.

[Conrail Final Environmental Impact Statement](#)

- **Tongue River**

http://www.stb.dot.gov/stb/environment/key_cases_tongueriver.html

1986-1991

Tongue River Links Abstract

The Tongue River Railroad Company, Inc.'s (TRRC's) rail line project located in Custer, Big Horn, Powder River, and Rosebud Counties, Montana, is the subject of three separate applications, known as Tongue River I, Tongue River II, and Tongue River III. The overall purpose of Tongue River I, Tongue River II, and Tongue River III is to transport coal from mines in the Powder River Basin and Tongue River Valley to markets in the Midwest and northeastern states. TRRC's original application filed in 1983, sought approval from the Interstate Commerce Commission (ICC), the Surface Transportation Board's (Board) predecessor agency, to construct and operate 89 miles of rail line between Miles City, Montana and two termini located near Ashland, Montana. In a decision served May 9, 1986, the ICC approved Tongue River I. TRRC filed another application in 1991 for Tongue River II, seeking approval to extend the line from Ashland to Decker, Montana. The Board approved Tongue River II, authorizing construction of 41 miles of rail line via the Four Mile Creek Alternative, in a decision served in November 1996. In 1998, TRRC filed an application, Tongue River III, with the Board seeking authority to construct and operate a 17.3-mile line of railroad, known as the Western Alignment, which is an alternative routing for the southernmost portion of the 41-mile Ashland-to-Decker rail line.

- **Northern Columbia Basin Railroad Project**

http://www.stb.dot.gov/stb/environment/key_cases_NorthernColumbiaBasinRailroad.html

May 2007

Project Abstract

The Surface Transportation Board (STB) and the Washington State Department of Transportation (WSDOT) are conducting an environmental review for a proposed rail

construction project called the Northern Columbia Basin Railroad Project. The project is located in the Moses Lake area of Grant County, Washington. The STB and WSDOT are co-lead agencies for this review under the National Environmental Policy Act and the Washington State Environmental Policy Act.

The purpose of the Northern Columbia Basin Railroad Project is to attract new rail-dependent businesses to the Moses Lake area and to encourage the continued use and preservation of rail in the region. The three components of the proposed project include:

- Building a new rail line from the area known as Wheeler to the area known as Parker Horn;
- Improving the existing track between Parker Horn and the Grant County International Airport; and
- Extending the existing Columbia Basin Railroad track to the industrial areas just south of the airport.

The STB's Section of Environmental Analysis (SEA) and WSDOT have completed the initial phase of their environmental analysis of the proposed rail project. On May 7, 2007, SEA and WSDOT visited the project site in Moses Lake and, based on current information, concluded that there do not appear to be significant environmental issues related to this project. Accordingly, an Environmental Assessment (EA) is being prepared.

- **West Corridor Light Rail Transit Project; EIS:**

<http://www.rideuta.com/mediaRoom/projects/westValleyLR/publications.aspx>

Abstract

Project Summary - February 2007

The West Valley Light Rail Transit project is a proposed 5-mile light rail line connecting West Valley City with the Salt Lake City/Sandy TRAX line. The project will have four new stations, including a Chesterfield station, a Decker Lake station, an E Center station, and a West Valley City Center station.

Project Background

In June 2006, UTA published a Draft Environmental Impact Statement (EIS) that identified the Preferred Alternative for the project. During a 45-day public comment period, UTA held several public meetings and invited public comment. Since then, the project team has conducted further design and environmental work to:

- Consider public and agency comments and identify ways to improve transportation benefits while minimizing environmental impacts
- Define the location of tracks, stations and other features in more detail
- Identify how noise and vibration impacts can be minimized, and where noise walls will be used

Environmental Impact Statement for Construction and Operation of 13-Mile Freight Rail Line in Houston, Texas

http://www.stb.dot.gov/stb/docs/BayportFEIS_final.pdf

DraftEIS

<http://www.stb.dot.gov/decisions/ReadingRoom.nsf/0/8f9ada751c18e29585256c850067c0f7?OpenDocument>

ICF International

For the U.S. Surface Transportation Board, ICF International is preparing a time-sensitive Environmental Impact Statement (EIS) for the construction and operation of a controversial 13-mile rail line (also known as a build-out) to connect petrochemical plants in the Bayport Loop to an existing mainline. A partnership comprised of Burlington Northern and Santa Fe Railway (BNSF) and four petrochemical companies is proposing the new line. We are also analyzing the proposed operations over 50 miles of existing Union Pacific mainline track between the new line and the yard where BNSF would create new trains bound for various destinations.

The EIS is addressing effects related to grade crossing safety and delay, land use, noise, wetlands, water bodies, sensitive habitat, hazardous materials transport, and air quality, among others. ICF International is analyzing a broad number of alternative alignments to assist the Board in determining which alternatives to analyze in detail in the Draft EIS. We are consulting with the U.S. Army Corps of Engineers over potential impacts to wetlands. In addition, we are consulting with the U.S. Fish and Wildlife Service because two of the alternative alignments may affect an endangered flower. The applicants' preferred alignment would traverse airport property. Therefore, ICF International is analyzing the potential impacts to airport operations and is consulting with the Federal Aviation Administration (FAA).

The public and elected officials are generally opposed to the proposed project. ICF International is planning and implementing a substantial public involvement effort in English and Spanish to involve the numerous communities in the area of the new construction and along the mainline. We also are conducting substantial consultation with relevant federal, state, and local agencies. We are striving to achieve the appropriate level of analysis and public involvement while avoiding unnecessary delays. The FAA, U.S. Coast Guard, and National Aeronautics and Space Administration are serving as cooperating agencies.