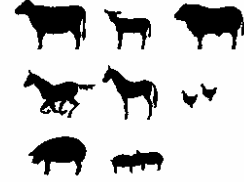




N-4 State Grazing Board
P.O. Box 461, Panaca, Nevada 89042
(775) 728-4682



January 8, 2008

EIS OFFICE, U.S. DEPARTMENT OF ENERGY
ATTN: M. Lee Bishop
Office of Civilian Radioactive Waste Management
1551 Hillshire Drive
Las Vegas, NV 89134

RE: N-4 State Grazing Board Comments on the Draft Environmental Impact Statement for a Rail Alignment for the Construction and Operation of a Railroad in Nevada to a Geological Repository at Yucca Mountain, Nye County, Nevada DOE / EIS-0369D

Dear Mr. Bishop:

The N-4 State Grazing Board, hereby referred to as the Board, is a legal entity of Nevada State Government, organized under NRS Chapter 568 "Grazing and Ranging". The Board represents grazing interests within White Pine and Lincoln Counties as well as a portion of Nye County. The proposed Caliente Rail Corridor, which is identified as the Department of Energy's (DOE) preferred alternative in the above-listed document, would result in serious impacts to the ranchers and public lands grazing operators that this Board represents. The Board has prepared a list of comments to EIS-0369D per the National Environmental Policy Act (please see enclosure 1).

This Board has requested status as a Cooperating Agency for this project. DOE subsequently denied that request. This Board has also been active with the NEPA process. A thorough review of the Railroad DEIS has raised significant concern for this Board. In terms of grazing and public land use, the Railroad DEIS is inaccurate, inadequate, and incomplete. These shortcomings have been highlighted extensively within the enclosed comments.

It should be noted that on February 20, 2004 this Board sent a letter to Mr. Gary Lanthrum, Director of the Office of Civilian Radioactive Waste Management for the DOE. The letter posed a series of 24 questions regarding potential impacts of the rail on ranchers and public land grazing operations (please see enclosure 2). The subsequent response was that the questions would be answered within the Draft EIS. The enclosed comments categorize these original questions, discuss the apparent answers, and provide comments to those apparent answers. On the whole, answers were not presented in a clear, concise or coherent manner.

It is clear that the DOE does not understand the manner in which public land grazing allotments are operated. As such, the DOE cannot accurately describe the affects and impacts of the proposed action, nor can they identify appropriate mitigation actions to minimize such actions. The Board has recently requested cooperating agency status for a second time. The problems associated within the DEIS must be resolved, and to do so requires expertise with public lands grazing, the local environment and livestock husbandry.

Sincerely,

A handwritten signature in black ink, appearing to read "Merlin R. Flake". The signature is fluid and cursive, with a long horizontal stroke at the end.

Merlin R. Flake, Chairman
N-4 State Grazing Board

MRF:sta
Enclosures:

Letter Dated February 20, 2004 – Subject: “Initial comments regarding DOE proposed rail route extending from Caliente, NV to Yucca Mountain repository facility.”

“N-4 State Grazing Board Comments on the Draft Environmental Impact Statement for a Rail Alignment for the Construction and Operation of a Railroad in Nevada to a Geological Repository at Yucca Mountain, Nye County, Nevada DOE / EIS-0369D”

cc: *Nye County Commission*
Lincoln County Commission
Esmeralda County Commission
Donna Rise, Nevada Department of Agriculture
John Ruhs, Ely BLM Field Office
Ron Wenker, Director, Nevada BLM
Governor Jim Gibbons
United States Senator Harry Reid
United States Senator John Ensign
Congressman Dean Heller

ENCLOSURE ONE

**N-4 State Grazing Board Comments on the Draft Environmental Impact Statement
For a Rail Alignment for the Construction and Operation of a Railroad in Nevada
to a Geological Repository at Yucca Mountain, Nye County,
Nevada DOE / EIS-0369D**

N-4 State Grazing Board Comments on the Draft Environmental Impact Statement for a Rail Alignment for the Construction and Operation of a Railroad in Nevada to a Geological Repository at Yucca Mountain, Nye County, Nevada DOE / EIS-0369D

General Concerns Regarding the DEIS:

In 2004 the N-4 State Grazing Board (hereby referred to as the Board) sent a letter to Mr. Gary Lanthrum that included a series of 24 questions pertinent to the relationship between a proposed rail corridor and public land grazing operations within the Board's region of jurisdiction. The questions were intended to garner information in an effort to better understand the potential impacts associated with a new rail corridor and to alert the Department of Energy (DOE) as to some of the concerns of potentially affected grazing permittees. The Board has done its part to seek out answers to these questions within the recently released Draft Environmental Impact Statement for the Nevada Rail Transportation Corridor (DEIS). A listing of the 24 original questions, the coverage of those questions the Board has identified within the DEIS, and the formal comments the Board requests be submitted to the DEIS are contained below. In general, the questions that were posed to the DOE in 2004 were not answered within the DEIS in a manner that is of acceptable depth or detail. It should be noted that the DOE denied the Board's previous request for cooperation agency status for this project. This request was filed in hopes that the Board's expertise in public lands grazing could have benefited the DOE by identifying potential impacts to public lands grazing and required mitigation actions.

The comments included below document the deficiencies in regards to the specific questions that were asked in 2004. There is an added concern that the DOE's overall approach to identifying effects and impacts to public land use, particularly in regards to public land grazing, was highly insufficient. As such, the effects and impacts identified, and mostly classified as "small," were grossly underestimated. This is a direct result of an overall lack of knowledge in regards to public lands grazing, or a calculated effort to minimize the real impacts that will occur, or both.

*The construction and operation of a new rail line across Lincoln County will affect a multitude of grazing allotments, operators, and, in some cases, grazing complexes that consist of multiple grazing allotments. Impacts will be anything but "small." Impacts will not be isolated to the 1,000'-wide construction right-of-way or the 400'-wide operations right-of-way as the DOE asserts and bases their analysis. Impacts will affect the whole of every allotment that the corridor crosses, in addition to others that are not overlapped by either of the rights-of-way. As such, **Interim Grazing Management Plans** must be developed for every affected allotment for the construction phase of the project that is anticipated to last 4-10 years. These plans should be developed by an interdisciplinary team including the allotment permittee in an effort to maintain a viable grazing operation during the construction of the rail. In the same manner and for the same long-term purpose, new or revised **Allotment Management Plans** must be developed as a result of the drastic changes that will occur due to the presence and operation of the rail. The permittees must be involved in the planning and decision*

making processes throughout the life of the project, including the decommissioning of the rail. Neither of these plans is discussed within the DEIS serving as an example to the above that the DOE is inept in the field of public lands grazing. Other critical omissions include the acknowledgement of private property rights as delegated by the Taylor Grazing Act, maintenance of the integrity of existing fences and infrastructure, loss or deferral of grazing rights, loss of capital by permittees, and the loss of lifestyle associated with public lands grazing.

In regards to public land use, the DEIS is inaccurate, incomplete and inadequate.

Current Temporary Land Withdrawal:

1. The Federal Register publication indicates temporary (2 year/20 year) withdrawal as effective now. How will this withdrawal effect current permitted uses of the BLM managed lands?

Coverage of Question(s) within DEIS:

Per Section 1.5.1.1, page 1-11 and Section 3.2.2.4.2, page 3-58, currently the BLM lands included in the 10 year withdrawal (ending in 2015) are considered to be in “casual use” by the DOE meaning that by the BLM definition, the DOE activities result in no negligible disturbance of the public land resources or improvements. The land within the withdrawal area is open to public use but cannot be sold and is closed to surface and mineral entry.

Comments to DEIS:

- General Comment: Concerns remain that the limited restrictions imposed by the current land withdrawal will be extended to include reduced public access or complete withdrawal of the land from BLM oversight. The livelihood of each permittee impacted by the Caliente Rail Corridor could be adversely

affected if their ability to cross or access the proposed rail corridor was hampered or lost. In addition, permittees have invested a great deal of money in rangeland improvements, authorized by the BLM, which fall within the current land withdrawal. It is imperative that these improvements remain accessible for livestock use and regular maintenance.

Rail Operations & Right-of-Way Fencing:

3. It was previously reported that the train will be moving at a speed of 35 miles per hour and traversing the area only initially at one trip per week. If this is the maximum speed, is it conceivable that the rail area may go unfenced once completed?

Coverage of Question(s) within DEIS:

Table 2-4, Page 2-11 shows train operating speed limits ranging from 25 to 50 miles per hour. **Section 2.2, Table 2-1 on Page 2-8** estimates the peak number of one-way trains per week as 8 cask trains, 7 supply trains, and 2 maintenance-of-way trains. If the DOE preferred alternative for a shared-use rail is implemented, then the number of trains would increase based on commercial demand.

Comments to DEIS:

- **Table 2-1, Page 2-8.** The potential threat posed by trains to livestock and appropriate mitigation measures will be different for each permittee and specific allotment. Effects cannot be determined without an estimated train frequency or train speed for each and every allotment. While 25 mph trains may be of little threat to livestock, 50 mph trains will be a serious threat to livestock. Do the maximum speeds for cask trains, supply trains, maintenance-of-way trains and commercial trains vary? Do these speeds differ for loaded versus unloaded trains?
 - Recommendation: Include maximum train speeds within this table as well as the estimated number of commercial trains under the shared use option and the maximum speed of such trains.
 - Recommendation: Each allotment permittee should be included in the mitigation design process and should be consulted prior to approval of any mitigation action plan. The DOE should disclose the anticipated train frequencies and speeds across each allotment in order to assess the true impacts and required mitigation actions to reduce livestock versus train incidents for the economic well-being of the permittee as well as the safe operation of the rail. Mitigation actions could include a combination of fencing of the right-of-way, livestock underpasses or at-grade crossings.

5. Will rail corridors be fenced to exclude livestock? If the rail corridor is fenced, how wide will the easement be; will the livestock interests be able to have inputs as to fencing specifications for excluding livestock?

Coverage of Question(s) within DEIS:

Table 7-2, Page 7-16 states that planned mitigation measures will include limiting fencing on public lands "...to those areas where safety is a concern, or where it is required for the safety of livestock." DOE adds that the location of these mitigation efforts will be determined through coordination with permittees and the BLM. The DOE does not state whether the fenced area would include the construction ROW (1,000 ft typical width) or the operational ROW (400 ft typical width). It should be noted that right-of-way widths may vary to avoid private property or "sensitive areas" or as a result of construction activities on large cut and fill slopes.

Comments to DEIS:

- Table 7-2, page 7-16 states that the DOE will "limit fencing on public lands to those areas where safety is a concern or where it is required for the safety of livestock." DOE adds that the location of these mitigation efforts will be determined through coordination with permittees and the BLM. This response leaves many issues unaddressed. What protocols will be set to determine whether the rail will remain fenced or unfenced? How much weight will be given to the preferences of the permittee? If the rail is fenced, what measures will DOE take to allow livestock movement across the rail. The DEIS does not include any descriptions of at-grade or underpass livestock crossings. These features will be vital to maintaining the viability of ranching operations crossed by a fenced rail. If the rail is unfenced, mitigation will be required to maintain the integrity of existing fences that are crossed. This will require either connecting pasture fences to livestock underpasses or designing and installing in-rail and roadway cattle guards.
 - Recommendation: The DOE must establish clear protocols for determining the need to fence the rail ROW. The permittee should have a say in this decision after being provided with pertinent information for their particular allotment including rail bed cut and fill heights, anticipated train frequency, train speeds, provision of livestock movement structures such as at-grade crossings or underpasses. This should also include a clear definition of the width of the area to be fenced and protocols for the location and construction of livestock crossings.
 - Recommendation: DOE must establish clear protocols for maintaining the integrity of existing fences in the event that the rail is not fenced. This may require designing an in-rail cattleguard system to prevent cattle movement between fenced areas.

6. Who will have responsibility for maintenance of any fencing projects that might become necessary as part of the proposed project?

Coverage of Question(s) within DEIS:

This question was not addressed in the DEIS.

Comments to DEIS:

- The issue of maintenance for fencing projects associated with the railroad was not addressed in the DEIS.
 - Recommendation: This area must be clarified and responsibilities must be clearly delineated. Unmaintained fences can lead to increased livestock deaths resulting from the entrapment of animals between right-of-way fences. Maintenance must also extend to cattleguards, gates, and other livestock control features.

15. *Will security and/or maintenance roads be constructed and maintained along the rail route?*

Coverage of Question(s) within DEIS:

Section 2.2.2.3, Page 2-47 discusses rail alignment access roads. This section states, "...DOE would install unpaved access roads parallel and on both sides of the rail line within the construction right-of-way...These roads would be approximately 24 feet wide, be graded, and have a gravel surface." **Figure 2-37 on Page 2-73** shows a typical cross section of the rail bed and associated access roads in a fill area, **Attachment 1**.

Comments to DEIS:

- **Figure 2-37, Page 2-73** depicts three separate raised roadbeds, one for the rail and two for the access roads. This presents several problems.
 - Excessive disturbance. The best means of mitigation for natural vegetation is avoidance. This design results in excessive disturbance.
 - Barriers to livestock movement. The design results in added barriers in regards to livestock movement, and depending on cut and fill heights could result in livestock becoming trapped between the access roads and the rail. Furthermore, it makes livestock crossings or underpasses more costly and difficult to design and construct.
 - Breach of existing fencing. If the right-of-way is not fenced, this design creates issues with existing fencing. Every time the rail crosses existing fencing, there would need to be roadway cattleguards across the entire length of both access roads, some sort of in-rail cattleguard, and fencing between the access roads and rail. This becomes expensive but required to maintain the integrity of the fence.
 - Increased construction effort & water needs. Multiple raised roadbeds will result in increased construction effort and require more water from compaction. It is more efficient and easier to construct a single wide roadbed than three separate narrower roadbeds.
- **Figure 2-37, Page 2-73** shows a typical width of 61 meters (200') from the outside toe of slope for each access road. Why then is DOE requesting a standard operations right-of-way of 122 meters (400') total width?

- Recommendation: By consolidating to a single access road and placing that road on the same raised bed as the rail, the operations corridor could be cut by 1/3 of the proposed width. This would be the absolute **Best Management Practice (BMP)** by minimizing disturbance to the existing environment and vegetation. This would also save money and maintenance costs associated with roadway surfacing, cattleguards, gates, etc.
- **Figure 2-37, Page 2-73** does not include a typical figure for the standard cross section in a cut area. Will the access roads be separated from the rail in this instance, thereby generating more cut material and increasing construction costs, or will the roads be immediately adjacent to the rail?
 - Recommendation: Show a typical cross section of the rail and associated access roads in a cut section.

15 (cont). Will additional facilities to house personnel and equipment be constructed off site near the rail route resulting in additional land disturbances? What will these disturbances amount to in acres and where will they be located?

Coverage of Question(s) within DEIS:

Table 4-11, Page 4-37 only lists one construction camp (construction camp 1) that would be outside of the 1,000' construction right-of-way. The DOE gives two dramatically different figures for the amount of land occupied by this camp. For the Eccles option, the figure is 13.4 acres total, with 1.4 acres of that being private land. On the Caliente Alternative, the camp would occupy 59 acres total, with 38 of that being on private land. **Table 4-12, Page 4-39** shows that if the DOE selected the Caliente Alternative rather than the Eccles Alternative, the required staging yard would be on private land. This staging yard would occupy either 110 acres at the Upland site or 180 acres at Indian Cove. In addition, 66 acres of the CA-8B quarry, located in the Highway and Peck allotments, would be on private land. **Figure 3-26, Page 3-61, attachment 2**, graphically depicts the location of camps, quarries, and proposed facilities along the Caliente Rail Corridor. The rail equipment maintenance yard will be located at Yucca Mountain on DOE managed land.

Comments to DEIS:

- **Table 4-11, Page 4-37** states that all construction camps but Camp 1 will be located within the nominal width of the construction right-of-way. While these construction camps may not be located on or near private land, they will all be in close proximity to private property, such as BLM rangeland improvements. The potential for damage to private property will be increased by the concentration of activity in and around these camps. **Section 4.2.5.2.1.2, Page 4-128** indicates that the construction camps will also include storage of hazardous materials and wastes. The Garden Valley construction camp is

located directly on top of a water base property pipeline and near or potentially on top of two reservoirs and a trough. A spill in this location could have a profound adverse effect on these certified waters. Even if a spill does not occur, the DOE states their desire to use treated wastewater effluent generated at the camps for dust control and compaction. Any failure in the “portable wastewater treatment plants” could lead to soil or water contamination. The DOE must protect the private property rights of permittees that may be affected by the construction, operation, and personnel activities associated with these camps. Additionally, increased human and construction activity could create issues with grazing operations and livestock that are not accustomed to experiencing such disturbances. Access to forage by livestock and infrastructure by permittees may be hampered or altered.

- Recommendation: The DOE should install construction fencing at the edge of the construction ROW to discourage trespassing. In addition, the DOE should locate and protect all improvements within the construction ROW.
- Recommendation: The DOE should educate construction personnel about the importance of minimizing disturbance and respecting private property rights. Any acts of vandalism should be punished.
- Recommendation: The DOE should make every effort to prevent the contamination of soil and water resources throughout the construction and operation of the railroad.
- Recommendation: Refine locations of construction camps with input from permittees.

19. Many communities are remote or isolated in parts of rural Nevada. Will the railroad be made available to access for potential commercial (mining, agriculture, etc) uses by some of these rural communities or used strictly for DOE purposes?

Coverage of Question(s) within DEIS:

Section 2.2.6, Pages 2-108 to 2-113 discusses the “Shared-Use Options.” This would allow for the use of the rail for commercial shipments of freight. However, added facilities required for this type of use would need to be funded by other government programs or private industry. The shared-use option is the DOE’s preferred alternative.

Comments to DEIS:

- *Section 2.2.6, Pages 2-108 to 2-113. The shared-use option would require further land disturbance for the installation of commercial sidings. This would result in increased impacts to natural resources and livestock operations. The shared-use option will result in higher train frequencies and potentially higher speed trains. This would likely result in increased livestock loss due to commercial operations. Chapter 3 “Affected Environment” and*

Chapter 4 “Environmental Impacts” recognized, but did not quantify, the potential effects and impacts of the increased facilities and operations. Whose responsibility is it to assess the effects and impacts?

- *Recommendation – It should be the DOE’s responsibility to identify and quantify the effects and impacts of the shared use option, as it is their preferred alternative. The effects and impacts should include those associated with land-use operations, such as grazing, and impacts to natural resources, such as increased land disturbance for appropriate facilities.*

Impacts and Mitigation to Grazing Allotments & Livestock Operations:

General Coverage of Impacts & Mitigation to Public Land Grazing Allotments:

Section 3.2.1.1, Page 3-7 defines the Region of Influence as “...all areas that would be directly or indirectly affected by construction and operation of the proposed railroad.

These areas include the nominal width of the rail line construction right-of-way and the footprints of facilities outside the nominal width of the construction right-of-way.”

Section 3.2.2.5.1, page 3-60 discusses the Affected Environment in regards to BLM Grazing Allotments.

*This section discusses grazing rights, the Taylor Grazing Act, base property, animal unit months (AUM’s), and stockwater. **Figure 3-26, Page 3-61 attachment 2** shows a map of the Grazing allotments along the Caliente rail alignment as well as some of the construction and operational facilities. **Figures 3-27 through 3-29, Pages 3-62 to 3-64 attachment 3** shows a close-up map of the allotments along the Caliente rail alignment with stockwater features for each allotment included on the maps. **Tables 3-6 and 3-7, Pages 3-69 to 3-72 attachment 4** show the allotment land area within the construction right-of-way as well as the Features of grazing allotments within the Caliente rail alignment region of influence, respectively.*

Section 4.2.2.3.2, Page 4-44 discusses Construction Impacts to BLM Grazing Allotments. DOE states: “DOE calculated potential loss of animal unit months as the proportion of land within each grazing allotment that would be crossed by the rail line construction right-of-way and support facilities. The Department did not consider site-specific allotment characteristics. The BLM would determine actual loss of animal unit months for each affected allotment in association with the issuance of a right-of-way grant.” DOE also mentions that the presence of the line could disrupt livestock movement, causing livestock to “...learn new routes and acclimate to and cross the rail line in most areas.” They also cite the loss of livestock as a concern and discuss reimbursement by DOE or commercial users. DOE acknowledges that the corridor could cross existing fences and that the “...BLM and DOE would review with the affected allotment permittees the need to restore fences.” The DOE also discusses providing a sleeve for any existing pipelines they cross. **Section 4.2.2.3, Page 4-59** discusses Operations Impacts, which restates many of the topics discussed in Section 4.2.2.3.2. The same is done on Section 4.2.2.5 Summary, with the notable addition of the following quote. “DOE would consult with the BLM during the final design phase to determine if any of the rail line would need to be fenced.”

Section 5.2.2.2.2, Page 5-22 discusses the Cumulative Impacts on Existing or Potential Land-Use Conflicts. It states that “...the region as a whole would continue its traditional ways, with grazing and wildlife habitat as major land uses, and cumulative impacts related to land-use conflicts would be small.”

Table 7-2, Page 7-16 attachment 5 lists the mitigation actions for Land Use and Ownership. This section discusses informing mining lessees/claimants or construction scheduling and activities in order to minimize disturbance to mining operations. The section also discusses limiting fencing on public lands to areas where safety or safety of livestock is a concern. The third and final item discussed is minimizing road closures to the “extent practicable” and informing the public via media outlets.

Comments to DEIS:

- **Section 3.2.1.1, Page 3-7.** *The region of influence defined is too narrow for sufficient analysis of impacts to public land grazing allotments and existing livestock operations. Entire allotments will be impacted by both the construction and operation of the rail; therefore, the entire allotment should have been analyzed for impacts. Furthermore, “...facilities outside the nominal width of the construction right-of-way...” should include all haul roads and well pads. **The inadequate region of influence results in an incomplete impact analysis.***
 - *Recommendation: Expand the region of influence for public land grazing allotment analysis to include the whole allotment for each allotment that will be impacted.*
- **Figures 3-26 through 3-29, Pages 3-61 through 3-64.** *These figures do not show anticipated construction well locations or haul roads. Both of these features will have impacts to grazing allotments, some of which are not shown in these figures.*
 - *Recommendation: Show all anticipated haul roads and well locations and include any impacted allotments within the impact analysis. Those allotments off the rail alignment but with haul roads or wells within them will experience impacts during construction of the rail.*
- **Figures 3-27 through 3-29, Pages 3-62 through 3-64.** *The water features shown are not accurate or complete. There are more stockwater features existing than are shown. The figures do not show the point of use of the stockwaters. For example, the figures do not show water troughs, water hauls, reservoirs, tanks, etc. The region of influence is highly underestimated. Any stockwater within a mile of the track will be impacted since cattle tend to congregate around and travel to water, resulting in an increased probability of train/livestock collisions. **These figures have resulted in an incomplete and inaccurate impact analysis.***
 - *Recommendation: Meet with the permittee for each affected allotment and identify ALL stockwater sources, pipelines and points of use.*
 - *Recommendation: The lack of information and the inaccuracy of the information provided warrants the need for a supplement to the DEIS.*

Experts familiar with public land grazing operations and animal husbandry should be contracted to provide accurate information for a supplemental DEIS.

- **Table 3-6, Page 3-69 to 3-71.** *The DOE's evaluation of the impacts within the construction right-of-way does not express the degree to which allotments will be segmented nor the quality and quantity of the forage that will be disturbed.*
 - *Recommendation: Include a footnote on the table that discloses that the area calculations do not include the quality or quantity of forage disturbed, thereby not allowing for a proper estimation of deferred or lost AUM's.*
- **Table 3-7, Pages 3-71 and 3-72.** *The only grazing allotment features identified within the table are the area of the allotment, the AUM's for each allotment, and the stockwater features within the region of influence. The stockwater features are inaccurate and do not include points of use, such as troughs, tanks, water hauls, or reservoirs. There are other critical features that will be impacted by the construction and operation of the rail. Two of the more critical omissions include existing fences and infrastructure, such as chutes and corrals. Access and maintenance roads and trails essential for grazing management were also omitted from the table. By not identifying other critical allotment features, the DEIS does not accurately describe the impacts associated with the construction and operation of the Caliente Rail Corridor.*
 - *Recommendation: Meet with each affected allotment permittee(s) and identify all critical grazing allotment features.*
 - *Recommendation: The lack of information, and the inaccuracy of the information warrants the need for a supplement to the DEIS. Experts familiar with public land grazing operations and animal husbandry should be contracted to provide adequate and accurate information for a supplemental DEIS.*
- **Section 4.2.2.2.3.2, Page 4-44.** *Calculating AUM loss as a direct proportion of the area disturbed within the construction right-of-way is incorrect and misleading. In most instances, the rail corridor will traverse areas that contain high quality forage and livestock friendly topography. The entire grazing system will be altered, and improvements could be rendered useless. Livestock may learn to acclimate to the rail and the operations, but that acclimation will most likely come at a significant cost to the permittee as a result of increased overhead. Construction and operation of the rail could result in significantly higher losses of AUM's than is predicted. Without an allotment-specific analysis, the true impacts cannot be determined. Therefore, **the analysis to determine impacts and mitigations proposed within this DEIS is incomplete and inaccurate.***
 - *Recommendation: A better estimation of lost AUM's needs to be completed. The AUM's lost or deferred due to construction will be different from those lost or deferred due to rail operations, and must be calculated in a more appropriate manner. Once this is complete, a better socioeconomic impact analysis must be conducted to reflect the updated numbers.*

- *Recommendation: The lack of information and the inaccuracy of the information warrants the need for a supplement to the DEIS. Experts familiar with public land grazing operations, livestock operations economics and animal husbandry should be contracted to provide adequate and accurate information for a supplemental DEIS.*
- **Section 4.2.2.5, Page 4-61.** *The DOE discusses consulting with the BLM during final design to determine where right-of-way fencing would be needed. Whether or not the right-of-way is fenced has a major influence on the impacts and required mitigation actions for each allotment. To identify fencing requirements as late as the final design is a mistake. The permittee must be included in this very important decision as they will be best able to determine whether or not their livestock is at risk.*
 - *Recommendation: The allotment permittee(s) must be consulted when making a determination on fencing of the right-of-way. To aid in making this decision, the DOE must provide anticipated train speeds and frequencies within the allotment as well as anticipated cut and fill heights and track and access road layout. The DOE and BLM must also discuss required mitigation measures to maintain livestock movement and distribution within the allotment.*
 - *Recommendation: The lack of this information warrants the need for a supplemental DEIS. Without knowing whether or not the right-of-way will be fenced, there is no way to accurately assess impacts or required mitigation measures.*
 - *Recommendation: At an absolute minimum, a protocol needs to be developed to identify areas that will require right-of-way fence. That protocol should include a consultation with both the permittee(s) and the BLM and include a discussion of what mitigation actions are required in addition to a fencing preference.*
- **Section 5.2.2.2.2, Page 5-22.** *The assertion that “...cumulative impacts related to land use conflicts would be small” is absolutely wrong and based on incomplete and erroneous information and analyses.*
 - *Recommendation: This assessment is based on incomplete and erroneous information. A new analysis must be conducted using an appropriate region of influence and accurate descriptions of impacted features.*
- **Section 6.3.8.2, Page 6-34.** This section discusses the *Taylor Grazing Act, as Amended (43 U.S.C. 315 et seq.)*. The Section states the act “...establishes processes by which the BLM grants and administers grazing rights. Regulations implementing the Taylor Grazing Act are codified at 43 CFR Parts 2300 and 4100 and include provisions for the agency to consider in administering grazing rights.” This section mentions nothing about base property. The Taylor Grazing Act established the ownership of base property as a requirement for holding a grazing permit. Section 3 of the Act states:

Preference shall be given in the issuance of grazing permits to those within or near a district who are landowners engaged in the livestock business, bona fide occupants or settlers, or owners of water or water

rights, as may be necessary to permit the proper use of lands, water, or water rights owned, occupied, or leased by them.

The Grazing Regulations interpret the Act in 43CFR §4100.0-5, which states:

Base Property means: (1) land that has the capability to produce crops or forage that can be used to support authorized livestock for a specified period of the year, or (2) water that that is suitable for consumption by livestock and is available and accessible, to the authorized livestock when the public lands are used for livestock grazing.

Therefore, any impacts to base property, either water or land, will be of increased significance and may result in a loss of grazing rights. However, the DOE does not acknowledge base property anywhere within the DEIS. **This is a critical oversight that must be resolved within the FEIS. The lack of this information has resulted in an incomplete analysis and underestimated impacts.**

- Recommendation: The DOE must conduct an impact analysis for any and all base property along the length of the rail corridor.
 - Recommendation: The DOE must develop mitigation actions that avoid or minimize the impact to base property.
- **Table 7-2, Page 7-16.** Overall, the mitigation listed by DOE is woefully inadequate and does not promote the continuation of viable public land grazing operations. This section omits some extremely important items that are critical to maintaining viable grazing operations on public land. These items include: preservation of existing fencing functionality; relocation of corrals and chutes within the right-of-way; relocation of any and ALL stockwaters within 1 mile of an unfenced rail; preservation of existing maintenance roads and trails; mitigation actions to maintain livestock movement and distribution; and loss of capital as a result of lost or deferred AUM's due to construction and operation of the rail.
 - Recommendation: Grazing permittees must be informed of all construction scheduling and activities, similar to mining claimants and lessees.
 - Recommendation: All mitigation actions should be listed as a means of summarizing the impacts discussed in Chapters 2, 3 and 4. In some cases, the information is contradictory. For example, Chapter 4 discusses that the BLM will identify areas where fencing is required, while Table 7-2, discusses consultation with the permittee(s) and BLM.
 - Recommendation: The DOE needs to consult with permittee(s) and/or professionals who are familiar with public land grazing operations and animal husbandry in order to identify other mitigations actions listed above that are not included in this table but are essential to maintaining viable public land grazing operations.

2. Livestock are free ranging over historic allotments amounting to many thousands of acres within a single perimeter fence, or no fences in some instances, separating use areas. Indigenous livestock are familiar with their range areas, critical feed areas, and the all important location of watering sources. How will livestock access traditional feed areas and water sources?

Coverage of Question(s) within DEIS:

Section 4.2.2.2.3.2, Page 4-44 to 4-50 discusses the *construction impacts to BLM grazing allotments, attachment 6*. In this section, the DOE states, “The presence of a rail line could require livestock on some allotments to adjust to new routes to access water and forage. Generally, livestock could learn these routes and acclimate to and cross the rail line in most areas.” The DOE repeats this mantra throughout the document.

In **Table 7-1, (Page 7-11)** the DOE states that wells would be relocated or alternate sources of water would be provided if “DOE action prevents access to groundwater.” **Section 4.2.5.2.1.7 (Page 4-135)** includes a short paragraph stating that DOE would avoid springs and other surface water resources “whenever practicable.”

Comments to DEIS:

- **Section 4.2.2.2.3.2, Page 4-44** states, “*The presence of a rail line could require livestock on some allotments to adjust to new routes to access water and forage. Generally, livestock could learn these routes and acclimate to and cross the rail line in most areas.*” This statement completely disregards the complexity of grazing systems and the monumental importance of livestock access to forage and water. A sudden disruption of known access routes to food and water sources will have a profound impact on livestock behavior. Animals may die from thirst before they learn these new routes. Some water sources may become heavily overused while others receive no use at all. In order to maintain a functioning grazing system, the permittee will be required to spend a great deal of time herding livestock over new routes to water sources or forage areas. This will require an investment of capital by the permittee that the DOE should be held responsible for. Once animals are taught to cross the rail, they may still prefer other grazing options due to the difficulty involved. This may result in reduced distribution of livestock throughout the allotment, which may result in a loss of grazing rights through the reduction of Animal Unit Months (AUM’s). In **Table 7-1, (Page 7-11)** the DOE promises to relocated wells or provide alternate sources of water if “the DOE action prevents access to groundwater.” The DOE must recognize that even reduced access to water sources will have an adverse impact on grazing systems. In addition, the same mitigations that are applied to any surface waters with water rights attached. These water sources are equally as important as groundwater sources and must be protected.

- *Once animals are taught to cross the rail, they may still prefer other grazing options due to the difficulty involved. This may result in reduced distribution of livestock throughout the allotment, which may result in a loss of grazing rights through the reduction of Animal Unit Months (AUM's).*
 - *Recommendation: The DOE must give serious consideration to the disruption caused by the construction and operation of the rail. Extensive use of sensible and practical mitigations, such as relocation of water sources and construction of livestock crossings, none of which area mentioned in the DEIS, will be required to maintain the viability of ranching operations affected by the rail. The DOE must include a description of these mitigations in the final EIS.*
 - *Recommendation: The DOE must follow through on its promise to relocate wells or provide alternate sources of water when access to groundwater is restricted. The DOE should extend this same mitigation to any impacted surface waters with water rights attached to them.*

4. If livestock losses do occur as a result of rail traffic, will the DOE compensate the livestock permittees for their losses?

Coverage of Question(s) within DEIS:

Section 4.2.2.3.2, Page 4-44 states, "The rail-line could pose additional risk to ranching operations because livestock could be struck by passing trains. DOE or the commercial user (under the Shared-Use Option) would reimburse ranchers for such losses, as appropriate." Section 4.2.2.3 also addresses Nevada's status as an open-range state.

Comments to DEIS:

- **Page 4-44, Section 4.2.2.3.2** states, "The rail-line could pose additional risk to ranching operations because livestock could be struck by passing trains. DOE or the commercial user (under the Shared-Use Option) would reimburse ranchers for such losses, as appropriate." Section 4.2.2.3 also addresses Nevada's status as an open-range state. What does "as appropriate" mean in reference to reimbursement for livestock. Does this refer to changes in market value of livestock or indicate that under some circumstances the DOE or commercial operator may not make restitution for livestock "takings." DOE must clarify how compensation for struck livestock will be determined. Livestock struck by the train and left on the right-of-

way will draw predators. This could create a problem if animals are struck near watering sources or important bedding or feeding areas. It is very likely that animal-train collisions will be concentrated in areas where livestock must cross the rail to access these areas, which exacerbates the problem. There is also the potential for a large number of animals to be killed at the same time if a band of sheep were to be hit by a train while attempting to cross the rail.

- Recommendation: The DOE must clarify how compensation for lost livestock will be determined (including calculation of dollar amount).
- Recommendation: The DOE must work with permittees to establish protocols for carcass removal and disposal.

5. What measures will be offered as mitigation for forage loss within the easement area?

Coverage of Question(s) within DEIS:

Within table 4-15 on page 4-46, table 4-16 and 4-17 on page 4-48 and 49, and table 4-18, page 4-50 the DOE calculated the potential loss of AUM's within the construction right of way based solely on the percentage of the allotment occupied by the construction right-of-way and the total amount of AUM's assigned to that allotment. In section 4.2.2.2.3.2, page 4-44 DOE states "The Department did not consider site-specific allotment characteristics. The BLM would determine the actual loss of animal unit months for each affected allotment in association with the issuance of a right-of-way grant." In section 4.2.2.5, page 4-60 DOE offers no mitigation for the loss of AUM's but mentions that long-term impacts to grazing allotments would be small "...because the land would be restored after the construction phase and the operations right-of-way would be smaller than the construction right-of-way."

Comments to DEIS:

- **Section 4.2.2.2.3.2, Page 4-44 and Section 4.2.2.5, Page 4-60.** *Calculations of the potential loss of AUMs due to the construction right-of-way were based solely on the percentage of the allotment occupied by the construction right-of-way and the total amount of AUMs assigned to that allotment. DOE offers no mitigation for the loss of AUMs but mentions that long-term impacts to grazing allotments would be small "...because the land would be restored after the construction phase and the operations right-of-way would be smaller than the construction right-of-way." The DOE assessment of AUM impacts is completely erroneous and gives the false impression of very limited AUM loss within the affected allotments. AUMs cannot be assumed to be evenly distributed across the entire area of an allotment. Some portions of the allotment are inaccessible by livestock and in essence provide no contribution to the number of AUMs provided within the allotment as a whole. In most instances, rail alignment crosses high value forage areas located in gentler livestock-friendly terrain. Construction and*

operation of the rail will impact or limit the use of important water sources, alter livestock movement and distribution patterns, and provide increased disturbance. The loss of AUM's would be much greater than the figures calculated by DOE. It will be difficult to run livestock operations within a given allotment at the same time as construction is occurring, and, in some cases, it may be impossible. Construction is anticipated to take 4-10 years. If existing fences and infrastructure are not maintained while construction is on-going, then it becomes nearly impossible to continue livestock operations. The DOE does not offer to reimburse permittees for the loss of AUM's caused by the construction and operation of the railroad. It may be very difficult, and in some cases, very expensive for permittees to find alternative pasture for their livestock. The only mitigation offered by the DOE is the eventual restoration of disturbed lands outside of the operational right-of-way. Throughout the entire DEIS, the DOE underestimate the difficulty of rangeland restoration in the arid west. It will be extremely difficult and, in some cases, impossible to restore the disturbed areas to something similar to their pre-disturbance condition. It may be decades or more before the permittees will regain the lost AUM's. In some areas these lost AUM's will never be recovered.

- Recommendation: Develop an Interim Grazing Management Plan for each allotment. The plan should describe a feasible grazing system that can be conducted in concert with construction activities. The plan should delineate responsibilities of the DOE, its contractors, BLM and the grazing permittee(s). In the case that a feasible operation cannot be run within the allotment during construction, a suitable mitigation plan should be developed for the period where grazing would be deferred. The plan should be developed with the input of the BLM, allotment permittee(s), DOE, and DOE contractors.*
- Another important issue that has been overlooked in the DOE's AUM calculation is the indirect impact that the long-term presence and operation of the rail will have on the grazing system within each allotment. Portions of the allotments will be isolated and difficult for livestock to access; this may result in overuse of forage in other areas of the allotment, resulting in a loss of AUM's. Water sources may be isolated or, in some cases, rendered unusable. This could also result in a dramatic reduction in AUMs for that allotment. In many cases, the entire allotment grazing system will need to be re-designed and re-constructed after being crossed by the railroad. In section 8.1.1.2 (Unavoidable Adverse Impacts), the DOE acknowledges these impacts but states, "even with mitigation, some adverse impacts to the use of grazing land would be unavoidable." Some impacts will, in fact, be unavoidable, but the DOE has made no effort to mitigate **any** of the impacts to grazing associated with the rail alignment. Simple, reasonable mitigations such as the relocation of stockwaters and the provision of livestock crossings could greatly reduce the amount of adverse impacts experienced on many of the impacted allotments.*
 - Recommendation: The DOE must recognize the full impact that the rail will have on the impacted grazing allotments and prepare thorough mitigation accordingly. Many of the impacts to grazing allotments can*

greatly reduced through the use of simple mitigation measures. The DOE should work with permittees and the BLM to develop mitigation plans for each allotment and should reimburse permittees for the loss of AUM's in the construction right-of-way.

- *Recommendation: Develop a new or revised Allotment Management Plan for each affected allotment. The plan should describe a feasible grazing system that can be operated in concert with the newly installed rail and rail operations. The plan should delineate responsibilities of the DOE, BLM and the grazing permittee(s). A suitable mitigation plan should be developed in order to avoid, minimize, rectify, reduce or compensate for impacts associated with the construction, and operation of the rail with the goal of maintaining a feasible grazing enterprise in conjunction with the rail. The plan should be developed with the input of the BLM, allotment permittee(s), DOE, and DOE contractors.*

8. Will DOE work with the permittees while outlining the final alignment of the rail route to avoid sensitive areas and accommodate routing most conducive to the animal grazing/ handling needs?

Coverage of Question(s) within DEIS:

Appendix C, Section C.5.1, Page C-37, describes how the Caliente Rail Alignment was refined. This process consisted mostly of “shifting the track centerline” to better work with topographical data. The DOE also considered water availability. In the development of alternative rail segments, the DOE considered environmental and land use factors, such as areas of known “potential cultural resources impacts based on cultural resource surveys.” **Section 4.2.5.2.1.7, Page 4-135** includes a short paragraph stating that the DOE would avoid springs and other surface water resources “whenever practicable.”

Comments to DEIS:

- ***Section C.5.1, Page C-37*** describes how the Caliente Rail Alignment was refined. The only mention of considering environmental or land use conflicts concerns the design of alternative segment alignments. By only using topographical features to design the majority of the Caliente Rail Alignment, the DOE has created a great deal of potential impacts that could be avoided or minimized by working with land users to make simple adjustments to the rail alignment. Many impacts to pasture design and fencing could be greatly reduced by aligning the rail with allotment or pasture boundaries where possible.
 - ***Recommendation:*** Consult with permittees in each grazing allotment to determine if minor alignment adjustments would be feasible and serve to avoid or reduce impacts.

23. Will legitimate business and permitted individuals (ranchers, miners) have access to whatever wireless communication system DOE builds to service the entire route?

Coverage of Question(s) within DEIS:

Section 4.2.11.2.2.1, Page 4-338 and **table 4-138, Page 4-341** mentions that these systems will be dedicated and will rely only minimally on commercial providers. No additional statement is made regarding public use of these systems.

Comments to DEIS:

- ***Section 4.2.11.2.2.1, Page 4-338.*** Will new installation of services, such as wireless or broadband Internet, be accessible to the public?

7 & 24. What provisions will be offered for livestock to access all parts of the permitted allotments, and will watering facilities be strategically placed to assure that livestock do not have to travel unrealistic distances to water? DOE and BLM land withdrawal plans consider only federal lands; how will DOE protect the private lands, water developments,

etc. within the proposed route? What mitigation is planned for impacts that will occur to nearby private lands and other holdings?

Coverage of Question(s) within DEIS:

In **Section 8.1.1.2, Page 8-3** the DOE mentions that the construction right-of-way needed on private lands would be 200' on either side of the rail (as opposed to the 500' on either side used on public lands). **Table 7-1, Page 7-11** states that the DOE would "provide alternate sources of water or relocate wells if DOE action prevents access to groundwater." The paragraph further states that changing the location of an existing water diversion would require the approval of the owner and/or water right holder and a permit from State Engineer. **Section 4.2.5.2.1.7, Page 4-135** includes a short paragraph stating that the DOE would avoid springs and other surface water resources "whenever practicable." The DOE does not include any description of avoidance or mitigation of impacts to other private property rights, such as capital improvements not associated with water. However, in **Section 4.2.2.2.3.2, Page 4-44** it is mentioned that the "BLM and DOE would review with the affected allotment permittees the need to restore fences."

Comments to DEIS:

- **Table 7-1, Page 7-11.** The first paragraph on page 7-11 states that the DOE would "provide alternate sources of water or relocate wells if DOE action prevents access to groundwater." The paragraph further states that changing the location of an existing water diversion would require the approval of the owner and/or water right holder and a permit from State Engineer. **Section 4.2.5.2.1.7, Page 4-135** includes a short paragraph stating that the DOE would avoid springs and other surface water resources "whenever practicable." The disparity between the treatment of ground and surface water is made obvious by these statements. Grazing permittees hold water rights on many surface water resources, and they are equally as important as groundwater wells as are the associated diversion points and infrastructure. The same mitigation measures should be offered to water rights holders regardless of whether they hold surface or groundwater rights. Stockwater location have been carefully planned and developed through coordination between the BLM and permittee, and all water rights are considered private property rights under State of Nevada Water Law. Additional private property rights have been granted to allotments with water base property. All water base properties are considered to be private property under the authority of the Taylor Grazing Act. The construction of the railroad will greatly reduce the service area of many stockwater improvements. If livestock is unable or unwilling to cross the rail to access traditional water sources, new or relocated watersources must be provided to maintain livestock distribution throughout the allotment. In addition, water attracts livestock. Therefore, waters within one mile of the track should be relocated in order to limit the possibility of livestock versus train collisions. This is of benefit to both livestock and rail operators.

- Recommendation: The DOE should relocate or provide alternate sources of water if surface OR groundwater resources are impacted by the construction and operation of the rail. Impacts include limiting or preventing access to water sources.
- Recommendation: The DOE must recognize the private property rights associated with water base property as defined by the Taylor Grazing Act and provide appropriate mitigation actions.

Disturbance & Restoration / Revegetation:

9., 10. & 13. The project is planned to occur in the most arid and likely the most sensitive environment in the United States. Only limited science is available regarding revegetation techniques and successes in this environment. Linear disturbances are the most difficult to revegetate, even under the best of conditions. Numerous soil types will be crossed, supporting different vegetation, and have different capabilities and limitations. How will the DOE approach revegetation of disturbed areas? With respect to revegetation of soil disturbances, what assurances are there that these areas will, in fact, be successfully seeded, and what are the species that will be considered for revegetation? Will the livestock permittees and Nevada research community (i.e. Dr. James Young, USDA-ARS) be afforded input and review opportunities for proposed treatments? Will the ranchers and other affected interests have the opportunity to review and have inputs to disturbance and proposed reclamation/revegetation plans?

Coverage of Question(s) within DEIS:

Under Section 2.2 “Proposed Action” on page 2-5 the DOE states, “Lands formerly inside the construction right-of-way but not included in the operations right-of-way would be reclaimed (restored to natural conditions), as appropriate.” Section 2.2.2.10, Page 2-80 addresses Restoration of Disturbed Areas During Construction. It states,

“During and following construction, DOE would implement a program to:

- *Identify methods of restoration required on lands disturbed during the construction phase.*
- *Restore and revegetate disturbed lands not required for railroad operations.*
- *Monitor restoration programs and remediate revegetated areas as required.*

This program would meet DOE and BLM requirements for the restoration of disturbed sites. As part of the program, DOE would conduct reclamation inventories and develop site-specific restoration plans prior to construction.”

The section goes on to say that topsoil would be stockpiled on site as appropriate. The paragraph also refers to Chapter 7 for more detail. **Chapter 7, Table 7-1** discusses restoration under the headings of *pre-construction best management practices*. The level of detail is the same as Chapter 2. These items can be found on pages 7-4 (item 1) discussion of data collection prior to ground-breaking to establish restoration of disturbed areas; 7-8 (item 2) discusses stockpile of topsoil as appropriate. **Chapter 7, Table 7-1** also discusses restoration under the headings of *post-construction, operations, and maintenance best management practices*. Page 7-14 (item 4) states “once construction is complete, revegetate disturbed areas within the right-of-way not required for operations of the rail line with **native species** or cover with angular rock fragments to prevent erosion”. The same item goes on to say “if weather or season precludes the prompt reestablishment of vegetation, employ measures such as mulching or erosion control blankets to prevent erosion until reseeded can be completed.” Page 7-15 (item 2) states, “monitor reclaimed sites to determine whether reclamation success standards are being met.”

Comments to DEIS:

- **Section 2.2, Page 2-5** - *The terms “restored to natural conditions” and “as appropriate” are very ambiguous and open to interpretation. What constitutes restoration to natural conditions? It will be extremely difficult if not impossible to restore disturbed areas to a pre-disturbance condition. Who deems what is “appropriate” in terms of restoration?*
 - *Recommendation: ALL disturbed areas must be restored, including those outside of the right-of-way. For example, construction camps, well pads, exploration areas, borrow pits, quarries, access roads, etc.*
- **Section 2.2.2.10, Page 2-80 and Table 7-1, Pages 7-4 and 7-8** - *The restoration program is a skeleton sketch and is woefully inadequate in detail. Chapter 7 offers little in the way of detailed information as cited in Chapter 2. Who is responsible for establishing pre-construction data collection, developing restoration plans, conducting compliance inspection during revegetation, establishing protocol for monitoring and standards for successful restoration, and determining if restoration standards are met? The*

DOE should not conduct these activities as they lack the expertise in these fields.

- *Recommendation: The protocol for the activities listed above should be included in a comprehensive and detailed restoration plan. The process for developing such a plan should be included within the DEIS.*
- *Recommendation: An impartial third party consisting of an integrated restoration team with knowledge of the existing environment should conduct these activities. The team should consist of individuals with scientific or research backgrounds, land managers, land users such as permittees, and restoration professionals. The team should contain individuals with knowledge of local vegetation, restoration of said vegetation, climate, and soils. A plan and protocol for establishing such a team should be included within the DEIS.*
- **Table 7-1, Page 7-14 (item 4)** – *There are a multitude of problems associated with the statements made within this item.*
 - *“Once construction is complete, revegetate disturbed areas within the right-of-way not required for operation of the rail...” Construction is anticipated to take 4-10 years. This provides an extremely long timeframe to allow exposure of disturbed soils. “Within the right-of-way” does not include disturbances outside of the right-of-way associated with well pads, borrow pits, new access or haul roads, and areas of water and geotechnical exploration. Will the restoration requirements issues by BLM for the right-of-way apply to these areas?*
 - *Recommendation: It is imperative that ALL disturbed areas be revegetated in a timely manner.*
 - *Recommendation: Revegetate disturbed areas or topsoil stockpiles with native or adapted species on an interim basis if no construction activities are planned to occur across a long timeframe.*
 - *The term “...with native species...” creates some major restrictions. There is a very large amount of disturbance associated with this project. Native seed is extremely difficult to obtain, and very expensive. How does DOE plan to obtain the required seed within a practical timeframe? Native species are extremely difficult to establish even under ideal conditions. Costs, effort, and time associated with rehabilitating failed reclamation areas could be extremely high.*
 - *Recommendation: Allow the use of adapted plant species that have been shown to establish in sites similar to those encountered along the corridor.*
 - *Recommendation: Work with the NRCS Plant Material Center to identify, cultivate, and provide technical assistance on effective seed and restoration techniques for native and adapted plant species.*

- *The suggestion “...or cover with angular rock fragments to prevent erosion...” will not limit the establishment and spread of noxious weeds or invasive species. These areas may create barriers to free movement of livestock and wildlife.*
 - *Recommendation: Limit the amount of rip rap to areas that make sense, such as steep, long cut and fill slopes. Do not use rip rap as a substitute for revegetation or as a means for wasting excess rock.*
- *“If weather or season precludes the prompt reestablishment of vegetation...” The entire project is in a desert area where the weather and climate are extremely variable and harsh. This may apply in cases where snow or frozen ground becomes an issue. What about a lack of precipitation over long time periods or extreme heat?*
 - *Recommendation: Provide for the use of temporary irrigation as a means to establish revegetation.*

9. (cont.) And what steps will be taken to absolutely minimize the amount of disturbance to the native plant community?

Coverage of Question(s) within DEIS:

Section 2.2, Page 2-7 states, “As the environmental analysis have progressed, DOE has refined the design of the railroad to avoid certain sensitive environmental features and reduce potential impacts to sensitive areas by, for example, limiting the project’s footprint in such areas. As part of the Proposed Action, the Department would continue to incorporate refinements through final engineering and design.” **Figure 2-3 on Page 2-6, attachment 7**, shows a schematic of the 1,000’ wide construction right-of-way, the 400’ wide operations right-of-way and associated construction infrastructure such as wells, quarries and existing roads. The legend shows areas of “potential reclamation” and “potential disturbance” as well as typical “sensitive areas” such as mountain ranges or Wilderness Study Areas.

Table 7-1, Pages 7-8 and 7-9 discuss some representative best management practices (BMPs) including limiting disturbance. Page 7-8 (item 3) discusses phasing of the project and “limit grading activities to the phase immediately under construction and limit ground disturbance to areas necessary for project-related construction activities. Identify limits of disturbance on maps and in the field and convey to construction personnel.” Page 7-9 (item 2) states, “During construction, use temporary barricades, fencing, and/or flagging to demarcate sensitive habitats; contain project-related impacts to the area within the construction right-of-way. When practicable, locate staging areas in previously disturbed sites or in construction right-of-way, and avoid

sensitive habitat areas.” Page 7-9 (item 3) states, “use a minimum-width rail line footprint when practicable...” such as wetland areas.

Comments to DEIS:

- **Section 2.2, Page 2-7** – *Given the extremely hot, dry and unpredictable environment and the fragility of the native species, the entire rail corridor should be considered a “sensitive area.”*
 - *Recommendation: The project’s footprint, including construction and operations, should be minimized in all areas.*
- **Figure 2-3, Page 2-6** – *There are aspects of the schematic that are evasive, missing, or contradictory to the BMP’s described in Chapter 7.*
 - *The operations right-of-way is noted to be “minimized to the extent possible.” However, the installation of access roads on either side of the rail on separate raised roadbeds does not minimize the operations right-of-way; it increases it dramatically.*
 - *Recommendation: Use a single access road and located it on the same raised roadbed as the rail.*
 - *There is no figure that shows the standard cross section of the rail and associated access roads in a cut area. Therefore, there is no way to know if the DOE has attempted to minimize disturbance within areas requiring cut.*
 - *Recommendation: Within the FEIS, show a figure depicting the standard cross section of the rail and associated access roads in a cut area.*
 - *The construction right-of-way is noted to be “varied to avoid sensitive features”.*
 - *Recommendation: The construction right-of-way should be kept to an absolute minimum in all locations.*
 - *Quarry sites, well pads and associated access roads will increase disturbance.*
 - *Recommendation: Use existing quarries where material are present.*
 - *Recommendation: Use existing water sources where available rather than drilling new wells for construction water.*
 - *Recommendation: Keep all new access roads to an absolute minimum.*
 - *Existing roads are shown, and subsequent sections indicate that some will be improved and used for construction access. However, the existing roads that will be used have not been identified.*
 - *Recommendation: These roads should be identified so that impacts, such as those to grazing uses, can be properly assessed.*
 - *The legend discusses areas of “potential reclamation.” This indicates a possibility that some disturbed areas will or may not be reclaimed.*
 - *Recommendation: It is imperative that all disturbed areas be reclaimed, including those within the operations right-of-way that*

are not active travel-ways. For example, the space between the access roads and the rail. If areas are not reclaimed they will provide ideal locations for the establishment of invasive species and noxious weeds.

- **Table 7-1, Pages 7-8 and 7-9.** *The BMPs cited above are all general in scope and do not convey the extreme importance to minimize disturbance to the maximum extent possible.*
 - *Recommendation: It is imperative to delineate ALL limits of construction in the field with highly visible lath construction fencing or barriers. Mapping and flagging alone have proven ineffective.*
 - *Recommendation: Construction personnel who breach limits of construction should be penalized.*
 - *Recommendation: All staging areas should be located within the construction right-of-way (Impacts have not been assessed for staging materials outside of the right-of-way and creating excessive disturbances.). A minimum width rail line, operational right-of-way and construction right-of-way should be employed across the entire length of the corridor. Avoiding disturbance is the absolute best management practice available in this environment.*

14. Both wildlife and livestock can be drawn to the hazards of the rail corridor if the plants selected for reclamation have high palatability. Livestock can be fenced away from the tracks, but not wildlife. If livestock and/or wildlife concentrate grazing in a corridor due to highly palatable seeded plants, the plants may succumb to the grazing pressure unless fenced. Access to highly palatable plant species discourages livestock from distributing across the allotment as is desired during the grazing season. Will these concerns be considered during the planning phase?

Coverage of Question(s) within DEIS:

This question was not addressed specific to forage. **Table 7-2, Page 7-17** (item 3) states “install fence around any storage reservoirs. Install removable covers over storage reservoirs or basins as needed.” The same table, page 7-16 (item 3) under the category of “segmenting wildlife habitat,” states “limit fencing on public lands to those areas where safety is a concern or where it is required for the safety of livestock.”

Comments to DEIS:

- ***Section 2.2.2.10, Page 2-80.*** *The lack of a comprehensive and detailed restoration protocol includes the lack of a discussion regarding fencing of restoration areas on a temporary basis.*
- ***Table 7-2, Pages 7-16 and 7-17.*** *The items listed above do not adequately address the question posed in regards to forage along the right-of-way. Who will determine if safety of livestock is a concern? Will temporary fencing be installed during restoration to prevent grazing? Will there be any mitigation offered to permittees who lose access to areas of forage during this time?*
 - *Recommendation: A more detailed restoration plan and protocol for developing that plan must be developed as discussed under questions 9 & 13. The restoration plan should discuss the use of temporary fencing for restoration.*
 - *Recommendation: Any restoration planning efforts should include grazing permittees, so that issues, such as the one raised in question 14, are properly addressed.*
 - *Recommendation: The DOE should be responsible for mitigating the loss of grazing rights associated with any temporary or permanent loss of forage resulting in the loss of AUM's.*

Invasive Species and Noxious Weeds:

11. The curse of any land disturbance activity is ultimately the invasive weeds that have a propensity to establish on site and over time spread into the native plant community.

What steps will be taken to assure consistent and effective control of invasive weed species?

Coverage of Question(s) within DEIS:

See 11 (cont) below for maintenance steps taken during operations of the rail alignment. There are no provisions discussed in either Chapter 2 – *Proposed Action*, or Chapter 7, Table 7-1, *representative best management practices* under the headings *pre-construction* and *construction best management practices*.

Comments to DEIS:

- ***Table 7-1, Pages 7- 4 to 7-14 Best Management Practices (BMPs) for invasive species and noxious weeds must be implemented prior to and during construction.***

If measures aren't taken until after construction is complete, it will allow for the introduction and establishment of plants that are extremely difficult to eradicate, particularly as construction is anticipated to take 4-10 years. This will result in degradation of the existing environment and increased maintenance costs for the DOE.

- *Recommendation: Inventory the construction corridor and all anticipated construction support areas and access roads prior to construction, and identify areas of invasive species and noxious weeds. Either treat or mark areas for avoidance in order to limit potential sources of seed and plant materials.*
- *Recommendation: Require steam-cleaning of all construction and exploration equipment prior to allowing equipment on-site.*
- *Recommendation: Maintain an active monitoring and control program for all disturbed areas, including those outside of the construction right-of-way, throughout construction in order to limit establishment of invasive species and noxious weeds.*

11 (cont). Will there be a maintenance element in the plan to address invasive weed problems as soon as they arise?

Coverage of Question(s) within DEIS:

Section 2.2.3.2.1, Page 2-85 lists “additional maintenance to be performed on an as-needed basis.” The second bullet shows “weed and brush control (annually or as needed). **Table 7-1, on Page 7-14** (item 3), under the heading *post-construction, operation, and maintenance best management practices* states “Control noxious weeds/invasive species using approved herbicides and other pest-management techniques.” The section goes on to discuss measures to avoid ill-effects of herbicide applications.

Comments to DEIS:

- **Section 2.2.3.2.1, Page 2-85.** Weed control must occur more often than annually. What institutes an “as needed” basis?
 - Recommendation: Provide a protocol for a long-term monitoring program and more detail on what institutes control on an “as-needed” basis.
- **Table 7-1, Page 7-14** (item 3). Without a long-term monitoring system to identify problem areas for control, there are no means to identify where treatments are needed. What do “other pest-management techniques” entail?
 - Recommendation: Provide a protocol for a long-term monitoring program, including triggers for implementing treatments.
 - Recommendation: Identify “other pest-management techniques” and triggers for implementing these treatments.

- Recommendation: Use local livestock operators as a source to identify invasive species or noxious weed problem areas and the use of livestock as a potential “pest-management technique” where appropriate.

Security and Right-of-Way Restrictions:

16. & 18. Will local livestock permittees and other public lands users (mining, rock hounding, hunting, prospecting, sightseeing, other multiple uses) have access to the proposed constructed roads and not encumbered in any way? Will the public continue to have access to existing roads along the proposed rail route?

Coverage of Question(s) within DEIS:

Section 2.2.2.3, Page 2-47 discusses rail alignment access roads. DOE asserts, “...access roads could improve land access along most of the rail alignment.” In regards to management of the roads, “Recreational use of public land along the access roads would be monitored by the BLM to ensure compliance with its land management goals, as stated in applicable BLM resource management plans.” DOE goes on to say that, “After the construction phase, the rail alignment access roads would remain in place to provide additional access to the rail line for maintenance and emergency response and to act as firebreaks.

It is important to note that DOE would not maintain the access roads as public roads and the Department would post signs indicating potential users would proceed on the access roads at their own risk.” In **Section 2.2.3.2.1, Page 2-86** the DOE says, “The Department would leave these rail alignment access roads in place to provide additional access to the rail line for maintenance and emergency response, and to act as fire breaks. Because all maintenance would be performed using on-rail vehicles or trains, no bridges would need to be constructed for access roads.” There is no mention of maintaining the access roads within this section.

Comments to DEIS:

- **Section 2.2.2.3, page 2-47** - *Access will not be improved unless rail crossings are provided in appropriate locations. Will existing roads and maintenance trails be provided with crossings at or near their current location?*
 - Recommendation: *Provide at-grade crossings for all existing roads at or near their current locations.*

- *Recommendation: Provide at-grade crossings for all existing two-track roads that are identified as critical to maintenance of grazing operations and/or infrastructure or land management activities.*
- **Section 2.2.2.3, page 2-47.** *A fixed staff and tight budget limit the BLM's current workload. How can they be expected to effectively manage recreation along these new access roads along the significant distance presented in the proposed action?*
 - *Recommendation: An answer to the above question needs to be provided by DOE after consultation with the BLM and the interested party or the event promoter.*
- *Who is responsible for managing security along the rail and access roads? What access restrictions might come due to security concerns? If access is limited due to security, then the DOE's assertion that access will be improved is absolutely false.*
 - *Recommendation: This information must be disclosed within the FEIS.*
- *If these roads are not managed as "public" roads, then they could be subject to closure without warning. If so, what provisions will be made to allow access by permittees and land managers?*
 - *Recommendation: The DOE must disclose potential restrictions for access roads and road or trail crossings within the FEIS.*
 - *Recommendation: The DOE must analyze the impacts to current land-uses in the case of future restrictions on access roads and crossings, and identify potential mitigation actions to limit such impacts. By excluding this analysis, the DOE is misrepresenting the true impacts.*
- **Section 2.2.3.2.1, Page 2-86** *implies that the DOE does not intend to maintain the access roads once construction is complete or install bridges for access roads. Therefore, access will not be improved during flood events or in the instance that a road is damaged or washed out. As a result, access may in fact be reduced. This is in stark contrast to the assertion made in **Section 2.2.2.3, Page 47** that states that roads will improve access. Also, vehicle traffic through unculverted washes will lead to streambed degradation and downstream sedimentation. If DOE does not intend to maintain these roads, why must they remain in place?*
 - *Recommendation: DOE must maintain the access roads OR provide adequate crossings in order to maintain the current level of access.*
 - *Recommendation: If the DOE does not need both roads for maintenance and sufficient crossings are provided, then at least one road should be removed, and the area reclaimed.*

17. & 22. What kind of security will DOE implement along the rail corridor? What limitations will be placed on the livestock permittees and general public with respect to normal land user activity?

Coverage of Question(s) within DEIS:

Section 2.2.3.1.1 “Operation of Spent Nuclear Fuel and High-Level Radioactive Waste Trains” discusses the use of “escort cars” with dedicated nuclear trains. Chapter 6 also cites several security regulations that may apply but provides no detail on these. There is no discussion regarding security of the physical rail. Again, this issue is not directly addressed. However, in **Volume IV, Section 8.1.1.2, Page 8-3** discussing “Unavoidable Adverse Impacts” to “Land Use and Ownership,” the DOE states that “the BLM could establish land management requirements that provide for multiple use, but land used for the proposed railroad and railroad construction and operations support facilities could limit certain other land uses.” They further state “...railroad construction and operations could limit certain future land uses that pose a conflict.” The section goes on to discuss impacts to grazing allotments by “...transecting parcels and potentially hindering access to forage and water resources.” It also identifies the reduced ability of livestock to “...range freely across grazing areas.”

Comments to DEIS:

- *General Comment. Chapter 2, “Proposed Action and Alternatives” should include a discussion of the physical security of the rail, and what the security actions the DOE intends to implement. Not discussing this critical component of the project is a serious oversight. Any restrictions placed on or around the operations right-of-way may result in profound impacts and conflicts in regards to public land-use, grazing in particular.*
 - *Recommendation: Disclosure of these details and any anticipated restrictions is needed; otherwise, the set of land-use impacts assessed in Chapter 4 may be completely invalid.*
- **Section 8.1.1.2, Page 8-3.** *Does the phrase “...could limit certain other land uses...” specifically address the physical limitations discussed later in the section, or does this include potential limitations regarding security or operations of the rail? What does DOE anticipate as “...future land uses that pose a conflict?” Does this include the possible conflicts that grazing may pose to rail construction or operations? To omit potential land-use conflicts and the impacts associated with limiting current land-uses is misleading.*

- *Recommendation: All anticipated conflicts and restrictions to land uses must be disclosed.*
 - *Recommendation: The effects and impacts of any and all restrictions must be analyzed.*
- **Section 8.1.1.2, Page 8-3.** *While construction and operation of the rail would in fact limit access to forage and water and limit free ranging of livestock, these issues can be at least partially mitigated. Why were proven and requested mitigation actions for these impacts not included within Table 7.2 that identifies potential mitigation measures?*
 - *Recommendation: The FEIS, or the mitigation plan issued as part of the Record of Decision (ROD) must include mitigation actions for livestock movement. These mitigation actions may include underpasses, at-grade crossings in addition to road crossings, etc. Design and location of such structures should be coordinated with each allotment permittee.*

25. Will the railroad project change the way the USDA Animal Damage Control (ADC) program can operate - ie. will security measures limit the freedom for ADC to fly over the railroad to conduct aerial control operations?"

Coverage of Question(s) within DEIS:

This question was not addressed within the DEIS.

Comments to DEIS:

- **General Comment:** The FEIS must include a discussion regarding potential security restrictions along the rail corridor. Within that discussion, the DOE must include any restriction of aerial operations and fly over activities by individuals, land management agencies or the USDA Animal Damage Control (ADC).

Water Needs & Water Rights Filings

20. Will DOE needs require filing for any water rights in the affected area? If so, for what uses and amounts, and will other potentially impacted existing water rights in the area be protected from unnecessary draw down?

Coverage of Question(s) within DEIS:

Table 2-2, Page 2-10 shows the minimum number of new well sites as 94 with 150 wells and the maximum number of new well sites as 107 with 176 wells. In **Section 2.2.2.4.1, Page 2-48** "...DOE assumed that it would obtain all required water from groundwater pumped from new water-supply wells the Department would construct along the rail alignment inside and in selected locations, outside the ...1,000'-wide construction right-of-way." Further on in the section, DOE states that it "...would submit an application to the State of Nevada to appropriate groundwater for used during the rail construction phase." Well water would be pumped and piped to "...lined and fenced earthen reservoirs located immediately along the rail alignment..."

Table 2-10, Page 2-10 shows the estimated water requirements for earthwork compaction (5,497 acre-feet), construction personnel (373 acre-feet), dust control along access roads (203 acre-feet), and quarry operations (30 acre-feet). On page 2-49 the DOE states, "some wells would continue to operate after the completion of construction to serve as the water source for facility operations. Well closure would be conducted in compliance with the State of Nevada regulations." **Table 4-60, Page 4-156, attachment 8**, shows the *estimated water demand or range of water demand values within hydrographic area*, and **Figure 4-13, Page 4-160 attachment 9** shows a map of the hydrographic basins.

Table 7-1, Pages 7-10 and 7-11, attachment 10, under the heading *construction best management practices* discusses some water conservation BMPs. Water conservation includes:

- "Use storage tanks, ponds (temporary holding reservoirs), or inflatable bladders along the rail alignment to help manage water *demand*, such as to control *groundwater* withdrawal rates and pumping timetables."
- The use of treated wastewater effluent at construction camps for construction water.
- If impact analysis shows a likely impact to existing wells or springs "...limit pumping rates or eliminate at a proposed new...well".
- "...obtain (purchase) additional water from existing water-rights holder(s)..."
- "...relocate a proposed new well..."
- Monitor of existing wells and springs "...to verify the effects..."
- "Provide alternate sources of water or relocate wells if DOE action prevents access to groundwater..."
- "...any action to change the location of an existing water diversion would require the approval of the well owner and/or the holder of the water rights associated with that diversion point and would require a permit from the State of Nevada..." under NRS.

Comments to DEIS:

- **Table 2-2, Page 2-10.** *Why are there more wells anticipated than well sites? Have all well sites been identified, and have any exploratory wells been drilled to identify the well sites?*
 - *Recommendation: Clarify above listed questions.*
 - *Recommendation: All well sites that have already been identified and confirmed should be shown, regardless of their location in relation to the construction right-of-way.*
- **Table 4-60, Page 4-156.** *The table lumps all estimated water use into a single category. It does not identify how much water will be needed for construction and how much will be needed for operations.*
 - *Recommendation: Show the estimated demand in terms of construction and operations.*
- **Section 2.2.2.4.1, Page 2-48 and 49.** *This section implies that ground water applications will be made for temporary use. However, some wells are said to remain for rail operations. What are the water requirements for rail operations, and how will filling for water rights be handled differently for these wells?*
 - *Recommendation: Clarify the above questions.*
- **Table 7-1, Page 7-10.** *“Use treated wastewater effluent (gray water) produced at the camps for dust suppression and soil compaction...” Treated wastewater effluent and gray water are typically considered two different things. Does DOE intend to use wastewater effluent or gray water or both? Are mobile effluent treatment systems adequate to treat effluent to a level sufficient for use in dust control or construction?*
 - *Recommendation: Clarify the above listed questions.*
 - *Recommendation: DOE must comply with all Nevada Department of Environmental Protection regulations in using treated effluent and/or gray water.*
- **Table 7-1, Pages 7-10 and 7-11.** *Will purchase be the only means by which the DOE “obtains” additional water rights, or will the DOE consider leasing of water rights? Have any provisions been made for the time frame required to obtain water rights or to relocate existing waters impacted by the rail? It is imperative that stockwaters are not disrupted during construction of the rail. Both livestock and wildlife have become accustomed to using existing stockwaters, and filing for a change in the point of diversion or place of use could take several months or more to resolve.*
 - *Recommendation: Clarify the above listed questions.*
 - *Recommendation: Provisions must be made to prevent disruption of critical stockwater service during construction or application periods.*

21. Will water developed as part of the project be available for livestock, wildlife, recreation, safety and emergency services?

Coverage of Question(s) within DEIS:

Based on the information provided under question #20, there will be no newly developed water available for livestock, wildlife or recreation. Table 7-2, Page 7-17 (item 8) discusses equipment and property damage and injury by saying “Assign people, a source of water, and a water-tank trailer that would be used to respond to fire emergencies at the camps and construction areas.” In Section 4.2.6.2.1, Page 4-161 the DOE states, “DOE currently plans that wells not needed for operation of the rail line or for quarries would be abandoned in compliance with State of Nevada regulations, and the well sites and temporary access roads would be reclaimed in accordance with applicable requirements.”

Comments to DEIS:

- **Section 4.2.6.2.1, Page 4-161.** The wells slated for abandonment could provide a wide variety of services to the surrounding areas. Wells could be developed to provide accessible water sources to compensate for the isolation of existing waters by the rail alignment. These developments could service both wildlife and livestock. In addition, unneeded wells could remain to provide emergency support in the event that a wildfire is sparked by rail operation or if water is needed for any other community support purpose.
- Recommendation: The DOE should confer with BLM, permittees, and the State Engineer to determine what options may be available for using newly developed wells as mitigation.

ENCLOSURE TWO

**N-4 Letter to Gary Lanthrum, Director, Office CRWM, DOE
Dated February 20, 2004
24 Questions Regarding Potential Impacts
Of Building the Railroad to Yucca Mountain**

N-4 State Grazing Board
P.O. Box 461
Panaca, Nevada 89042
775-728-4682

February 20, 2004

Mr. Gary Lanthrum, Director
Office Natl Trans, OCRWM
U.S. Department of Energy
1000 Independence Avenue SW
RW-30A
Washington, D.C. 20585

Subject: Initial comments regarding DOE proposed rail route extending from Caliente, NV to the Yucca Mountain repository facility.

Dear Mr. Lanthrum:

In a recent meeting of the N-4 State Grazing Board at Caliente, Nevada, the Board was provided an overview of the proposed DOE Yucca Mountain rail transportation project by Bob Lupton, Dan Kane, and Ed Mueller, each associated with the Las Vegas DOE office. In addition to the informative discourse regarding the project, they encouraged the Board to provide correspondence to you outlining the initial questions and/or concerns of the Board with respect to the DOE proposed rail corridor. The following is a partial list of initial concerns discussed at our meeting for your consideration.

1. The Federal Register publication indicates temporary (2year/ 20 year) withdrawal as effective now. How will this withdrawal effect current permitted uses of the BLM managed lands?
2. Livestock are free ranging over historic allotments amounting to many thousands of acres within a single perimeter fence, or no fences in some instances, separating use areas. Indigenous livestock are familiar with their range areas, critical feed areas, and the all important location of watering sources. Will rail corridors be fenced to exclude livestock. If fenced, how will livestock access traditional feed areas and water sources?
3. It was reported that the train will be moving at a speed of 35 milese per hour and traversing the area only initially at one trip per week. If this is the maximum speed allowed through the test site, is it conceivable that the rail area may go unfenced once completed?
4. If livestock losses do occur as a result of rail traffic, will the DOE compensate the livestock permittees for their losses?

5. If the rail corridor is fenced, how wide will the easement be, will the livestock interests be able to have inputs as to fencing specifications for excluding livestock, and what measures will be offered as mitigation for forage loss within the easement area?

6. Who will have responsibility for maintenance of any fencing projects that might become necessary as part of the proposed project?

7. If the rail corridor is fenced, what provisions will be offered for livestock to access all parts of the permitted allotments and will watering facilities be strategically placed to assure that livestock do not have to travel unrealistic distances to water?

8. Will DOE work with the permittees while outlining the final alignment of the rail route to avoid sensitive areas and accommodate routing most conducive to the animal grazing / handling needs?

9. The project is planned to occur in the *most arid* and likely the *most sensitive* environment in the United States. Only limited science is available regarding revegetation techniques and successes in this environment. Linear disturbances are the most difficult to revegetate, even under the best of conditions. Numerous soil types will be crossed, supporting different vegetation and have different capabilities and limitations. How will the DOE approach revegetation of disturbed areas and what steps will be taken to absolutely minimize the amount of disturbance to the native plant community?

10. Will the ranchers and other effected interests have the opportunity to review and have inputs to disturbance and proposed reclamation/revegetation plans?

11. The curse of any land disturbance activity is ultimately the invasive weeds that have a propensity to establish on site and over time spread into the native plant community. What steps will be taken to assure consistent and effective control of invasive weed species?

12. Will there be a maintenance element in the plan to address invasive weed problems as soon as they arise?

13. With respect to revegetation of soil disturbances, what assurances are there that these areas will in fact be successfully seeded and what are the species that will be considered for revegetation? Will the livestock permittees and Nevada research community (i.e. Dr. James Young, USDA-ARS) be afforded input and review opportunities for proposed treatments?

14. Both wildlife and livestock can be drawn to the hazards of the rail corridor if the plants selected for reclamation have high palatability. Livestock can be fenced away from the tracks, but not wildlife. If livestock and/or wildlife concentrate grazing in a corridor due to highly palatable seeded plants, the plants may succumb to the grazing pressure unless fenced. Access to highly palatable plant species discourages livestock

from distributing across the allotment as is desired during the grazing season. Will these concerns be considered during the planning phase?

15. Will security and/or maintenance roads be constructed and maintained along the rail route? If so, will additional facilities to house personnel and equipment be constructed off site near the rail route resulting in additional land disturbances? What will these disturbances amount to in areas and where will they be located.

16. Will local livestock permittees and other public lands users (mining, rock hounding, hunting, prospecting, sightseeing, other multiple uses) have access to the proposed constructed roads and not encumbered in any way?

17. What kind of security will DOE implement along the rail corridor? What limitations will be placed on the livestock permissess and general public with respect to normal land user activity?

18. Will the public continue to have access to existing roads along the proposed rail route?

19. Many communities are remote or isolated in parts of rural Nevada. Will the railroad be made available to access for potential commercial (mining, agriculture, etc) uses by some of these rural communities, or used strictly for DOE purposes?

20. Will DOE needs require filing for any water rights in the effected area? If so for what uses and amounts, and will other potentially impacted existing water rights in the area be protected from unnecessary draw down?

21. Will water developed as part of the project be available for livestock, wildlife, recreation, safety and emergency services?

22. What kind of security will DOE implement along the rail route?

23. Will legitimate business nd permitted individuals (ranchers, miners) have access to whatever wireless communication system DOE builds to service the entire route?

24. DOE and BLM land withdrawal plans consider only federal lands, how will DOE protect the private lands, water developments, etc. within the proposed route? What mitigation is planned for impacts that will occur to nearby private lands and other holdings?

As denoted in this preliminary list, there are numerous concerns and questions regarding the proposed rail route and its impact on our industry. While the permittees are not happy with the decision to construct the rail route through their allotments, they, as well as the N-4 State Grazing Board, are concerned that impacts be minimized and/or mitigated in a fair and equitable manner.

The Board is therefore requesting cooperating agency status with DOE, so we can better coordinate and stay abreast of the project progress and issues that may arise with respect to the land resources and historic uses. We further would appreciate the opportunity to meet with you regarding DOE retaining the services of a mutually acceptable consultant familiar with the grazing allotments, vegetation issues, revegetation approaches in arid environments, monitoring needs, access issues, and potential alternatives to mitigate forage losses to effected permittees.

To be afforded every opportunity to participate and comment regarding the above listed concerns, the n-4 State Grazing Board is respectfully requesting that DOE hold all meetings regarding this project in at least the communities of Pioche, Ely, and Tonopah.

I look forward to your response to this correspondence. Please feel free to notify me at (775) 591-0336, or Connie Simkins, Secretary to the Board, at (775) 728-4682 regarding questions you may have.

Sincerely,

A handwritten signature in black ink, appearing to read "Merlin R. Flake". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Merlin R. Flake, Chairman, N-4 State Grazing Board

MF:cs

Cc: *Nye County Commission*
Lincoln County Commission
Esmeralda County Commission
Gene Kolkman, Ely BLM Field Office
Bob Abbey, Director, Nevada BLM
Governor Kenny Guinn
Senator Harry Reid
Senator John Ensign
Congressman Jim Gibbons
Don Henderson/ Nevada Dept of Agriculture