



SURFACE TRANSPORTATION BOARD

Washington, DC 20423

Office of Environmental Analysis

September 11, 2020

Kathryn K. Floyd
Venable LLP
600 Massachusetts Avenue NW
Washington, DC 20001

Re: Docket No. FD 36312, Oakland Global Rail Enterprise — Request for Authority to Operate a Rail Line in Oakland, Cal.: Information Request No. 5

Dear Ms. Floyd:

Consistent with 40 C.F.R. § 1506.5(a), the Surface Transportation Board's Office of Environmental Analysis (OEA) requests the following information to assist in its environmental review for the above-referenced proceeding:

1. Are any bulk commodities currently being received by Oakland Global Rail Enterprise (OGRE) at the Port of Oakland (Port) by truck that would move by rail under the proposed rail operations? If yes, specify the number and origin of incoming trucks per day by commodity type.
2. Does OGRE intend to install and utilize any equipment at the Port that could require permits from the Bay Area Air Quality Management District (Air District) (e.g., conveyor systems and back-up generators) to facilitate its bulk-commodity handling operations?
3. OGRE's responses to OEA's Information No. 1 stated that track would need to be constructed or rehabilitated to facilitate OGRE's proposed rail operations. Please specify the diesel construction equipment (by types and numbers) that would be used to construct this track, and how long the equipment would be used.
4. OGRE's response to OEA's Information Request No. 2 stated that coal could be among the bulk commodities moved by OGRE. If coal is moved by OGRE at the Port, does OGRE intend to utilize methods to reduce coal dust from rail cars, such as chemical surfactants? Please specify any other best management practices that OGRE would use to minimize coal dust emissions during coal loading, unloading, and storage activities at the Port. Please specify what portion of incoming trains to the Port could be unit coal trains. For these unit coal trains, does OGRE know what, if any, coal dust control methods would be used during unit train delivery to the Port's railyard? If yes, please specify the methods.
5. OGRE's response to OEA's Information Request No. 4, question 6, stated that OGRE's proposed rail operations could, at full capacity, handle up to three 6,400-

foot-long unit trains per day, with each unit train broken down into two 3,200-foot-long trains. Please provide the following:

- o Where would these 6,400-foot-long trains originate?
- o Would Union Pacific Railroad Company deliver and remove these 6,400-foot-long trains to and from the Port's railyard?
- o In its February 10, 2020 comment letter to OEA, the Air District stated that it helped fund OGRE's purchase of a Tier IV locomotive for use in OGRE's proposed rail operations. Would this single locomotive be the only locomotive that OGRE uses to disassemble, assemble, and move trains and railcars in and around the Port? If other locomotives would be used by OGRE, please specify the number of locomotives by emissions category (i.e., Tier 1 to 4).

We look forward to receiving this information by Friday, October 16, 2020. Please submit your response to Dave Navecky of my staff at david.navecky@stb.gov, and cc: Kevin Starner of Skelly & Loy at kstarner@skellyloy.com. Please feel free to contact Dave at 202-245-0294 if you have any questions regarding this request. Thank you for your assistance.

Sincerely,



Victoria Rutson
Director
Office of Environmental Analysis

cc: Kevin Starner, Skelly & Loy
Alyssa Lynd, Skelly & Loy
Amanda Crawford, Venable