UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION SURFACE TRANSPORTATION BOARD

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SAN LUIS \& RIO GRANDE RAILROAD PETITION FOR A DECLARATORY ORDER

FD 35380

+     +         +             +                 + 

Thursday
February 17, 2011

+     +         +             +                 + 

Our Lady of Guadalupe Parish Hall
6631 County Road 13
Conejos, Colorado
$+++++$

10:00 a.m.

BEFORE:

MATTHEW BORNSTEIN, ESQ.
STB Office of Proceedings

## ALSO PRESENT:

PHILLIS JOHNSON-BALL
Deputy Director
STB Office of Environmental Analysis
395 E Street, SW
Washington, DC 20423
FREDERICK MILLER, ESQ.
STB Office of Proceedings
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Adjourn
P R O C E E D I N G S
(10:09 a.m.)

MR. BORNSTEIN: My name is Matthew Bornstein. I'm an attorney in the Office of Proceedings of the Surface Transportation Board. I'll be leading today's public meeting.

Assisting me is Phillis JohnsonBall, the deputy director of the Office of Environmental Analysis at the Surface Transportation Board, and Fred Miller, who is also an attorney in the Office of Proceedings.

Now, the Surface Transportation Board is a federal agency that regulates the freight railroad industry, and we're here today concerning a petition for a declaratory order filed by the San Luis \& Rio Grande Railroad.

Now, what's going to happen is certain materials are loaded onto trucks at Los Alamos, New Mexico, and they are brought up to Antonito, where they'll be loaded on to
railcars, and then SLRG will take those railcars to Walsenburg, where they'll be handed off to the Union Pacific Railroad, and then UP will take them to their final destination, which is Clive, Utah.

Now, the heart of SLRG's petition is the question of whether or not the Conejos County Land Use Code is applicable to the SLRG's operations in Antonito.

And we're here today for this public meeting to gather your oral comments about SLRG's petition. So this is a very informal process. What's going to happen is first we're going to allow the government officials the courtesy of speaking first if they so wish, and then we will ask that the railroad speak if it so wishes, and its consultants at EnergySolutions, and then after that we'll just march down the list of speakers, and Fred will call your name, and then you'll come up and speak.

So when you're called to come up Neal R. Gross \& Co., Inc.
and speak, say your -- spell your name and say it into the microphone so the court reporter can hear it, and then give your statement. And don't be afraid; I'm not going to ask you a bunch of questions; you're not going to be asked questions by anyone in the audience either, for that matter.

And I ask you to all be respectful of one another. You can just get up there and speak. So then you can get up and give your statement.

And similarly, just as $I$ won't be asking you questions, $I$ won't be entertaining any questions about the substance of the arguments or their merits. We're here to collect these oral comments and set them down in a transcript, and then the transcript will be taken to Washington, and the Board members, who are the decision makers here, they will read the transcript when they're making their final decision.

> It sounds like some of you also
have written materials that you would like to file, and Fred here will explain how that works, because we're not going to be taking any written materials here.

And the point of having it
filed -- I know it might sound sort of bureaucratic, but it's fair -- or it's more fair that way, because then everybody gets an opportunity to look at what you've filed.

So, Fred, will you please explain that?

MR. MILLER: Sure.
There are two means of filing. One is what we call e-filing, where you can do it online at the Board's website. The website is, for those of you who need it, www.stb.dot.gov. On that website you can also find all of our decisions related to this matter, and the information I'm about ready to read, which was part of our August 12, 2010, decision. You can find the decisions by their what we call service date or by their docket
numbers or the title of the case as well.
If you want to file in traditional
paper format, through the mail, you can just send original and ten copies to the Board. Make sure you note the docket number, which is FD 35380, and the address is Surface Transportation Board. We're at 395 E, as in Edward, Street; that's Southwest, and the city is Washington, DC; zip code 20423.

In addition, you also need to serve one copy on the railroad's representative. That's Mr. John D. Heffner, H-E-F-F-N-E-R, and he's at 1750 K Street; that's Northwest; Suite 200, Washington, DC 20006.

And that's the way, if you have any written comments or anything else you'd like to give, you can send that up through the mail that way, or, like I said, through our website.

With that, I'll turn it back over to Matt.

MR. BORNSTEIN: Okay. So I think that's it, so are there any questions about how today's meeting will proceed? If so, just shout them out.

VOICE: [inaudible]
MR. BORNSTEIN: Or could you come to the podium and speak if you have a question. I'm sorry.

MS. GUAJARDO: Andrea Guajardo, Conejos County Clean Water, and it's a procedural question on submittals. Lucy Marvin had said we could turn in stuff on a thumb drive today.

And I know on your electronic submission the maximum is 10 megabytes, so we have a lot of -- like for us to copy the hard submissions that we have and serve 10 copies is going to be incredibly --

PARTICIPANT: Use the cordless one.

MS. GUAJARDO: Okay. This one?
Is that better?

MR. BORNSTEIN: Wait one second.

Court Reporter, can you hear her as she's speaking?

COURT REPORTER: Yes.

MR. BORNSTEIN: Okay. Good. I'm sorry.

MS. GUAJARDO: From the top?
MR. BORNSTEIN: Yeah, from the top. That's great.

MS. GUAJARDO: Okay. Back to the question.

Andrea Guajardo with Conejos County Clean Water. This question is procedural on the submissions. Lucy Marvin had told us we could submit a thumb drive today, because to submit electronically, your max is 10 megabytes, and it's hard for us to copy 10 pages of like a hundred-page PowerPoint and serve 10 copies to the Board and then one copy to Mr. Heffner.

So I'm just wondering, is it acceptable to submit that thumb drive today if we have it on a thumb drive?

MR. BORNSTEIN: Well, can you submit several, I guess, volumes of evidence, like part 1, part 2, part 3? Can you e-file it that way?

MS. GUAJARDO: Yeah, we could do that. Is that acceptable? Just to break it up --

MR. BORNSTEIN: That would be acceptable.

MS. GUAJARDO: -- the 10 megabyte --

MR. BORNSTEIN: I mean it's just --

MR. MILLER: That would be fine.
MS. GUAJARDO: Okay. We'll do that, then.

MR. BORNSTEIN: Right. Okay. Great. Great.

MS. GUAJARDO: Thank you so much.
MR. BORNSTEIN: No, sure. Thank you.

So all right. Well, let's get --
Neal R. Gross \& Co., Inc.
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MR. MILLER: Any other --
MR. BORNSTEIN: Oh, I'm sorry. Yes.
(No response.)
MR. BORNSTEIN: So no more questions? Okay.

Oh, all right. In the back you have a question?

MS. ARENDS: Good morning, my name is Joni Arends.

PARTICIPANT: You have to turn it on.

MR. MILLER: Yes. Sorry.
MR. BORNSTEIN: Yes, there's a thing on the side that --

MS. ARENDS: Okay. Thank you.
Good morning. My name is Joni Arends.

MR. BORNSTEIN: Good morning.
MS. ARENDS: I'm with the Concerned Citizens for Nuclear Safety. I'm wondering, is there a deadline for submitting
the comments?
MR. BORNSTEIN: There's no deadline, but sooner rather than later -within the next several weeks, let's say; even sooner than that probably would be good.

It doesn't have to be tomorrow, but it would be great if it's in, let's say, like the next week or two.

Do you think that sounds about right?

MR. MILLER: Yeah, because we want to be able to have all the information available and prepared for the Board members as soon as possible. So if there is going to be written versions of the comments people are giving today, we would want that as soon as possible so that could be used in making -for the Board to make their decision.

MS. ARENDS: Do you have a schedule for when the Board is going to meet?

MR. BORNSTEIN: No, but the Board is -- will be considering this -- the petition
and the material -- the comments submitted on it, and it will render a decision as soon as it can. That's that.

MS. ARENDS: So would we --
MR. BORNSTEIN: But there's no statutory deadline, so --

MS. ARENDS: By March 1?
MR. BORNSTEIN: Well, there's no statutory deadline, and the Board will consider this matter, and I can't give you a date certain as to when a decision would be rendered.

But if you get your evidence in in the next week or two, that would be wonderful. And with your evidence, if you -- a petition asking that we accept it would be good also.

MS. ARENDS: Thank you.
MR. BORNSTEIN: Mr. Heffner, you have a comment or a question?

MR. HEFFNER: A question.
MR. BORNSTEIN: Could you come to the podium, please?

Neal R. Gross \& Co., Inc.
(Pause.)
MR. HEFFNER: Okay. I just would like to have a reasonable amount of time to read through whatever is submitted and respond, if appropriate.

MR. BORNSTEIN: You can file a reply comment to the materials that are submitted. That's okay.

MR. HEFFNER: That would be fine. I would say probably at the utmost -- at the outset -- at the outside, no more than 20 days, maybe closer to 10.

MR. BORNSTEIN: Okay. That's --
let's just split the difference and say 15.
MR. HEFFNER: Okay. Very well.
MR. BORNSTEIN: And so just so the Board has a complete record before it, please try to get your comments in in the next week or two so that then -- so then the railroad can file a reply to that. That's the most fair way of doing it.

And then the Board will look
through all of those materials when it's making its decision.
(Pause.)
MR. BORNSTEIN: I don't think there's any more questions.

How about this? How about you have to file all your comments by March 1, and then the railroad will file its reply to those comments by March 15, just so we have sort of a streamlined process here that's smooth and gives everyone a certainty as to what's going on. Okay?

So the -- are there any elected officials who would like to speak first? As a courtesy we allow you all to speak first. And if you don't choose to use that courtesy, you can speak a little bit later.
(Pause.)
MR. ATENCIO: Good morning.
MR. BORNSTEIN: Good morning.
What's your name, for the record?

MR. ATENCIO: Stephane Walter
Atencio. I'm a Conejos County Attorney, and on behalf of the Conejos County Commissioners --

MR. BORNSTEIN: Could you spell that real quick? I'm sorry. She needs it for the transcript.

MR. ATENCIO: Conejos County defers their comments until the railroad, Mr. Heffner, makes his. We'd like to follow his comments.

MR. BORNSTEIN: Okay. That's fine. So I guess that's it for the government officials as to right now as to the courtesy.

So, Mr. Heffner, I ask that you, if you wish, to get up and make your statement on behalf of the railroad.
(Pause.)
MR. HEFFNER: Good morning.
MR. BORNSTEIN: Good morning.
MR. HEFFNER: Good morning to everybody here in Conejos County. I want to
thank you very much for supplying me --
MR. BORNSTEIN: And could you spell your name, for the record

MR. HEFFNER: Oh, certainly. John D. H-E-F-F-N-E-R.

MR. BORNSTEIN: Thank you.
MR. HEFFNER: And I want to thank you folks for supplying me with some more winter; I thought we were through with that, but I guess not.

As some of you -- and tell me if everybody can hear me in the rear?
(Pause.)
MR. HEFFNER: My name is John
Heffner, and I'm the lawyer representing the San Juan and -- excuse me -- the San Luis \& Rio Grande Railroad before the Surface Transportation Board in these proceedings.

And I'd like to thank all of you for coming to this hearing this morning and expressing your views. My client, San LuisRio Grande, is a fellow citizen in this county
and wants to be a good neighbor, and it's a key part of the area's infrastructure.

I'm sure all of you have heard President Obama talk repeatedly about infrastructure, and I want to emphasize the railroad is a part of that infrastructure; it is a very important local asset.

Now, that said, I want to put what is going to be said here in the proper context. And the issue before the Board is whether the Clean Railroad Act amendment to the Interstate -- to the ICC Termination Act -- I should explain to you that the law that governs economic regulation of surface transportation, especially railroads, is called the ICC Termination Act, or ICCTA. We'll just call it the Act.

But the issue before the Board is
whether the Clean Railroad Act amendment to the ICCTA applies here, and that in turn depends upon the question of whether the bags and the containers used to transport the
contaminated dirt, the cargo, the commodity, constitute original shipping containers under the law.

So there's a very, very narrow issue, and very simply it is whether what I call the vessels, the sealed bags and the sealed containers used to transport the commodity, constitute original shipping containers under the law.

If they constitute original shipping containers, then preemption applies. You don't apply to the Board for preemption. What we've done here is ask the Board to decide a question.

I'll wait a second. Thank you, sir.

MR. BORNSTEIN: Right. And it'd be nice if everyone put their cell phones on vibrate or airplane mode or just turned them off so that we can keep rolling here.

MR. HEFFNER: Thank you.
So the question is, are these bags
and containers original shipping containers, and if they are, then preemption applies.

In other words, federal
transportation law takes precedence over state or local regulation, and the only issue then becomes whether the preemption that would apply here would trump local licensing and permitting laws.

It would be the same as if the commodity being transported were steel beams or corn or soybean oil or automobiles.

Now, if they are original shipping containers, that ends the inquiry, and I think even the county would concede, under those circumstances, that federal transportation law -- in other words, the ICCTA -- preempts those state and local laws.

Unfortunately, the Clean Railroads Act, while it uses the term original shipping container, it doesn't define the term, and there is no regulation that $I$ can find that defines the term.

But I will try to give you some insight, in a few minutes, into what Congress had in mind when they enacted this provision.

Now, none of the public comments that I've seen shed any light on that definition. No member of the public who has submitted at least written comments to date -I can't address oral comments, because I haven't heard them yet -- appears to have any scientific or technical or legal or legislative expertise on this crucial issue of what is an original shipping container or even what is contaminated dirt.

> And our colleagues from

EnergySolutions will opine on those two issues. They are the experts.

But let's talk for a minute about legislative history. And I have read the legislative history. The provision here was authored by Senator Frank Lautenberg of New Jersey, and he wrote that provision to deal with two very specific issues that seem to
plague -- and that's probably the best word I can use -- plague the northeastern part of the country.

The first of those situations deals with waste processing facilities, typically processing either hazardous waste -things like toxins and PCBs and carcinogens of various sorts -- municipal solid waste, trash, and what's called construction and demolition debris.

There are companies in the northeast that collect this stuff, and unfortunately some of those companies -- and I don't know why certain types of organized crime seem to have a proclivity for going into the trash business, but some of these collection facilities, shall we call them, want to avoid the application of some very useful state and local regulation, including regulations that are intended to prohibit organized crime from getting in the trash collection business.

And they thought by finding a loophole, by taking the two or three railroad tracks that serve their facility, the sidings, maybe a small railroad yard, and having them deemed a railroad by the Surface Transportation Board, they could then enjoy the same preemption rights that real railroads, including my client, enjoy.

And this is one of the two reasons why Senator Lautenberg wrote that provision: He wanted to prevent some trash collection site in northern New Jersey from applying to the STB to get a railroad license -- railroad operating authority, so that when Union County or Bergen County or Hudson County came along and tried to say, Oh, you have to comply with our land use laws, they could say, No, we don't.

So that was one situation. The other situation involved a handful of New Jersey short-line railroads; one or two in particular. I remember seeing a presentation
where this particular short-line railroad had a huge pile of track that apparently was very near a power line and posed obvious dangers in terms of, you know, maybe starting a fire.

So I think Senator Lautenberg wanted to address that type of situation. I doubt if Senator Lautenberg walked into this room right now and heard the presentations that all of you are going to see -- all of you are going to make and he went out and saw the EnergySolutions San Luis \& Rio Grande facility -- I doubt he would say, That's what I had in mind; that's what I wanted to prevent. So I offer that to you for what it's worth.

Now, in closing my part of the presentation, I would like to emphasize that my client is not a rogue railroad, as some have termed it. I believe San Luis \& Rio Grande has been in existence going back to about 2003.

It was started by RailAmerica, Neal R. Gross \& Co., Inc.

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which is a short-line holding company. They bought and/or leased the lines from the Union Pacific; these are former Rio Grande railroad lines. They've been around since I have no idea; probably the beginning of the 20th century, starting out maybe as a narrow-gauge railroad, and then they were converted to standard gauge, operated by the Rio Grande.

Rio Grande was acquired by
Southern Pacific. Southern Pacific was acquired by Union Pacific. These lines were not making the type of financial contribution that the Union Pacific wanted them to make, so they sold them to a newly formed subsidiary of the -- of RailAmerica.

RailAmerica in turn sold them to my client, Iowa Pacific Holding Company and its subsidiary Permian Basin. Permian Basin operates -- currently operates six short-line railroads in the western half of the country, including this one and several, believe it or not, in Great Britain.

So it is a legitimate short-line railroad that hauls freight and also has some passenger operations. It is a well run, safe small business dedicated to serving this community. It's the very type of small business that President Obama talks about. It represents jobs, industrial development, and tax revenues.

I should also note that rail
transportation is not only safer than truck transportation. I decided not to fly to Alamosa because I don't like small planes; at least I don't like riding in them, so I flew to Albuquerque and rented a car and drove up. And once I passed -- I'm trying to remember the town in New Mexico; it began with an E -- once I passed that point, virtually all the vehicles I encountered on the highway were trucks.

If you really care about your safety, you don't want this freight moving by truck; you want it moving by rail.

So rail is the only form of transportation, other than maybe water carrier, that is green, it's environmentally friendly, it's energy saving, it uses little land, and it's low cost.

Now, before I close I just want to mention one other thing. I know there is a parallel proceeding in federal court involving application of the National Environmental Policy Act. That case involves the Energy Department. The STB is not the Energy Department. These are two totally separately matters.

So, this is not --
MR. BORNSTEIN: And that is
correct. That's true, yes.
MR. HEFFNER: Yes, this is an NEPA
case. And, in fact, the petition for declaratory order is not a licensing case. NEPA applies in the STB context where you are seeking a license to construct or abandon a rail line or do things like merge railroads,
like when the Union Pacific merged with -really acquired, the Southern Pacific. So there is no NEPA issue here. That's in the other case.

I'd be happy to answer any questions. I'll be around for the entire hearing, and I appreciate your attention. And thank you for the opportunity to speak.

MR. BORNSTEIN: Thank you, Mr. Heffner.

Now apparently we have two other representatives of San Luis \& Rio Grande Railroad.

MR. MILLER: First is Mr. Steve Butler.
(Pause.)
MR. BORNSTEIN: Do you want to speak as a citizen or do you want to speak as the railroad?

PARTICIPANT: As a citizen.
MR. BORNSTEIN: Okay. Well, then
you can speak later.

And, Mr. Abbey, are speaking as a citizen, or are you speaking as the railroad?

MR. ABBEY: The railroad.
MR. BORNSTEIN: Okay. Well, then come on up and tell us.

MR. ABBEY: The little switch on the side?

MR. BORNSTEIN: Yes. And just spell your name for the court reporter.

MR. ABBEY: Mathew W. Abbey, M-A-T-H-E-W, Abbey, A-B-B-E-Y, general manager, San Luis \& Rio Grande Railroad.

Thank you for making the trip out here to the Valley to spend time with us. We all appreciate it.

San Luis \& Rio Grande Railroad is a small short-line railroad within a small short-line railroad holding company. We're pretty excited the places we operate and the things we get to do, but the fact of the matter is, we are a small business with little installations around the country.

We operate in the Valley a friendly, safe short-line, fully in compliance with all applicable regulations. We are a 286 K compliant certified railroad in its entirety, and we operate solid class 2 mainline trackage throughout.

Our recent -- we had two recent surprised, unannounced, unescorted FRA inspections. One focused on the training and certification of our train and engine crew, and the other one focused on the mechanical and condition of our equipment. These were the two most recent ones. They also did an overview of our drug and alcohol program.

The locomotives, one was missing a warning sticker, and the other one needed some sweeping inside the cabinets. The drug and alcohol program and all of the training and certification for all the fine engine crew came back with zero violations, zero defects, zero comments.

So we run a very clean operation.

And we operate a very compliant operation, and a very tight operation. And it's a family business atmosphere with seven of my regular full-time crew being residents of Conejos County.

In fact, there's even a nice article about our training school in this morning's Valley Courier, if you happen to pick it up. We are ahead of the FRA's requirements for conductor certification and training. Those final rules are expected to be released later this year, and we are training to the expected standards already. We operate this railroad, nevertheless, at a financial net loss. It's not a small loss, but it's not overwhelming. Because we're part of a larger corporation, we're supported by our other railroads.

Here's our problem. Our dollars and cents problem is that there isn't enough freight in Conejos County, or in -- out in Rio Grande County, to justify our current level of
service. We operate three trains a day -- or, excuse me, three trains a week, freight trains to Conejos County. There's enough volume here to justify one.

Our conundrum is that if we adjust our schedule to maximize efficiency and change it to one day a week, we place two employers in Conejos County in serious jeopardy, Harbor Light Plant and Colorado Water.

And so because this is type of business we are, we continue to eat these losses and look for ways to enhance business on the line and protect the shippers. It would be very easy to try and reduce the service down here, or try and to otherwise escape these losses.

We have burned about as much cash as the scrap value for the railroad maintaining the service level. This is who we are.

> On top of that, we'd also
jeopardize the viability of the San Luis

Central Railroad in Monte Vista, and a whole host of agricultural concerns in the Valley. Right now the local fertilizer and chemical companies are filling their tanks, and we're bringing in a dozen loads of fertilizer a week to support agriculture here. We also haul grain for Coors, potatoes out.

So I guess the point is there will be lots of comments made today, I'm sure, about the type of people or the type of business we are. But these are the facts, they're a matter of the public record here, and in our FRA records as well. And I thank you again for taking the time out to come listen to the issue.

MR. BORNSTEIN: Thank you.
Okay. Next we have Bret Rogers from EnergySolutions.

MR. ROGERS: Good morning.
MR. BORNSTEIN: Good morning. I saw you gave the card to the court reporter so she has the name. So, okay.

MR. ROGERS: Can you hear me okay with this?

MR. BORNSTEIN: Yes. Go to town.
MR. ROGERS: My name is Bret
Rogers. I am with EnergySolutions. We are the company that met with the railroad, the SLRG Railroad over a year ago now to transload containers that were packaged at the Los Alamos site in New Mexico to shipments to our Clive disposal site in Utah.

I've been with the company since -- with EnergySolutions since 1999, and I have been overseeing the waste management activities for our licensed disposal facility in Clive, Utah.

I appreciate the opportunity to speak, and to talk about the operation, the process, what we've done over the last year to try and come up with a workable solution for the community, as well as satisfying the needs of our client, who is the Department of Energy, as well.

Our mission at EnergySolutions, we are the company that cleans up these contaminated sites. We are the company that created the contamination. So our mission is to protect the public and the environment by managing radioactive waste from various contaminated sites throughout the country and providing safe disposal of the waste at our licensed disposal facility in Clive, Utah.

There's a few key points that I want you to have to consider as you evaluate the specific issue here, and that is the railroad's right to perform the transload.

One is that these containers, when they are packaged at the Los Alamos site, the generator site, they remain sealed until they are received at our Clive disposal site in Utah. They are not opened at any point along the way. They are offered up for transportation and the DOT regulations under 49 CFR, the Department of Transportation regulations, regulate the safe management of
this material.
Another point that I'll talk about is that the transload facility, when you think about transloading sometimes you might have visions of bulk waste or bulk product being transferred, which is happening to the north and south of this facility with product. This is not happening, or proposed to happen at this facility. These are containers that are leaving from a truck and being put into a railcar.

What I'd like to talk about a little bit is just to help make sure it's clear on the type of waste that we're dealing with. We deal with radioactive waste. It's waste that is contaminated with radionuclides from various different means.

And specifically with the Department of Energy there's research that is done, and over the last decades what they had been doing is disposing of it on site. The Clive facility is located about 80 miles west
of Salt Lake City, out in the desert.
It's very suitable site conditions for the disposal of this type of material. Specifically, there is less than about seven inches of precipitation a year there in the desert, the clay is impermeable.

And so when the Department of Energy and the state of Utah looked at disposal facilities in the region, there were 29 sites that were identified, and this location in Clive, Utah was selected as the most suitable site for this type of material.

And thus, after the Department of Energy moved about five million cubic yards of tailings from a downtown site in Salt Lake City to the Clive disposal facility, it later then was privatized and we sought after an NRC license for disposal of radioactive material.

So the type of material that we receive is contaminated soil, dirt, and contaminated debris. So when people are using gloves or safety glasses or personal
protective clothing in handling this material, then that is also the type of debris and material that we take in.

If you're going to be taking down a building and decommissioning it, then it would be that type of material as well. So it's debris and soil is primarily what we receive at our Clive facility.

I want to point out that in the submittal we made as part of the SLRG submittal, we provided pictures and photographs of the actual waste loading at the LANL site in New Mexico.

And just to make sure it's clear, because when people hear the words radioactive or nuclear, a lot of times they think of oozing, goozing green waste, and in this case we're talking about soil and dirt that is packaged and then shipped to our Clive facility.

The type of equipment that is used to package this material is heavy equipment,
front-end loaders, backhoes, there are operators there that operate the equipment. Typically what they're dressed in is steeltoed shoes, safety glasses, gloves, you know, they're not in moon suits and they're handling it as though it were a clean up.

And obviously there are controls in place, there are surveys that are done to make sure that the material is surveyed and deconned off any of that clothing that is continued to be used on the project.

In the submittal you can take a look at the photographs of the containers that are also used. All containers that are used comply with the Department of Transportation regulations. And depending on the radioactivity and different hazzards, then the Department of Transportation has higher standards for the type of package.

So if I were shipping something that was class C or a very high activity type waste, typically that requires a much more
robust shipping container. If I'm shipping something that would be considered non-DOT regulated, or at levels that are extremely low, then the standards for those types of containers are much less because of the safety issues involved with shipping those.

For every container that we use, however, when it's shipped to our Clive disposal facility, we require that the generator package the material in at least the minimum standards of the DOT regulations.

So even if it did not meet or did not require to be packaged in one of those packages, we have a requirement in our waste acceptance criteria and in our license that says it must be packaged. And the purpose of those packages is to prevent the release of any of that material during transportation. We have certificates of conformance from the vendors that provide those packages that basically do the analysis of the design, the construction of the
material that's used for the package, testing of it to make sure that it does, in fact, meet the, and comply with, the DOT regulations, and those are the types of packages that are used. Sometimes they're soft-sided containers, sometimes they can be what are called inter-modal containers that are metal and have rigid sides, but, again, to emphasize, at no time during transportation is the waste allowed to be exposed, or those packages allowed to be opened until they reach the licensed disposal facility.

The transportation route, once the waste is packaged at the LANL site in these containers which meet the DOT requirements, then they are put onto a truck, a conveyance, that then leaves the LANL site. Once the waste is placed into that shipping container -- and the reason why I emphasize this, Mr. Heffner also talked about it, that is the original shipping container.

It's put into the container, the Neal R. Gross \& Co., Inc.
container is closed up, the container then goes onto a truck conveyance. Every shipment has a manifest required under the Department of Transportation regulations that describe the contents of what is being shipped.

That original sealed shipping container then gets taken to the transload facility where it is then taken off the railcar, again emphasizing the waste is not exposed, the package is not opened. It is then placed into a large metal gondola with a hard lid and then that conveyance, that rail conveyance is then shipped by rail to the Clive disposal facility.

At our Clive disposal -- one point to note also is that the transload facility, which is located in Conejos County, is located outside the Antonito city limits. It's about half a mile south of the city limits there as you come into town.

Sometimes we use those inter-modal
containers as well, we use heavy equipment to
transload the containers, cranes, to be able to do that and put them into the railcars. There are conditions, you know, obviously safety conditions for crane operations. If it's a stormy day, if it's windy. We have conditions there if the wind was above -exceeded 25 miles an hour, that we could not perform the operation.

Again, the purpose of our company
is to clean these sites, to protect the public and environment as we take it to our Clive facility, and safety is utmost important to us. That's our reputation. We don't work if we are not safe.

Just to talk a little bit about our Clive facility, what's interesting to note is at LANL the waste is excavated, it's put into a package, and then it stays in that package till you reach the Clive disposal site. It's interesting to note, at the Clive disposal site we basically take the material and then empty it out of the package.

So at that point when it is received at the licensed facility, the soil comes out, or the debris comes out of the package and we compact it into soil lifts. And we do that so that we can meet compaction requirements and maintain the integrity of our disposal cell. So the waste is taken out of the package once it reaches Clive, Utah.

Just to take a second and explain
to you some of the DOT differences in classifications, you'll hear sometimes class 7 material, or sometimes you'll hear class A, B, and C. So I wanted to just take a minute. Under the DOT regulations, there are specific requirements for shipping different classes of waste, such as poisonous material, flammables, oxidizers, compressed gasses, explosives, and there's also a class for radioactives.

So when you talk about explosives, that's a class 1; compressed gasses, class 2; flammable liquids and solids, class 3 and 4.

So you go down the list until you reach radioactive, which is class 7. Before that, poisons are a class 6. So each of those classes have specific requirements on how you package that material.

You'll also hear about class A, B, and C waste, and that has more to do with the disposal. The class 1, 2, 3, 4, 5, 6, 7 has do more with the transportation.

Just to give you an idea of the relative classification, the material that was shipped from LANL is what we call class A material. And most of it, for that matter, was considered non-DOT regulated because it was so low in activity.

If you take a look at one of the isotopes that the NRC regulates, and you look at classification, what would be considered class C concentrations would be 4600 microcuries per cubic centimeter. Comparing that to class B would be 44 curies per cubic meter. And class $A$, which is what we can take
at our facility would be one microcurie per cubic centimeter.

So you've got a difference of one, 44, and 4600 relative to the classifications for that specific isotope. If it were non-DOT regulated, you would be down at .00043 curies per cubic meter to make that a non-DOT regulated shipment. So I just wanted to give you a relative understanding of the how the hazard that we're dealing with here.

As EnergySolutions, we also operate several transload facilities already throughout the country. We have several clients throughout the country, DOE sites where we take waste, put it in a package, transload it from truck to rail and ship it to Clive. So this is a practice that is currently being done.

Once it's in transportation, DOT regulates that material and so we're doing that, as a matter of fact, today in several different facilities.

I want to point out what we are not doing, to be very clear. We're not opening or storing containers at the transload facility. We are not handling containers that exceed class A limits, since that's what our facility can receive, can only receive. We are not handling any other types of waste at the transload facility that would be outside of the DOT class 7 for radioactive, class 9, or non-regulated, meaning it does not require any kind of DOT regulation.

> We're not doing any kind of waste processing. You can look to the north of facility, you can look to the south, and you can see both product being put into railcars, containers there without packages. We're not handling bulk material, we're not taking waste out of packages.

You can also look at the US
Department of Pipeline and Hazardous Materials Safety Administration's statistics. Mr.

Heffner commented on the safety, which is really the main focus of our client as we ship this material.

Shipping by truck from statistical purposes, there's much more hazmat incidences by truck than there are by rail. And so we've looked at that as well, and that's one of the major factors as to why we are shipping, and continue to ship, most of our waste that we receive at our Clive facility by rail.

The last thing I wanted to talk about in conclusion is, over this last year we feel like we have had and made several efforts to work with the community, and we'll continue to do so. We have had the Department of Energy involved, we've had obviously the railroad involved, we've had many of the community leaders involved in several discussions over the last year to try and come to an agreeable solution on how to make this work while we address the community concerns.

We suspended operations back at
the end of 2009 when we understood that the community was -- had concerns about the transloading operations at that time. We began discussions with community officials to understand what they would like us to do.

We submitted a land use permit for administrative review, which was denied, was rejected. At that time we then entered into negotiations, or what we call the settlement agreement, with the county officials to basically say, Okay, if these concerns, this is how we will address those and mitigate those concerns.

And we actually had a settlement agreement in place. It was denied at a public meeting by the commissioners, but several weeks of effort were made in doing that to address the specific concerns.

Then Congressman Salazar, the former Congressman Salazar at the time also requested another public meeting where he organized a task force. And so we agreed,
along with the railroad, the Department of Energy, to sit on that task force and, again, try and discuss the issues and come up with an agreeable solution.

Out of that meeting we agreed that we would then submit a land use permit, EnergySolutions, for a special use review process. And went through that process, went through the public comment period, and again was denied approval of that application.

So we have felt like we have made every effort along the way continuing to agree to those conditions that we put forth initially in trying to resolve concerns and questions.

And so part of our discussion with them during that time was, you know, we always have the ability to go -- the railroad has the federal right to do it, we don't give up that right, and told them that this is where we would probably end up if we could not come to an agreeable solution, and so here we are
today.
And so that's the last option that we have with the railroad to be able to do that and have the interpretation from the Surface Transportation Board.

So we appreciate, again, the opportunity to be a part of this process. It's been beneficial for us to really be involved with the community concerns. When the Surface Transportation Board rules, EnergySolutions intent is to continue to work with the community.

You know, we feel it's the best practice to make sure that we try and resolve and address those issues as we move forward. So think you for your time.

MR. BORNSTEIN: Thank you very much.

Okay. Mr. Dave Cook from Alcon Construction.

MR. COOK: Dave Cook, D-A-V-E C-O-
0-K. It's been deemed that Los Alamos clean
up their site down there by the government. And as a private contractor to transload the material here at Antonito, it just doesn't make sense to me why we're being shut down and stopped when we meet all the federal regulations.

And as long as we meet those federal regulations and all the transload operation meets that, $I$ just don't understand why we're being shut down. And I guess that's my comment.

MR. BORNSTEIN: Okay. Thank you very much.

Mr. Atencio?
MR. COOK: Thank you.
MR. BORNSTEIN: Thank you.
MR. ATENCIO: Thank you.
MR. BORNSTEIN: Thank you.
MR. ATENCIO: Is this the right mike?

MR. BORNSTEIN: If it's working, it's the right mike.

MR. ATENCIO: Is this it? All right.

The first thing I'd like to do is update the Board on what has occurred with regard to the county since our public comment was filed on October 12 for 2010. On November 4 of 2010, the County Commissioners conducted a public hearing on the application for special use permit filed by EnergySolutions for their truck-to-rail transloading facility. At the conclusion of that public hearing, with the consent of the applicant, who is the representative of the owner, the public hearing was continued to December 6 . And on December 6, the County Commissioners rendered their decision, which was to deny the application.

Again, I would point out to the
Board that the applicant was EnergySolutions.
The owner of the property is the railroad.
But the application was filed with the consent of the railroad.

I hope the Board will recognize the fine line which the railroad is attempting to walk in distinguishing their activities from those of EnergySolutions. And keep in mind that EnergySolutions was acting on behalf of the railroad with regard to the application.

I know in the brief there's discussion of, as a courtesy or as a good community member, something along those lines. Don't believe it. The bottom line is if they applied for a permit, they did so with the consent and authorization of the railroad.

With regard to that decision on December 6 of 2010, Conejos County entered Resolution Number C2010-47, which denied the application. And I will submit a copy as a written comment. But the application was denied on three grounds.

First, the application fails to comply with the standards of Conejos County Land Use Code, Section 5.500.A. 3 which
addresses water quality protection, because the applicant failed to present sufficient evidence that the proposed use of the property will not cause significant degradation of the quality for surface or ground water resources.

Again, we ask the Board to
recognize that the subject property, the facility, is located less than 300 feet from the San Antonio River.

More importantly, the applicant acknowledged that leaks and spills of material may occur as a result of the proposed use of the property. And such leak or spill of materials proposed to be handled at the property will result in contamination of surface and ground water resources. I won't read the rest of it.

Number two, the second ground for denial, was that the application failed to comply with the standards of the Land Use Code, Section 5.500.A.9, which deals with compatibility with adjacent uses, land uses,
and that it will not result in an adverse impact on adjacent land.

And there was significant testimony with regard to the detrimental effect on property values and the uses of property in the adjoining area, which includes residential property adjacent to the facility, downwind of the facility, downstream of the facility.

The third ground was failure to comply with the standards of Land Use Code, Section 5.500.B. 2 which deals with nuisances, and the Board specifically found that these conditions, actions or lack of action would cause conditions where are detrimental to the health, safety, comfort or welfare of the public, or that cause or tend to cause injury to persons exposed to those conditions or that tend to cause damage to the property.

And again, this was primarily premised on the fact that the applicant acknowledges that leaks and spills of this
material may occur.
Conejos County stands on its public comments filed on October 12 of 2010. But I would like to point out a few things, emphasize some points that I think the railroad is not properly addressing. We do agree, the country does agree that the primary issue here is whether or not the Clean Railroad Act applies. Contrary to Mr. Heffner's statement, the county does not concede that if the Clean Railroad Act does not apply, that preemption applies.

> As you will see in our public comment, there are two sections, one which points out that the Clean Railroad does apply, the second section addresses the fact that the county regulations are not preempted.

The Clean Railroad Act was intended to address these kinds of facilities. In our opening statement, the county quotes what little legislative history there is, and
we do quote Senator Lautenberg.
But I would like to point out what he said in introducing the bill. And I quote, "Mr. President, I rise today to reintroduce legislation that will close an egregious loophole in federal law. Currently this loophole permits solid waste management facilities operated near railroads to go unregulated, free from meeting any minimum standards, level of safety, health or environmental standards.
"Basically this loophole prevents state or local law from regulating the operation of these facilities on property owned or controlled by railroads. These unregulated facilities present an imminent threat to public health and the environment."

I quote, "My chief concern is the lawful management of solid waste facilities. If a solid waste management facility is to be operated on rail property, it must be regulated like any other such facility.
"The threat posed by unregulated waste management facilities operating on property owned or controlled by railroads are so great that a broad and diverse coalition of public and private sector entities have been formed to oppose these rogue operations. Responsible management of solid waste requires safeguards to protect public health and the environment."

So, again, the basic intent of the Clean Railroad Act is to regulate solid waste facilities on railroad property. That is the basic intention, that is the premise and the purpose of the law, is to allow state and local regulation.

I quote from the STB, Ex Parte docket Number 684, Docket Number EP 684, "The purpose of the Clean Railroads Act is to establish that solid waste rail transfer facilities, as defined in Section

10908(e)(1)(H) must now comply with all applicable federal and state requirements
respecting pollution prevention and abatements, environment protection and restoration, and protection of public health and safety, including laws governing solid waste, to the same extent as any similar solid waste management facility."

Further quote, "The Clean Railroads Act leaves all other regulation of solid waste rail transfer facilities to the states."

> It is absolutely clear, with
regard to the intention of the law, with regard to the language of the law, and with regard to the interpretation by STB that this is a facility that is to be regulated by the states and their local governmental subdivisions, such as the county.

As Senator Lautenberg said,
they're trying -- this was an intention to prevent rogue operations. And with all due respect to the railroad and Mr . Heffner, please consider that these -- if not -- if the
railroad is not a rogue operation, they engaged in rogue activities at the very least because when this activity began, the railroad not only failed to alert the county, obtain permissions or authorities from the county, permits, or the state. They actually failed to obtain the necessary federal permit to use the highway access.

I would also point out that despite the fact the railroad relies significantly on their intention to comply with the edicts of certain courts in terms of dealing with subcontractors, make note of the fact that the agreement with Alcon was not entered into until March 26 of 2010, well after these operations commenced in 2009. That is a rogue activity.

> I would also point out the
railroad didn't even own the property at the time. It wasn't until 2010 that they acquired title to the property. There's no proof of the lease, the terms of the lease of any sort.

One other point, a huge gaping hole in the argument of the railroad is what role does EnergySolutions play. Because from the county's perspective, we've been dealing with EnergySolutions. They're the ones on the site, they're the ones discussing what the facility is going to be, how things are going to be handled, transport. All these settlement discussions, the railroad has been part of it as well.

But there is nothing in the record addressing the relationship between EnergySolutions and Alcon, or EnergySolutions and the railroad, or the three of them.

I do agree with Mr. Heffner and the railroad's position that the issue here is whether or not these activities and this location is exempt from the Clean Railroad Act because we are dealing with sealed original shipping containers. That's the issue here.

That's the real question here,
what is a sealed original shipping container?

Because the Clean Railroad Act does not define it. The STB draft regulations, and I assume they're still draft form, do not address the issue.

In this particular case, we ask that the STB recognize that the material that is proposed to be transloaded here is not a regular commodity. It's not. Don't let anybody fool you. It is toxic, radioactive, and hazardous.

And that's the biggest concern that we have here. This -- you know, we're talking here about radioactive waste, we're talking the legacy of the Manhattan Project.

And in our brief we address the position of the railroad where, in effect, they say that the characterization of this solid waste does not meet the standards of the Clean Railroad Act.

But, again, in our brief we point out in three different instances -- there's three different ways you can interpret this
material to comply with 10908, either under $(e)(1)(G),(e)(1)(B)$, or $(e)(1)(D) . \quad$ This is radioactive, toxic and hazardous material, and therefore the question of whether or not it is a sealed original shipping container is even more important.

What we have a representation by the railroad that it is sealed. What, in fact, occurs is the material is placed in a plastic bag. Okay. And what they called sealed is that it is closed. What we're talking about is an inter-modal, a metal box that is closed. That's what the railroad says is a sealed container, because it is closed. What the county is saying is because, especially because it is radioactive, it is hazardous, it is toxic to people, the land and the water, that -- and because the law does not define this term, it is within the purview of the county to determine whether or not a closed metal box is to be considered sealed. And of course the county's position
is, these are not sealed original shipping containers.

I would point out on page 8 of the brief that in their own exhibits, EnergySolutions admits that these plastic bags and the inter-modals will be subject to invasion by free liquid accumulation. And their proposal to address this is to use kitty litter. Toxic, hazardous materials subject to free liquid accumulation at the site, 300 feet from the river, and the proposal is kitty litter to solve the problem.

This is not the same as a regular commodity, and we believe that it is important for the STB to consider that fact and render its decision in light of the materials that are being shipped. Okay. This is different than just a regular trash dump. We're talking about material that can ruin a waterway and land and who knows the health issues that can be created to the public.
More importantly -- well, not more
importantly, but also of great concern is the fact that if the STB allows this facility, we are not, the county is not going to be dealing with just EnergySolutions in the future. Everything that's been said here is a representation by EnergySolutions of what they propose to do and what they intend to do voluntarily apparently.

There's no requirement, there's no law, there's no regulation, there's no written agreement. This is just what they're proposing to do.

But we're talking about using this
facility for who knows how long and by whom. Who else is going to be shipping solid waste to this facility? And what terms and conditions will be applied to them?

What we are saying is, the STB
much allow the county to regulate this facility because granting the request by the railroad in effect allows the railroad to make its own determination with regard to what
constitutes a sealed original shipping container. The railroad gets to decide on an ad hoc basis, depending upon which customer is shipping and what manner.

As a practical matter, I could say
a taped cardboard box is a sealed shipping container. Is that adequate for shipping radioactive waste? I think not.

The railroad argues about safety, and the issue of safety of truck transportation versus rail transportation. We agree as a county. This is a safety issue.

But our concern is the safety of our water and the safety of our land and the safety of our people, because this is the location that they're proposing to handle toxic dirt bags. And when they fall, they're on our land, they're in our water, and they're affecting our people. It is a safety issue. With regard to the federal suit, this will be discussed by others, the plaintiffs in the case. I would point out and
ask the STB to consider the fact -- the significance of the fact that the Department of Energy has not yet even filed an answer to the complaint, or the petition.

They have instead requested, and there was a stipulated extension of time. They haven't even answered the complaint yet, so they can have additional time to settle the matter. That's significant.

But I would also consider -- ask
the STB to consider this, if the federal complaint is found to have merit, or if the matter is settled by DOE in recognition of the merit of that complaint, this issue is moot. At the very least this issue is not ripe if, in fact, the railroad is required to have the NEPA study.

Finally, I would ask the STB to take into consideration the fact that despite the representations of EnergySolutions with regard to their safety record and their intention to limit the materials that will be
transloaded at this facility, the Clive, Utah facility was recently cited by the Utah regulatory agencies for no less than 24 violations, exceeding the material classifications allowed at the facility.

We are concerned as a county what is going to be shipped out of Los Alamos. There are certain representations made, but that's it; representations that they will limit to certain materials.

If there is nothing more than that, the very least that can be afforded to the county to protect its citizens, land, and water, is the ability to regulate this activity in light of the fact that the legislation does not provide sufficient guidance. Thank you very much.

MR. BORNSTEIN: Thank you.
Mike Trujillo?
Mr. Heffner, you have a question?
MR. HEFFNER: Yes, sir. Only
about one or two minutes.

MR. BORNSTEIN: Come on up to the podium real quick.

PARTICIPANT: Excuse me. Are you going to offer rebuttal --

MR. BORNSTEIN: No, he's not going to offer a rebuttal.

MR. HEFFNER: Apropos of the comments regarding the transaction agreements between Alcon -- am I on the mike or not?

MR. MILLER: You're on the mike.
MR. HEFFNER: Okay. Between Alcon and EnergySolutions and the railroad, this material --

MR. BORNSTEIN: Did you have a procedural question, Mr. Heffner?

MR. HEFFNER: Basically I would like to move to strike that comment. That could have been submitted earlier.

MR. BORNSTEIN: Well, no, no, this is a public meeting to gather comments, and so we're not entertaining motions to strike.

MR. HEFFNER: Excuse me.
Neal R. Gross \& Co., Inc.

MR. MILLER: Show respect -(Applause.)

MR. BORNSTEIN: All right.
Everyone stop clapping and stop -- calm down, calm down.

MR. HEFFNER: We will file a motion to strike at the appropriate time of that comment. Thank you.

MR. BORNSTEIN: You're free to file a motion.

Okay. So where were we. Mike Trujillo?

MR. TRUJILLO: My name is Mike
Trujillo. That's M-I-K-E T-R-U-J-I-L-L-O. I'm representing a couple of entities here today, the town of Antonito, and more specifically the CCWI.

Mine's more of -- some of the comments that were made today, mine's more a history kind of how the railroad has come in and we've been able to work with the railroad in all practical applications, and we do see
that there is, a struggling railroad.
But let's kind of go back a step here to when it was that we had a classic railroad that was for the Denver and Rio Grande Railroad line, which is the classic depot that you see in the downtown area. The development of that was kind of our premise between discussions between us and the railroad.

Upon that, there was a donation that we were going to give to the railroad, and they were doing to fix it for a set amount, and I'm not sure of the figure now, but they were going to restore that depot for us, and they just wanted a certain percentage of land south of that.

At that point, it led into what in turn turned into what is called an industrial park development idea where this idea of this toxic waste material was subject to discussion at some of our meetings. And this facility was going to take place six miles outside of
town -- or three miles outside of town.
There was discussion also to take the rail line all the way into New Mexico to help collect perlite. And at that time we had a good working relationship with the railroad, and it wasn't till recently that we kind of, as an entity, as the town of Antonito, saw some poor business practices.

We're not here to jeopardize jobs as an entity. We are here to actually promote that idea. Unfortunately, we also would like to have the STB understand that there are those poor business practices. For instance, one of them being the stockpiling of lumber cars and perlite cars in the town city limits.

And the assumption that the railroad contains -- or maintains that they are preempted, they are interpreting the law of the STB continuously. They fly under that banner and say that, We can stockpile these cars because it's part of our economic goal viability. And so we have disagreements
there.
Other disagreements that we have is we've asked them to clean up the perlite and the red rock that are right by our depot, literally 200 meters from where our depot sits. Those comments were made with, Well, it's the land owner's responsibility because they are overflowing our perlite cars.

So these are the things that we are dealing with, and when another entity comes into town and says that they are going to be moving radioactive material through, the red flags go up and how are they going to maintain that. There's been no good business proposal.

Steve Atencio alluded to that. What is it that we are preempting here? There is no business proposed. EnergySolutions -- we've dealt with guys as well -- they are very thorough, very good at what they do. Unfortunately, they don't have a contract with the railroad right now.

So the preemption that we are going to be giving the railroad here is vague. Mr. Heffner referred to steel and some of the other administrators of the railroad have referred to agriculture, so we're preempting all kinds of different things that could be potential there. Even potentially class A if it needs to come through here.

There is not mitigation plan, there is no -- they tell us they will clean it up, but there has never been a proposed mitigation plan to us. What is the procedure?

As a public official, we are responsible for our fire department, we take -- we wear many hats, we're responsible for our first responders, our police department, our fire department. They're not trained in this new commodity that's going to be coming through the town of Antonito.

Yet they say, Well, come to these seminars, we will train you; get on the website, we will train you. This, as I
understand it, should be a proposal in a good business plan. There is no clear picture as to what the railroad really wants. They want a declaratory order for what? There are no current contracts out there.

EnergySolutions does a good job, but they are not obligated to this entity right now. Like Mr. Atencio said, it's a promise. And with that promise, we have no foreseeable future for what this thing's going to look like, how it's going to impact what we're trying to -- what our vision is, what we're trying to do in the town of Antonito.

And so that's what our concern is, do they have a good mitigation plan, are they practicing good business with the local, what they call neighbors? And at this point, not necessarily. We don't want to see the railroad suffer. However, it's almost like we would ask them at this point to have that common practice of letting us see what those plans are, helping us and sit with us at the
table as to what is it exactly that they perceive this thing to be.

And if it's just to save their rail line, to save two jobs, and put the community at risk, that's not a good business plan. And so I thank you for your time and I hope that they address the concerns at the STB with this issue. Thank you.

MR. BORNSTEIN: Thank you very much.

Steve McCarroll?
MR. BORNSTEIN: Okay. Are there any other commissioners that -- or elected officials that wish to speak?

In the back. Come on up.
MR. GALLEGOS: My name is Lawrence

Gallegos. That's spelled Lawrence, L-A-W-R-E-
N-C-E and G-A-L-L-E-G-O-S. I'm the Conejos
County Clerk, as well as a rancher, so I'm kind of wearing two hats here.

I just wanted to mention a couple
of things. And I have concerns as a private
citizen because $I$ own property in ranch downstream on the San Antonio River. But I'm also a public official. And I, you know, understand that we need to have jobs here in the county too.

But there's a couple of things that really concern me about the railroad, and the way they've approached things. And just hope that they're not using the possibility of the jobs that do depend on them that are here at the perlite mines and stuff like that as kind of a threat that if they don't get preemption that we're going to lose those jobs too, because we really need those. But I really think that we need to be looking at what's best for the whole community.

Mr. Heffner mentioned about the containers and them being original containers as part of it, and that it all comes down to that one position. And I don't know if that would really make the Board's decision on that one case, but $I$ have some questions about that.

Because, you know, they are shipped by truck in these plastic containers, and then when they're transloaded, they're put into a different container. So it's like they're a different container.

And I was wondering if the container -- the plastic container are so safe that why are they put into a different container on the railroad. If it was really that safe, it seems to me that they could just put them on a flat-bed car on the railroad and be used at that same type of position.

And the reason I say is because, you know, they chose a spot there on the -for their transload facility that is so close to the San Antonio River. And there's a lot of people that depend on that river for their livelihood that -- me included, my family included, that we have land downstream.

And if these containers need to be put in a stronger container in order to be
shipped by rail, does that mean that if something went wrong, that if they were dropped or something, that it would be -being so close to the river, that if there was an incident, that we'd get some of that hazardous waste into the river and it could affect so many people downstream.

And I also wanted to mention that, you know, if they -- I think, me personally, if preemption is granted to them, I think that would be one of really the worst case scenario for the community here because then there would be actually no regulation on them at all.

And I think the risks would actually go up, especially right there on the -- being so close to the river, as opposed to if they did go through the local regulations and followed the local regulations.

And I do understand, and at this point the county has denied the land use
special use permit for EnergySolutions. However, if the Board did rule that they still had to follow land use regulations, it doesn't meant that they couldn't come back and reapply.

Because it is actually the
railroad that owns the property and, you know, they could still reapply and have other -address any of the issues that the commissioners did have.

So it's not like if -- to just go ahead and either they get preemption or -- and it's over with and it's not going to happen, there's still the possibility that they could reapply and follow different regulations.

It would be my hope that they would consider not doing a transload facility so close to the river where the risks are higher for contamination of the water. And I'm not too sure big plastic bags is the right container to be shipping hazardous waste. So, thank you.

MR. BORNSTEIN: Thank you. Who's next? Are there any other commissioners or local representatives that wish to speak.
(No response.)
MR. BORNSTEIN: No. Okay. Well, then we'll hop on the list here. Richard Winters.

MR. WINTERS: You got any
instruction on how to work these mikes too?
I'm not a speaker or anything, but
I just want --

MR. BORNSTEIN: Is it working?
MR. WINTERS: My name is Richard
Winters, and it's W-I-N-T-E-R-S. I'm a concerned citizen and a member of Conejos County Clean Water.

Does it work or not?
(Pause.)
MR. WINTERS: Okay. I became involved when people I grew up with from Antonito contacted me and asked if I could
find out what was being loaded in special train cars by the San Antonio River south of town.

They told me they had asked the people that were at the loading site what the material was, and were told that they could not say what the material was.

I went down to the loading site and saw a crane that was being used to load the bags into the train cars, a chain link enclosure, and an office trailer. I didn't see any personnel there at that time so I went into Antonito and started asking around. The gossip in town was that the material was radioactive waste from Los Alamos Labs. I went to the courthouse and asked land use, as I figured a permit had to have been issued in order for this to be happening.

I was told that a company named EnergySolutions and the railroad had just set up and started loading the radioactive material without any notice to the land use
office.
On December 11, 2009, I attended a loading transfer demonstration at the transfer site south of Antonito. Drivers from Hittman Trucking showed up with sacked dirt contaminated with PCPs and depleted uranium from Los Alamos.

The demonstration proceeded with a crane lifting the sacks from the open flat-bed semi-trailers that had arrived untarped at the site. As the crane lifted the sacks, I noticed water dripping off the bottom of the sacks as they were being loaded in specialized railroad cars. I got closer to the trailers and saw that the bags were sitting in pools of dirty water.

I was bothered by this, as the socalled supersacks were supposed to be sealed and waterproof. At the next meeting at the Conejos County Courthouse, I questioned EnergySolutions representatives as to the integrity of their supersacks.

I asked them if we filled a supersack with water, would we get any leakage. I was told they were not hauling water. I took this to mean that their supersacks were not sealed. When they were asked why they were not using sealed metal containers, they said it was not cost effective.

When were warned by other groups from New Mexico that if we allowed this loading to continue, that the radiation and chemical levels could be increased above the stated levels without our knowledge. This appears to be true, as an article appeared on January 29, 2011 titled, EnergySolutions Violates Radioactivity Permit, in the Valley Courier newspaper.

Please do not preemption, do not risk our land, our people and our future generations. And thank you.

MR. BORNSTEIN: Thank you. Andrea Guajardo.

MS. GUAJARDO: Good morning. My name is Andrea Guajardo, A-N-D-R-E-A G-U-A-J-A-R-D-0. I'm one of the founding board members of the citizens non-profit group Conejos County Clean Water.

And on behalf of the group I would like to thank you, the Surface Transportation Board staff, for traveling to Conejos, Colorado to hear comments from all interested parties regarding the proposed transfer of radioactive, hazardous and toxic waste within 250 feet of Rio San Antonio, a headwaters tributary to the Rio Grande. Welcome.

I am a native of Antonito. I left the Valley when I was 17 and I went to school at the School of Mines in Colorado. I studied engineering, and I worked as a waste water consultant through my 20s, and I did that contract while my husband was in grad school. So my background is project -- mechanical engineering with an emphasis in waste water mitigation.

Please let this comment serve as a supplement to the concerns CCCW has submitted electronically via the Board's website originally on October 12, 2010, subsequently supplemented on November 5, 8, 23 and December 8.

We would like to official apologize for not submitting comments via the accelerated schedule proposed by SLRG in its original petition submitted to the Board. This requested that public comment be submitted by June 10, 2010.

It was not due to lack of interest in the petition. Rather it was that we did not know it was an electronic forum to submit comments. We were waiting in Denver for a hearing on June 10, 2010.

It has taken a short amount of time to come up to speed on the parallel proceedings at the local, state and federal levels that surround this proposal.

CCCW would also like to thank you
for your patience, since we do not have the funds to secure a railroad attorney. CCCW operates entirely on donations and small grants. And that includes donated time from pro bono attorneys in our federal complaint in district court.

The Board declared this petition to have novel issues and specifically asked for public comments pertaining to the container and the waste, but not limited to those two items.

I will be discussing in detail the lift pack IP1 bag. Paktek is the manufacturer, not EnergySolutions. And I will also be discussing an additional item pertaining to the ripeness of this petition.

Based on your rules, I will be submitting our letters of support through your mail format or electronically. And the additional items that we promised for the Board to review, I'll also submit those electronically.

As originally stated in the October 12 comments submitted by CCCW, we assert the containers are neither original, nor sealed, to constitute original containers. We do know the definition or original containers does not explicitly exist in the Clean Railroad Act of 2008, 49 USC Statute 10501(c)(2), 10908 through 10910, otherwise I'll call that CRA from now on. And we further understand there is sparse case law to aid in that definition.

I will qualify why the technical specifications of the bag and the procedures that EnergySolutions and the SLRG implement while using the bag are a risk to health and environment in Conejos County and therefore are not an original container as described in the CRA, since the intention of the CRA was to protect health and environment according to Senator Lautenberg.

While the SLRG submitted in its response October 27, 2010 the certificates of
conformance for the bag, they did not address the issue that the specific standards the bag is in conformance with do not require that the bag be impermeable. Please reference 49 CFR 173.410 and .411 and ISO Standard 1496-1.

EnergySolutions representatives have confirmed the bag is not waterproof at local public hearings. As described in the October 12 comments submitted by CCCW, the bag is being used outside its intended design application. The bag was designed as a liner to be used in conjunction with a metal dumpster.

As an example of the questionable procedures that are implemented by EnergySolutions and SLRG, please reference manifests from the demonstration of the radioactive, hazardous and toxic waste transfer -- I'll submit those electronically -- held south of Antonito on December 14, 2009.

According to the manifest, the bag Neal R. Gross \& Co., Inc. 202-234-4433
was loaded with radioactive, hazardous and toxic waste on December 2, 2009 at Los Alamos National Laboratory, known as LANL, loaded onto a flat-bed truck, not a metal dumpster truck, and transferred to rail on December 14, 2009. The waste left Antonito on December 22, 2009, and arrived in Clive, Utah at the commercial radioactive waste dump operated by EnergySolutions on January 6, 2010.

One manifest was obtained from David Rhodes, Department of Energy supervisor, ERPD\&T team environmental projects office during task force discussions, and the other manifest is a picture that was taken the day of the demonstration.

You can cross reference the picture and the manifest to confirm the day of the demonstration, and also use those two submittals to confirm that while Conejos County officials stopped the transfer in November of 2009, that does not account for the discrepancy in transit time from the
estimated seven days that EnergySolutions anticipated the trip would take from Antonito to Clive.

There's referenced in here that I'll just submit electronically, because I don't want to read through all the references. It actually took over 30 days. They anticipated it would take seven.

The radioactive, hazardous and toxic waste that sat on the rail in November as a result of EnergySolutions complying with the county's request to stop transfers took even longer than 30 days to arrive at the dump in Utah. So please reference this one data point for the rest of my discussion concerning the free liquid accumulation in the bag.

The bags sat loaded for 12 days on the ground in Los Alamos. This allowed time for the radioactive, hazardous and toxic contaminated soil to sit on the ground. Since the soil is being excavated, as Bret attested to earlier, the water holding capacity is low
at that time -- the compaction is low. The permeability of water through the soil is rapid and the porosity is large.

This means the radioactive, hazardous and toxic contaminated water that exists naturally in the soil had 12 days, due to gravity, to migrate through the soil to pull liquid accumulation at the bottom of the bag.

After 12 days the soiled water holding capacity is high due to the compaction of the soil under its own weight. Compaction is also high. Permeability is low and porosity is small, meaning the liquid free accumulation at the bottom of the bag would have to undergo some mechanical aeration forces to redistribute it through the soil.

At that point in time, the contaminated water had anywhere from 15,000 pounds of soil to 24,000 pounds of soil, which is the maximum capacity of the bag, exerting a downward static force on it. This means the
moisture again would need to be mechanically aerated to move away from the permeable seam. And as EnergySolutions just said, once the bag is loaded it is not mechanically disturbed. During discussions with the vendor of the bag, Paktek -- Paktek is the vendor -the seams of the bag are where the bags are most permeable. We know that radionuclides dissolve in water -- and they put a reference. To remove dissolved radionuclides from water, ion exchange, coupled with reverse osmosis filtration is needed. In our case, the only barrier from our health and environment to the radioactive, hazardous and toxic contaminated water is the bag, which is neither ion exchange, nor reverse osmosis filtration. Therefore, the contaminated water that permeates the seams of the bag is radioactive, hazardous and toxic.

On December 14, 2009, when the compromised bags were loaded on the flat-bed truck, the contaminated water was allowed to
pool beneath the bags in transit from Los Alamos to Antonito, and did not have the approximately 1.5 hours -- which is the approximate transit time, assuming a 60 per hour rate of travel south to Antonito -- I'm sorry, north to south of Antonito -- for the water to push back against the compacted soil to the top of the bag.

Due to the velocity profile created around the flat-bed truck, due to Bernoulli's principle, the bags are protected from air pressure behind the cab of the flatbed truck, and not submitted to forces to overcome the downward static pressure exerted on the contaminated water.

Therefore, the contaminated water was allowed to drip off the flat-bed trucks in transit to Antonito and at the transfer site. It is a site, it is not a facility. It is a piece of land right next to the river.

Additionally, in the future, while parked behind the chain link fence, the bag
will have up to 10 days to drip off the flatbed truck and migrate to the San Antonio River.

Additionally, as asserted during the public hearing before the Board of County Commissioners on November 4, 2010, Bret Rogers, senior vice president of EnergySolutions, asserted the bag will tear in temperatures where the water freezes, or 32 degrees Fahrenheit. The average temperatures in Antonito, Colorado fall well below the freezing temperature of water consistently, and I also included a reference for that.

The bag is designed to be in constant motion in a metal dumpster, not be loaded and left on the ground for 12 days, loaded on a flat-bed truck where the bags are allowed to leak, and parked near a river behind a chain link fence where the bags are allowed to leak into a river.

Additionally, in the common extreme cold temperatures that exist here, the
bags can rip and then allow the radioactive, hazardous and toxic soil to fall to the ground. The bags are not designed to protect health and environment, but rather are designed to line a metal dumpster.

So of course we feel the Clean Railroad Act applies. That was a question posed to the Board in the response submitted by SLRG on October 27, 2010, what was CCCW's position.

The bag is our focus since the inter-modal metal dumpsters cannot be used in every situation of loading the radioactive, hazardous and toxic soil, as asserted many times in task force discussions and public hearings. Please see our October 12, 2010 comment for in depth discussion of the intermodal bins.

Aside from these specific areas the Board wanted to hear public comment on, I would like to address the area of ripeness for a ruling on this petition from the Board at
this time. The SLRG in its response October 27, 2010 to the Board did not address whether contracts are presently in place. Presently the campaign described in the petition is over. It was completed in July.

Furthermore, to be in honor of the theme created around waste, this site is not eligible to receive federal waste, and we've contested that in federal court. As is part of the public record, there has been discussions to how to resolve that complaint that was filed by CCCW, CCNS and SLVEC.

The SLRG has created an odd situation where it is petitioning the Board for a preemptive declaratory order when the proposed transfer site is unapproved at the federal level for use. Until a site specific NEPA process occurs, this plan is premature. There is no federal authorization. The petition is not ripe for ruling.

At this time, please just let me reiterate for the public record, $I$ will be
submitting the letters in support of our site specific NEPA process. There are approximately 300. A letter that was circulated on our behalf along the front range of Colorado where this waste will be traveling on the Union Pacific Railroad, there were seven activist groups who signed on to that.

And additionally, there was a resolution in opposition to this waste transfer passed by the San Miguel County Commissioners, and I will also submit those electronically.

I thank you profusely for your time and careful consideration of these matters. Have a safe trip back to Washington, DC.

MR. BORNSTEIN: Thank you. Javi Guajardo.

MR. GUAJARDO: Hi. My name is Javi Guajardo, and I asked my mom if I could speak, and she said yes. And I drew this picture, and protect our house.
(Applause.)
MR. BORNSTEIN: Thank you.
Michael A. Trujillo.
MR. TRUJILLO: My name is Michael
A. Trujillo, T-R-U-J-I-L-L-O. Sincerely from my heart I want to start by welcoming everybody that's in here. I really appreciate all of you that came, despite the issues that you're -- what side you're on or whatever the case might be.

There are two things I'd like for you to know about me. First of all, I'm a United States Marine Corp combat veteran, disabled in Vietnam 100 percent. The second thing I want you to know about me is that I was a building inspector for the city of Alamosa back in the '80s for almost a sevenyear period of time.

What you're about to hear are comments relating to that position, and that position's perspective. My comment addresses the safety of the railroad. Throughout the
last year, personally we all have constantly heard about how safe the railroad is.

However, a two-mile walk from the proposed transloading site will indicate that this is not necessarily true.

I will speak particularly to the condition of the bridges, the irrigation ditch system, the bridges over the irrigation ditches; the materials used for construction, the culverts, the railroad crossings, the wetlands, and maintenance.

I have submitted and will submit in the future, prior to the deadline, approximately 100 photos depicting the condition of all that I stated. Along with these photos will be descriptive captions relating to the condition.

The site was a former agricultural
loading site belonging to the Middlemass Group, and as you know, recently purchased by the railroad, SL\&RG. I choose it as a starting point. I have contended the
following based on my personal observation and on my photos.

Bridges, briefly. Obviously heavy timber construction. Appears to be consistent of the construction throughout. This fact leads to a classification called Type 5, and various building codes which basically speaks to the ability to lend easily to possible fire, possibly by an act of God, lightening, a deliberate act of sabotage, a terrorist act, or some instance of spontaneous combustion.

A common belief is that creosote is a preservative and an antiseptic; and it is. That can't be argued. However, creosote is also highly combustible. One would conclude that in the past history of the railroad, that some structural fires did indeed occur.

Heavy timber carries a loading distinction when isolated, can be determined by engaging any structural code book. Collectively, the loading distinction
increases. Not one single railroad bridge even figures to carry this distinction. Consequently, none of the bridges, except this area, the Colorado Department of Transportation's bridges, carry any maximum loading information.

Structural still throughout, mostly, and notably, riveted steel I-beams have not been sanded, have not been primed, or have not been painted. It can be easily seen in some of the photos that I have submitted that oxidation has occurred. Fasteners, mostly commonly 19 -- or 9/16 inch diameter bolts and nuts have oxidized to the point to make maintenance at least difficult.

Concrete is minimally used. And when it is generally at areas such as at the San Antonio Bridge adjacent to the transloading facility, or the previous Middlemass Group agricultural loading site, there's minimal use here.

There is one great fissure, or Neal R. Gross \& Co., Inc. 202-234-4433
break, at the basalt rock, or the bedrock, if you will, at the San Antonio River railroad crossing, and the photo clearly depicts the view, particularly at the bottom south view.

Furthermore, catwalks not apparently incorporated for structural purposes, nevertheless have a safety feature in that vertical risers have been constructed with long top horizontal members to possibly keep workmen or innocent passersby from falling into the river.

Two cases depicted in photos suggest that several wood members are missing, such as at the San Antonio River Bridge, or absent such as the steel truss bridge over the Conejos River. And no such structures occur at the Conejos River overspill bridge.

Furthermore, at least one of the bridges, in particular the one situated at Conejos County Road G.5, about 35 feet due north, and Colorado State Highway 285 is undersized. A photo of this bridge depicts
severe stress on both horizontal and vertical members.

Furthermore, the heavy timbers base support system comes into contact with the irrigation bed, and when the ditch is charged, this is submerged in water. Clearly, rotting can be seen at this particular bridge.

Railroad ties, briefly. The consistency of the condition of the eight-inch ties, eight-inch railroad ties is that they are at best in poor condition. Some ties carry a different dimension, like nine inches, seven and a half inches, eight and a half inches.

Several of the photos submitted, or that will be submitted, depict various cracks on the soft wood material. Creosote, once again, a known wood preservative, appears to be -- to have leached out of the members.

And many ties are secured with metal stays that appear to be too far to the edge and that several of the cracks appear to
be at these locations. This seems to suggest that pre-boring did not occur to help alleviate the dilemma of this major structural defect.

While it can be argued that cracks are commonplace, then what is the reasoning for replacing any ties at all?

Culverts, briefly. The use of corrugated steel culverts is a major safety issue. Several submitted photos depict the absence of screens or any other apparatus which would serve to keep the units free of debris. This distinction carries major importance if there is a measured amount of water that must reach a particular destination from a particular point.

The culverts depicted in photos carry no load bearing or design specifications. Except for a visual by workmen, there is no way of knowing sometimes where they are located.

Railroad crossings, briefly.

Railroad crossings are a major safety issue. Photos depict the absence of safety devices that would warn of an oncoming train. Audio devices simply do not exist.

There are no lights that could warn of an oncoming train during dark hours, or at night time, or any type of mechanical device between the tracks to buffer or actually cater to public crossings, an indication of such a crossing's occurrence.

Several of the municipalities receive various complaints by citizens on a weekly basis that relate to railroad crossings, one problem or another.

Maintenance, briefly. There is apparent poor maintenance throughout. Described by a GPS here, location, records have been recorded of various citizens' complaint regarding this dilemma. Clean-up requests fall on deaf ears.

The obvious reasons for maintaining tracks cannot be overemphasized,
not to mention that perlite blows unpredictably into neighbors' residences. A common occurrence is perlite left standing in the area adjacent to the proposed transloading site.

Over at Colorado Highway 285 and Conejos County Road J, a felled signed is indicated in a photo. While this photo, when you look at it, can draw some chuckles, the apparent lax maintenance can be seen.

The attempt to repair one segment of the railroad shows possible used material, and no apparent suggested engineering design, no indication that an inspector went out there to inspect the work, et cetera.

Wetlands, briefly. For a twomonth stretch beginning at the point of origin, that being the San Antonio Bridge due north, the terrain takes on a wetlands appearance in the form of abundant willows and some cattails. These plants are the first tell tale signs that a wetland exists.

This is the area where previous derailments have occurred. Do we know the maximum load bearing for the soil at the wetlands? No.

One can only conclude that we are attempting to move nuclear waste on an early 19th Century rail that has not been properly kept up in the initial two miles that take it and its proposed nuclear waste over two major bridges and six irrigation ditches.

Please see also in my submittal that the record indicates that in the last four years of incidences on this line were due to maintenance failure. Thank you.

MR. BORNSTEIN: Thank you.
(Pause.)
MR. BORNSTEIN: Alice Trujillo.
Also, I just wanted to let you
know, we'll do a few more people and then we'll have a small lunch break; I guess like a half hour. So let's do a couple more folks and then we'll take a little break. Okay?

MS. TRUJILLO: My name is Alice Trujillo, A-L-I-C-E T-R-U-J-I-L-L-O. I'm a member of Conejos County Clean Water. I want to thank you, STB members, for coming to hear our concerns. Your presence gives me a feeling of hope.

I begin with a contention that our Conejos County Land Use Code exists to protect the people from any dangers to land, health and life. Regulation helps the citizens feel some measure of safety. Local laws are more cognizant of what is needed to ensure safety and should not be preempted.

For me the driving force in this issue has been fear. Fear of the unknown. Fear of lenient regulation, or no regulation at all.

Initially, the news of
transferring and subsequently transporting any concentration of nuclear waste was alarming because I firmly agree with the National

Academy of Sciences that there is no safe dose
of radiation.
Cell physiology is so intricate that any subtle changes are cumulative and the threshold of exposure can lead to a myriad of cellular complications resulting in many different types of maladies, cancer being at the forefront.

So what is to be done to calm this fear? Transparency is the only solution. Yet we have seen none of this. What is in those bags? We know that all low-level waste can include anything, except irradiated fuel out of the reactor.

After some research in the short amount of time given, I have found that the information provided to us about the danger of PCBs and the various radionuclides did not match the severity of the effects of the very substances of concern that the SL\&RG list in their petition to this Board. The safety measures taken did not protect anyone from these same effects; in some cases there were
no safety measures.
What I have found is the opposite of transparency. Initial copies of manifests were not given to the CCCW when we asked for them. The presentations given to the public were condescending and deluded in their explanation. Any good business comes prepared to answer any and all questions when it asks a governing entity the right to proceed.

Where is the business plan that describes what the proposed transfer facility will look like? And where are the designs of the structures that will be built to protect the river from runoff?

Where is the study that provides a baseline for soil and water before possible contamination? Where are the placards so that the public knows that this is an area that might be compromised?

Where are the studies that describe how a slow moving river will protect itself if it should be compromised? Where is
the study that indicates how every irrigation ditch over which the trains travels will be protected? Where are the notices to ranchers who irrigated land might be negatively impacted?

Where are the notices to all towns and cities en route of this transport? Where is a detailed mitigation plan? Where are the trained men and women who will help in the clean up of any possible spills? Where do any of the involved entities confirm what is being transported, and how they will contain nuclear energy?

> Nationwide we are not the only group that is asking questions. Citizens from the state of Utah, home to EnergySolutions' waste site, have appealed for a moratorium in disposing of depleted uranium, DU. This is one of the radionuclides that is included in a listing on one of the packages on a truck trailer.

The study done by this group
showed how the classification of $A, B$, and $C$ levels for low-level waste has changed since 1981. In 1981, the concentration of depleted uranium that could be transported to a place like Clive, Utah had to be less than . 05 microcuries per cubic centimeter.

Anything above this was to be taken to places like WHIPP in Carlsbad, New Mexico. But due to the need of -- for more disposal sites, the standard was changed. What happened is that the NRC, the Nuclear Regulatory Commission, was only responsible for commercial waste, and the amounts of depleted uranium generated in these places were too small and deemed "safe".

So DU was removed from the classification system. By default, DU fell under the A categorization and the concentration was not regulated. Therefore they ignored a very large, very concentrated, very risky waste stream that was being generated by the Department of Energy.

Furthermore, this group pointed out that the NRC does not regulate the DOE, and so this last entity moves DU waste conveniently labeling it A.

The HEAL group studies maintain that the concentration of the depleted uranium that Utah stands to get from the DOE will be over 10 times the concentration the draft tables would have considered unsuitable for shallow land burial.

When EnergySolutions tells us that it only accepts class A waste, where DU is concerned, class A indicates a waste that is super -- has a super range of toxicity. So the answer to the question, what is in those bags, is not definitive. Where DU is concerned, not regulated.

This group also emphasized -- the HEAL group -- the fact that DU has the unique property of becoming hotter, more radioactive and more hazardous over time.

This was found to be true of a Neal R. Gross \& Co., Inc. 202-234-4433
shipment of DU that was headed to Clive from Savannah Valley in December of 2009. That shipment was placed in storage until safety parameters were achieved.

In December of 2010,
EnergySolutions sought an extension on DU performance assessment. And I quote, "Despite pressure from some environmental groups, the NRC recently decided against reclassifying DU as a hotter waste", a move which would have changed disposal requirements.

This last, again, is in support of my premise that we are moving to more lenient regulation, if regulation at all outside of the local level.

On January 26, 2011, the media informed us that some of the waste shipped to Clive was reported as not compliant to regulations set by the receiver, EnergySolutions.

To quote Christopher Thomas of the Healthy Environment Alliance of Utah, "The
allegations indicate a troubling pattern. For a company the size of EnergySolutions to make such serious and repeated errors over the last two years with something as dangerous as nuclear waste, breeds deep distrust of anything else the company says."

What escapes me is, that as the waste was sent to Clive, many citizens were exposed to these non-compliant shipments, and how were they informed and/or protected. Lowlevel nuclear waste does not imply low-level risk.

On February 7, New Mexico's
Channel 13 ran a news piece, Dangerous Digs. This clip showed a dig that resulted in contamination of workers in one of the clean up sites at Los Alamos. Whoever is cleaning up the Manhattan Project was not -- area -was not there when the contamination happened. So they are not truly aware without some intense analysis what they are digging into. By admission of DOE Neal R. Gross \& Co., Inc. 202-234-4433
representatives, they say, If it's safe, we'll leave it there. So the obvious deduction is, if it is not safe, it will be moved. So I ask again, Will this be moved through here, and how will we know what will be in those bags?

Another particular troubles me is that the clean up is set to be done by 2015. Other nuclear clean up activities in the US are conducted on sites where the project has been completed, subsequently cleaned up, and closed.

Los Alamos is a facility that continues to operate. This entity will be generating waste ad infinitum. This waste is headed to one receiving site or another they learn to mitigate their waste on site. Will the transfer site in Conejos County be part of that scenario? I suggest that rather than playing shell games of now we'll hide it here, or now we'll hide it there, that they mitigate it on site.

Nobody wants to be regulated when Neal R. Gross \& Co., Inc.

202-234-4433
it comes to disposal of DU. It is now common knowledge that an industrial park was proposed south of Antonito, south beyond the last perlite refinery. Regulations were part of that plan.

Given this, why was this so-called solid waste transfer facility site, which was going to be part of the industrial park, move so quickly 250 feet from the San Antonio River? It seems that the stimulus funds were the motivating factor.

This was a decision made in the moment with no planning for the environment or the people. The Conejos County Land Use Code was never followed. Waste shipments were made before any sort of approval from anyone was given.

In summary, due to the unknowns, as far as what is being shipped, and who is regulating those shipments, $I$ feel that there is a legitimate fear that is warranted by this activity of transferring nuclear waste.

The health issue is the biggest concern because of these unknowns. We do not know to what we are being exposed. Not only do we put the community in direct proximity to this waste at risk, we put all citizens en route at risk.

Remember that the final shipment that arrived at the Conejos County facility south of Antonito on December 14, 2009 left the same facility on December 22, arrived in Clive on January 6, 2010. Where were these gondolas? How long at each site? How many people exposed? No regulation, big health hazard.

Now having thought through all of this, I ask what shipments are we talking about here and now? The last campaign is over. What doors do we open for exposure to more radioactive substances if preemption is granted? Why should this be the gateway that exposes all of Colorado through which this train travels? Why aren't these other
citizens involved in this decision? When do we inform them and ask their permission to be exposed?

This rail line has created an odd situation where the railroad is petitioning to preempt local laws, local land use laws when the proposed transfer site is unapproved at the federal level. Until NEPA occurs, this plan is premature and not ripe for ruling. Thank you again.

MR. BORNSTEIN: Thank you.
Demetrio A. Valdez.

MR. VALDEZ: Hello. My name is Demetrio A. Valdez. I live at 4489 State Highway 285, Antonito, Colorado. Our ranch borders the west boundary of the property of the transload site.

I'm a fifth generation resident of the Valley. We have always fought for and guarded our land and water because our very survival depends on it. My ancestors received this land as a land grant, the Conejos Land

Grant from Spain.
I spent over 30 years through
selective breeding developing cattle that have less than 1 percent fat and are hardy enough to be raised organically. Our ranch has never had any chemical fertilizers, chemical weed killers, or any other chemical products applied to it. Our ranch is certified organic, and we want to keep it that way.

My Native American ancestors are turning over in their graves concerned that their sacred lands and rivers might get contaminated with PCBs and radioactive waste.

The toxic transfer station that is being proposed is wrong. We the citizens of Conejos County receive no benefit, not even jobs. According to internal documents of EnergySolutions and the railroad, the train is running at 40 percent of capacity. In short, if they did haul Los Alamos National Laboratory waste, the railroad would not require additional man hours. Therefore their
argument of economic development is undermined by their own analysis and documents.

It will cause property values to drop. I checked with a realtor, no one wants to buy land next to a toxic transfer station. I certainly don't want to live across the highway from one.

We are for responsible development in our area. There is a projected solar zone project for properties southeast of Antonito. This is a green development Obama wants. This would give the railroad and Alcon a lot of business. We fully support it. Secretary Chu and Secretary Salazar can count on our cooperation.

You, the Surface Transportation Board, have our thanks for coming to listen to our concerns. We appreciate your efforts.

The land is our legacy for future generations. We want to leave it better than we found it. Thank you.

MR. BORNSTEIN: Thank you.

Let's take a 30 minute break for lunch, and so we'll reconvene at about 12:55.
(Whereupon, a short recess was taken.)

MR. BORNSTEIN: Okay. We're going to reconvene now. So let's all sit down and get settled quietly.
(Pause.)
MR. BORNSTEIN: Okay. We're back on the record now. So our next speaker is Rob Hope -- or Ron, excuse me Ron Hope.

MR. HOPE: Ron, sir.
MR. BORNSTEIN: What is it? Well, here, come on up and tell us about it.

MR. HOPE: Ma'am, did you get the last name, Hope? H-O-P-E. I hope you did.

This microphone has a bass sound. So can you hear me without the mike?

MS. JOHNSON-BALL: Well, to hear in the back.

MR. BORNSTEIN: And also the court reporter -- it feeds into her system --

MR. HOPE: Okay.
MR. BORNSTEIN: -- if you speak from the microphone.

MR. HOPE: My name is Ron Hope. My wife Joan and I are native Texans -- and that's my good looking wife over there in the blue. (Whistles.)
(Laughter.)
MR. BORNSTEIN: Okay.
MR. HOPE: We lived and worked in the Houston area for over 20 years. After visiting Antonito every summer for almost 10 years, we chose to build our retirement home in the city of Antonito in November of 2009.

During our working career in Houston, in 1983 we formed a company known as Instrument Services Incorporated. Our chief product was the sales, service of combustible and toxic gas monitoring instrumentation.

Prior to the involvement of OSHA, many accidents and spills claimed the lives of numerous people. The Texas City, Texas
explosion was a classic example of what can occur when there is no monitoring or oversight mandated.

Now to the point, I will use hydrogen sulfide gas as an analogy to nuclear waste. It can kill you without any warning.

OSHA determined that the TLV, threshold limit value, of hydrogen sulfide be set at 10 ppm, that's parts per million. Concentrations above 20 ppm can begin to kill your sense of smell. After short term exposure to 50 ppm, one doesn't smell the gas. At 100 ppm, you're in serious trouble. At what point of exposure to radiation am I in serious trouble?

H2S is generally found in oil well sites, sometimes called sour gas, pumping stations and storage tank facilities where oil is present. It is also found in the paper industry, and is a byproduct of the pulp mill process.

> International Paper Company,

Temple Paper, Louisiana Paper and many other plants are now required to have both stationary and personnel monitoring devices active. They are also required by OSHA to have those devices checked daily and recalibrated on a regular basis.

All active remote well sites, pumping stations and storage facilities are required to have H2S monitoring capabilities with data transmission to a central control.

What type of monitoring and telemetry our planned for the site at Antonito?

In general operations, hydrogen sulfide gas is released and spilled. The radioactive waste that will be offloaded in Antonito for rail shipment is, as I understand it, is not a liquid nor gas. If that is accurate, then any product or waste that is spilled will not be dissipated into the atmosphere, but most likely will be absorbed by the soil.

In summary, we did not invest in our retirement home in Antonito to find out that a very quiet business arrangement has been made to offload radioactive waste less than a mile from our residence.

While we did bring our tombstone from Huntsville and purchased cemetery plots in a very nice cemetery in the hills northeast of town, we have no desire to die of radiation sickness because of an accidental spill.

Reflecting back to my experience in the petrochem industry, all of the spills, releases, explosions at Dow Chemical, Rohm and Haus, EI Dupont, Exxon, Mobil, Celanese, Phillips, Marathon, and a long list of other companies were accidents. No one did them intentionally; they were accidents.

The Cumbres \& Toltec Railroad, which is listed on the federal national historic sites, is within a stone's throw of the proposed site. What impact can be expected when tourists find out that they are
boarding the train just a stone's throw away from a radioactive waste transfer site?

Taking it one step further, what happens when an accident occurs at that transfer site? One does not have to be a rocket scientist to figure out how fast the word will spread. Would you come to Antonito to ride the Cumbres \& Toltec train if a radioactive accident occurred just a stone's throw from the station? I don't think so.

I do not want any type of dirty soil, or radioactive waste anywhere near my home or community. We chose Antonito because of its beauty, culture and history.

In Houston, Texas we had pollution, toxic gas releases, refinery fires and promises by the participant to do better in the future. Trust us, we know what we are doing, was a standard industry answer. I don't believe anyone who says, No accident will happen. We have it under control.

Trust.

Sooner or later a mistake will be made and an accident will occur. No H2S gas to be dissipated in the atmosphere, but a dirty dirt spill to be cleaned up. Personally, I don't believe anyone who says, This is just low-level dirty dirt.

The road from Espaaola, New Mexico to Antonito is not the greatest in the best of weather. The Chama River flows along part of this road. One truck off the road spells disaster for the Valley just south of Oho Caliente, New Mexico.

Security. Let me clear on this.
I do not want to be accused of being a terrorist, but again, it doesn't take a rocket scientist to figure out this one.

No security on site location,
radioactive waste being offloaded from a truck and placed on a railcar, easy access via foot or car, readily not visible at night from the highway. Simple. Access some C-4, attach it to the containers, instant dirty bomb; instant
meeting with Allah and the 71 or 72 virgins.
Please, do not allow this
radioactive or dirty dirt to come through Antonito. The county doesn't want it here, and Joan and I do not want it here. Thank you for letting me present this.

MR. BORNSTEIN: Thank you.
Joe Mestas.
MR. MESTAS: That's Joe, common spelling, J-O-E, M-E-S-T-A-S. I am a former commissioner here in Conejos County, a concerned citizen, local resident.

I have been part of this mess since day one. We were at conference in Colorado Springs when I got a phone call that there was something going on at this site, people had looked into it, they were transloading nuclear waste and so forth.

I contacted the land use office, asked them to look into it. When they contacted me back, we got a hold of the hazmat team, state patrol, DOT. Of course there was
no type of permits or anything else in place, so I asked that they stop it. And so they did.

When we came back we found out the railroad didn't even own this land; it was land that was owned by a local person.

And after they were stopped, that's when all negotiations and everything else started. That's when they decided to purchase the land, the railroad purchased the land. EnergySolutions started going for permits and so forth. And Salazar, Congressman Salazar created a task force to study the whole thing.

There was never a negotiation agreement. There was an agreement to negotiate. Obviously if there would have been an agreement, we wouldn't be here today.

Now, I find it kind of odd -- and, by the way, thank you for coming all the way from Washington, DC, traveling thousands of miles. I wish you'd take the time to travel
the mile and a half and look at the site itself.

I think everything else has been pretty well covered as far as proximity to the river, the proximity to the residences.

I think since you've been here this morning, you've seen that in this county you've been through all four seasons in a matter of a couple of hours.
(Laughter.)
MR. MESTAS: And we talk about these bags. These are plastic bags. They do not hold water, so that means they do not keep water out. Okay. And again, like I said, you've seen all four seasons. What happens when these bags are on a truck for an hour and a half, two hours through a rain storm, and then they get here and they start dripping? It's unfortunate that we're looking at a law that was created by Abraham Lincoln in the 1800's about preemption. I guess it had its use and purpose at that time
when the country was developing. I think today it's being abused.

And I would ask that you go back to your Board and emphasize this fact because -- I congratulate Mr. Heffner on his presentation and interpretation of what the Act actually says. I think that his interpretation of it is probably influenced by a paycheck. I hope that your Board looks at it objectively. Okay?

And he mentioned coming all the way from Espaaola. This is true. But every one of them trucks buys groceries here, buys tires here, buys fuel here, lives here. That's economic development. Not one crane operator, three people sitting there. That's economic development for an area. Them people spend their money here.

As far as the railroad, I think the safety issues with bridges and so forth have been expressed. I think Mr. Trujillo has several photos that definitely identify some
real problems. The bridge, the very first bridge that they're going to cross is -potential to collapse at any time.

It's unfortunate that the railroad has their own safety inspector. Talk about letting the fox into the hen house.

I think that you folks need to look at this and look at it very well. This is not about helping the community. This is about money. This is about the railroad, and I mean they stood here and they said it, if they don't do this, what they're doing today, hauling perlite and red rock, does not substantially pay for their efforts.

One thing that's kind of
interesting, San Luis \& Rio Grande Railroad is talking about tourism down here. And every now and then you see one of the passenger cars come down. There might be one, there might be 10 people in it. That's good. That's good.

But what are them people going to say when they realize that the car that's in
front of them and the car that's behind them is hooked up to a bunch of nuclear material that there's a potential for a spill? As a passenger in one of them cars, $I$ wouldn't be too happy.

I think that the STB sitting in Washington, DC, I think they need to get out and start doing some site visits. And I emphasize to you, a mile and a half. You've traveled thousands of miles to get here, take 15 minutes and go a mile and a half and look at the actual site. Thank you.

MR. BORNSTEIN: Thank you for your comments.

Faustin Martinez.
MR. MARTINEZ: My name is Faustin, F-A-U-S-T-I-N, Martinez, M-A-R-T-I-N-E-Z. And I'd like to thank you for coming down. I'm a rancher in a neighboring county, and I wouldn't have been able to afford to go to Washington. So sure appreciate that.

MR. BORNSTEIN: Well, thank you
all for your hospitality.
MR. MARTINEZ: I ranch in a neighboring county, and I live there; it's Alamosa County to the north. And we definitely don't want this nuclear waste going through our community, and I don't care what anybody says, an accidental spill is going to happen.

The other thing that is
unacceptable is they set it up right next to the San Antonio River. Being a rancher, I've utilized the irrigation water throughout the Valley all these years.

The San Antonio dumps into the Conejos, the Conejos dumps into the Rio Grande, it travels in Colorado, goes into New Mexico, goes into Texas, we deliver water down there because of the Rio Grande compact, and even Mexico has a call on some of that water. So we're contaminating a bunch of area and a lot of people get affected.

> We've got two aquifers here in the

Valley, we've got the unconfined and then we go deeper we've got the confined aquifer. If we poison those aquifers, this Valley will be not good for anybody to live in. You know, the water is the lifeblood of everything. One of the things that I've never seen -- I've been to a few meetings down here, but I've never seen them come with how tests -- how will it -- how will this stuff affect our plants, our vegetables, our crops here in the Valley? And what about cattle, how is it going to affect them? I grow hay and have cattle.

And those things need to come out so we can kind of understand what we're dealing with really. Right now we don't know what we're up against. And thank you for your time, and sure appreciate it.

MR. BORNSTEIN: Thank you very much.

Alfonso Abeyta.
MR. ABEYTA: Alfonzo Abeyta, A-L-

F-O-N-Z-O, Abeyta, A-B-E-Y-T-A. They've covered about everything that I was going to say, but let me bring up a couple of things that I've heard from both sides.

Los Alamos -- the Department of
Energy was required to clean Los Alamos because rainfall, snowfall, and all this contaminated dirt was flowing in with the drainage into the Rio Grande. That was their purpose why they were trying to clean Los Alamos -- or are cleaning Los Alamos. Because in the '40s they buried all of their waste in different sites. So now the rain is contaminating the Rio Grande.

They also mentioned that the site -- there is also mention that from Los Alamos, the safest thing was the railroad. Well, they have to travel 100 and something miles via truck from Los Alamos, in open canvas containers. That's also been mentioned.

The road between Espaaola and Neal R. Gross \& Co., Inc. 202-234-4433

Antonito is heavily traveled by trucks, mainly trucks with hay feeding cattle in New Mexico and in Texas.

There's antelope, elk, deer in that route, and there's probably been more accidents in hitting livestock and elk and deer by the truckers, which have spilled their hay and all that, because at night -- most of them travel at night, some of them during the day.

Of course that's a safety issue.
If those trucks took off to Clive, Utah from the site, they had already saved 100 miles or better that they have to travel through these dangerous areas.

Now I'm going to talk a little bit about the environment. You've mentioned the San Antonio River is a contributary to the Rio Grande, which we were trying to keep all this waste flowing into the Rio Grande from Los Alamos, so they're transporting it right next to a river source.

That river source -- we also have the San Antonio River, the Conejos River that the railroad has to go through, the La Jara Creek, the Alamosa Creek, and all the ditches that irrigate east of 285 -- the railroad. These are all contributaries to the Rio Grande In the last 10 years we've had derailments between here and Walsenburg. In the last year we've had two derailments that spilled perlite up -- going up La Veta Pass, which I think some of you came through there.

All the Culebra River, or Creek or whatever it is, goes right next to that derailment that also is a contributary to the Rio Grande. What if that accident would have carried some of this radioactive PCB material? The safety is there.

And I also want you to consider that we all follow federal laws, as you probably know, and are citizens here, we have to meet the Environmental Impact Statements and all of that.

Our county had -- was forced to close two county dumps because of the environment, which one of those county dumps that they closed is less than a mile and a half from where they're trying to their transport station, or loading docks.

We had to meet federal regulations on EPA. So we, the citizens, have to pay more to just get rid of just normal every day trash, garbage, whatever you want to call it. I'm going to go back to the derailment. We had a derailment less than a mile from here about five years ago, maybe a little longer, but it's in that proximity of time. They spilled two cars loaded with perlite, and this is all in the wetland portion of it.

Why was a derailment happened
there? It's because the ground gave up because of the moisture, because during spring, runoffs from our mountains fill all of these borrow pits with water that are all
contributary; it lands up in the Rio Grande. If you go there today, you will still see traces of perlite where that derailment took place.

Now let's go a little further. We go up to La Veta, going up La Veta Pass they had a derailment last year, last summer that spilled also perlite, which also was next to a contributary to the Rio Grande. What if that would have been radioactive material?

The safety of the railroad is a question mark here. And I believe this Board I'm talking to should take consideration that the county commissioners did not approve the permits, that we've been here opposing this transfer station for these same reasons.

Because we know that the railroad, and it's not a fault of the railroad that has it now, but that railroad was built for the narrow gauge in the late 1800s. And as Mike Trujillo mentioned, and he has pictures of them, none of that inner structure has been
improved.
And the derailments anywhere from here to Walsenburg will all affect wetlands, because from the wetlands that we're talking about, we have wetlands coming off La Veta that go into the Rio Grande, those waters go into Smith Reservoir, Sanchez Reservoir, and that's used for recreation, for irrigation, for whatever.

From this end we have duck refuges south -- I mean east of La Jara and that is also wetlands. That supports all the water for our ducks, geese, whatever we have as far as fishing.

So the wetlands to us is very important. We want to maintain them as our federal government has put emphasis of how important they are for our future, for our grandkids, for our kids, and for the future generations.

So I feel that the county commissioners made the right decision to keep
the local and the state governments in force, instead of a preempt regulation that was passed in the late 1800s.

And thank you again to your time. I want you to consider this very heartily about we all follow federal regulations by keeping our wetlands and our waters clean.

MR. BORNSTEIN: Thank you.
Clyde Archuleta.
MR. ARCHULETA: My name is A. Clyde Archuleta, C-L-Y-D-E A-R-C-H-U-L-E-T-A. The reason I'm here today is I'm a concerned citizen of Colorado actually. I was born in Alamosa, Colorado, raised in Leadville, Colorado. I've been around railroads too for quite a long time.

My father-in-law, my past father-in-law, he's dead now, he worked for the railroad on top of Tennessee Pass in Colorado; it's on the Continental Divide. So I'd been around him because I was in love with his daughter, even before I married her, so I hung
out there quite a bit. But I've seen what can happen with train wrecks, and things like that.

And here in the San Luis Valley, we've already had one river that was -- I'm going to say poisoned and ruined, and that was the Alamosa River. You go up the Canyon, you look at that reservoir from the Summitville mine, and, ah, what are we doing to our land, this water. That is the life system, the water.

And again, like was mentioned by the speaker right before me, the water -everywhere you cross here in the Valley, all that water is going to dump into the Rio Grande. From the Rio Grande, that water is going to go all the way down to the Gulf of Mexico.

We've already had an incident in the Gulf of Mexico, and look how long it took to clean it up. Look how many people it affected.

And I remember when first heard this, or read about it, about this incident going on. It reminded me of a book by Rudolfo Anaya in the '70s, and it talked about the very incident that is going on right now, this transporting of nuclear waste.

And again, it's the same kind of scenario. Here the company -- because this company said -- or one of the speakers, the younger gentleman, said that they've been in business since 2003, and that they're not making money, blah, blah, so they depend on this. And it seems like the plans were already made to ship this waste before the public was even alerted or anything.

And everything I wanted to say has almost already been said. But there a few things I wanted to reiterate. Railroads have had a reputation of being bullies and taking advantage of people all the way back to Jesse James' days, and further.

Another thing I didn't hear about
in all this, what if there is an accident, are there plans in effect to deal with any kind of disaster that might happen? That's a big concern of mine.

And how fast will whoever's
responsible for the clean up react? Because we do live in an area that's not going to affect just us, again, but it's going to affect everybody down the river, I mean along the Rio Grande all the way down to the Gulf of Mexico, and there also.

And again, like another gentleman mentioned earlier, there was an incident in the Valley Courier that the shipments were over the desired -- or regulated limit.

And it is true, most of us citizens in Conejos County weren't aware of what was going on with this nuclear waste shipment. We weren't alerted, advised, had the right to make some kind of comment about this. So to me this, from the very beginning on the railroad side, and whoever else is
involved with the railroad, it was a shady deal.

If you're going to be honest, be honest, be up front with your citizens. We live here. We do, we all live here, and we're concerned. Most people like that, well, they'll come and they'll leave, as was mentioned earlier. But, no, we live here, we have to deal with whatever happens.

Again, infrastructure, and it was mentioned by President Obama, but you've seen it. You've seen it. We have not put money back into our infrastructure to really do the kinds of things we're doing like right now. If you're going to do it, do it safely. Do it safely, if you are going to do it.

And, well, I'm going to end for now before $I$ get excited. Thank you, gentlemen, for coming down and listening to us.

MR. BORNSTEIN: Thank you very much.

Steven But?
MR. BUTLER: Good afternoon. My name is Steven Butler, S-T-E-V-E-N B-U-T-L-ER. I actually do work for the railroad here, and I live in Conejos County. I'm a fairly new resident here.

And I see a lot of emotion, a lot of passion from fellow citizens concerning this issue. And it seems to, you know, one of the greatest issues is the water. But yet, being a new resident here, I see you guys put tens of thousands of gallons of fertilizer, pesticides, herbicides on the ground, which goes into the rivers, goes into the Rio Grande.

And you don't seem to have a concern about that that you do about the potential for this other product that has got very limited exposure to the ground. And I guess that seems to be my concern, that, you know, you raise issues about this, but yet you don't raise issues about the products that you

|  | Page 153 |
| :---: | :---: |
| 1 | guys use to maintain your living. |
| 2 | MR. BORNSTEIN: Oh, wait. |
| 3 | (Pause.) |
| 4 | MR. BORNSTEIN: Thank you. |
| 5 | Did you get that? |
| 6 | COURT REPORTER: Parts of it, |
| 7 | because he was facing away from the |
| 8 | microphone. |
| 9 | MR. BORNSTEIN: Oh dear. |
| 10 | COURT REPORTER: We'll do the best |
| 11 | we can. |
| 12 | MR. BORNSTEIN: Okay. Thank you. |
| 13 | Okay. Linda Taylor. |
| 14 | MR. MILLER: Is there an Orlinda |
| 15 | Taylor -- or no -- |
| 16 | PARTICIPANT: She left. |
| 17 | MR. BORNSTEIN: Okay. |
| 18 | PARTICIPANT: She left at lunch. |
| 19 | PARTICIPANT: Maybe she'll come |
| 20 | back -- |
| 21 | MR. MILLER: Okay. |
| 22 | MR. BORNSTEIN: Okay. That'll |
|  | Neal R. Gross \& Co., Inc. 202-234-4433 |

work.
Michael Sisneros.
MR. SISNEROS: Good afternoon. My name is Michael Sisneros, M-I-C-H-A-E-L, Sisneros, S-I-S-N-E-R-O-S.

First off, I want to publically
take the time to thank our county
commissioners for taking the stance that they did and listening to the community. Mr. Mestas, John, is present, Mr. McCarroll's not here, and those that I may have I forgot, I want to thank them publically for taking their stance that they did.

I want to thank you folks that traveled this long distance. I agree with Mr. Martinez, I couldn't afford to go all the way to Washington, DC, and I assume there's a great majority here that couldn't either. So thank you for coming.

First off, I want to start -- I've heard -- everyone has said things that I wanted to say, but one thing that hasn't been
said, and it's based on my observation, that those are -- that those that are pro waste facility, they're not from here. They may live here, but from here definitely not.

It's easy to say something like this is good when you don't have to stay around to be around it. So I think the Board should take that into consideration. I know I see that. It's easy to be for it, again -saying it again, if you're not from here. And that's what I'm seeing.

I have another question, and I know this has been asked before publically in meetings, why not Santa Fe ? That seems to be the most logical route for this waste, you know, through the Lamy railhead site, to go through there.

But I'll tell you why, because those people in Santa Fe, they have money. You know, that's why they didn't even -- this didn't even -- where we're at today, that didn't even occur in Santa Fe, because they
have money to fight them off.
Okay. Moreover, I want to bring up the fact of a socio-economic factor. The people here in Antonito and Conejos County tend to be people of color, people of IndioHispanic decent, and throughout the course of United States, at least the Native Americans have been pushed around. It's been documented that they can do that, you know, and we are people that have been pushed around, being people of Indio-Hispanic decent.

I like to think that they pick on people of color, people with money, and I think those were criteria that were used to pick this place as opposed to a more affluent community like Santa Fe. And in that, that's basically I have to say.

I want to thank everyone that came and voiced their opinion, and I guess I'll leave it there. Thank you.

MR. BORNSTEIN: Thank you.
Rogelio Briones?

PARTICIPANT: That's not bad.
MR. BORNSTEIN: Was I close? You get a shot to correct it here, so.

MR. BRIONES: Now I know why the -- I think in sixth grade they told me, I think Rogelio translates to Roger, and I'll go, I'll take it.
(Laughter.)
MR. BORNSTEIN: Could you spell that for the court reporter?

MR. BRIONES: Yes. My name is Rogelio Briones, R-O-G-E-L-I-O, Briones, B-R-I-O-N-E-S, son of Briones.

I'd like to welcome you to this sacred land. We have Mt. Blanca, Tsisnaajini, which is sacred to the Hopi People and to the Din, Navajo People. We have the San Luis lakes that are sacred to the San Juan Pueblo People. Ohkay Owingeh, that is their place of emergence.

In pre-Colombian times, this
Valley was a valley of peace. When cultural
groups entered the valley, they put aside their differences and laid down their weapons; they came in peace.

So this is sacred. I think the Mathew alluded to that. And you can see how beautiful it is: pure oxygen, beautiful clouds, and the sky.

So we are here to protect the land and, by extension, since humans are part of th landscape, we are here to protect humans.

I am the treasurer and secretary and past president of Sociedad Proteccion Mutua de Trabajadores Unidos, known as the SPMDTU. Our regional headquarters are on the sixth block of Main Street in Antonito. This organization was founded in 1900, November 26, 1900. That's an amazing thing, that at that time people -- the Indio-Hispanic people of color, the original inhabitants of this area, united and stood up to fight overt racism, to protect their families, to protect property, land and water, to protect their culture and
the language.
And it was the coming of the
railroad at the turn of the 20th century that transformed the economy of the area from a trade and barter economy to a cash economy. So the original inhabitants of these communities were forced to enter the labor market basically to become indentured servants. And the railroad came into Antonito, and all the businesses obviously were owned by outside people, not the locals.

So here we are, 111 years later, and we're fighting the same nemesis. The railroad is trying to abuse its perceived power under the guise of law.

But we're fighting for more than -- you know, we're protecting the environment again at this time. But it's more than that. You saw Javier. If you allow this to happen, for all this poison to come in from the Manhattan Project, the bombs that were dropped at Hiroshima and Nagasaki on innocent
people, now they want to take that same poison and poison our community -- our land and our community and Javier and his children, and their children, for future generations.

So all I can -- you know, all I can ask is it's more than improving the economy of the county. We're talking about future generations will be impacted.

And, you know, people are saying, Well, what's the relationship between the railroad, EnergySolutions, and Alcon. It's very simple: greed. Therefore I ask you to consider wisely and to make the right decision. Thank you for your time.

MR. BORNSTEIN: Thank you.
Michele Trujillo.
MS. TRUJILLO: Greetings, Surface Transportation Board and staff. Thank you for arranging this hearing and for coming to our community to hear our concerns. I greatly appreciate this opportunity to speak to you about my concerns.

My name is Michele Terese Trujillo, and I am a member of Conejos County Clean Water, Incorporated. I have been a resident of Antonito, Colorado for the majority of my 39 years of life, with the exception of leaving home to go to college in northern Colorado.

One of my concerns is about the causes that radioactive and toxic hazardous waste has on life, since, according to Dr. Carl Morgan, there is no safe level of exposure to ionizing radiation, that the risk of malignancy is zero.

For 20 years I have worked with people who have disabilities. I understand the obstacles and hardships that people with disabilities experience. As a professor of special education, my students and I study the causes of disabilities, and in the majority of cases, within the 12 disability categories, teratogenic factors such as environmental toxins, lead to disability, including
intellectual disabilities, learning disabilities, emotional behavioral disorders, chromosomal abnormalities, and heart defects, to name a few.

It is not only my passion to show others how to work effectively with students who have disabilities, but it is my job to highlight how to prevent disabilities, which is to avoid contact with and ingestion of teratogens.

Another concern I have is how factors within low socio-economic environments also contribute to the increased rate of disabilities. Living in impoverished areas increases the risk of disabilities developed among children. Currently there are 535 students with disabilities throughout the San Luis Valley. Conejos County and the San Luis Valley as a whole can be described as communities of low economic status.

When the combine the occurrence of having radioactive toxic waste transported
consistently through impoverished communities, I believe that rates of disabilities will increase.

This is supported by the Nuclear Information and Resource Services, NIRS, which includes a partial list of non-cancer health effects of human exposure to radiation, including Downs Syndrome, hydrocephalus, microcephaly, cleft palate, epilepsy, genetic mutation, chromosomal aberrations, spinal defects, congenital malformation.

The increased occurrence of disability isn't my only concern. I believe terminal illness and death which results from exposure to radioactive and hazardous waste is a major concern, and is an example of the negative impacts of environmental and social injustice.

Our community health should be priority. It is a valid concern. However, when I have discussed my concern with various members from the involved corporations, they
have minimized and invalidated the points I have made on more than one occasion. I believe the individuals of these corporations have become desensitized to the health risks of this radioactive waste.

The following statistics from the NIRS should be used to inform all of us about the negative impacts of radiation. They include 500 percent increase in incidents of testicular and ovarian cancer in children on Navajo reservations in uranium mining areas; 500 percent increase in bone cancer in children affected by uranium.

Two hundred percent increase in each of the following non-cancer affects, miscarriage, infant death, congenital defects, genetic abnormalities, and learning disabilities; 500 percent increase in birth defects when compared to the national average.

Four hundred percent increase in lung cancer in the general population within the plume of the Three Mile Island accident
releases; 600 percent increase in leukemia of children whose fathers were exposed to certain amounts of radiation prior to conception.

In addition to these statistics is the following quote that comes from a 2003 study by D.J. Strom of the Department of Energy stating, "The health impacts that come from the lowest dose radiation syndrome that can result in death is the hematopoietic syndrome. It results in what is commonly termed bone marrow death.

The hematopoietic syndrome is characterized by granulocytopenia, thrombocytopenia, hemorrhage, infection, and electrolyte imbalance. After acute irradiation, death, if it occurs from hematopoietic syndrome, will take place within 60 days. If irradiation occurs at lower dose rates, survival may be longer.

I am aware of the difficulties associated with disability and illness.

Throughout my young adulthood I had dealt with
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difficult health issues, which have impacted my quality of life, probably due to pesticides and other toxins in the environment.

Although I have strived to be a healthy person through my life choices, I have struggled with having had five surgeries within the last 10 years for my condition. (Pause.)

MS. TRUJILLO: My most recent surgery was this past April. I have been unable to recover in peace because this radioactive waste issue has impacted my being. I want to be healthy. I want to be in power of what I expose myself to.

I want my loved ones and neighbors to have a safe place to live without their mental, physical and spiritual health being compromised, without toxins plaguing their quality of life and their happiness.

This is simply what $I$ pray for, that our community be safe from harm, that we may have the choice of not having exposure to
hazardous material, which will ultimately hurt us and future generations.

We do not need any more barriers that stifle us, more inequities to battle against because of social and environmental injustices. Dear God, please help us strive, give us strength, and protection. Please hear my prayer. Thank you.

MR. BORNSTEIN: Thank you for sharing with us.

Lauren Karlskin.
MS. KARLSKIN: Hello. My name is Lauren Karlskin. I work at -MR. BORNSTEIN: Is that on? MR. MILLER: Try the other -(Pause.)

MS. KARLSKIN: Does that work?
MR. BORNSTEIN: That sounds good.
MS. KARLSKIN: Okay. As I was
saying, my name is Lauren Karlskin. I work at Our Lady of Guadalupe Parish. I have been a resident here for the past eight years with my
little girl. But I've lived here most of my life. Although I've traveled and lived in different areas, I've always been drawn back to this place. It's home.

I view this town, this valley as a small haven, a paradise hidden in the mountains. And to those of you who are unfamiliar with this place, I hope you get the opportunity to experience its beauty.

In my time here, I've become familiar with the area and its harsh elements. I've experienced all four seasons in one day, as I'm sure you can see by the example outside. The weather here is very unpredictable.

I stand before you now asking you to consider, to ponder momentary the route the train will take to Clive, Utah, the land it will cross, the hazardous waste it will carry, the agriculture, the water sources, the steep mountains, the worn down bridges, the weather, the condition of the train tracks and its
history of past derailments.
Hauling hazardous waste through this town, across the middle of the state, jeopardizes the health and livelihood of our people. The condition of the soil and the water sources alone are a life line. We depend upon the land for survival.

And when I think of what the train has gotten themselves into, working with hazardous toxic material, requires a great deal of care and caution. When I see the way the train has handled past jobs, I have to ask myself, Is this a task they are truly prepared for.

This is not an ideal place to transfer and haul this type of waste. It's unsafe. Each night I pray to God, I ask Him to protect us. But I know that God works through people. So I ask you, all those of the STB, please protect us. Protect our people from this. Thank you.

MR. BORNSTEIN: Thank you.

Marian Naranjo.
MS. NARANJO: My name is Marian, M-A-R-I-A-N, Naranjo, N-A-R-A-N-J-O. Good afternoon, buenas tardes, and [speaking Tewa]. This is a word of my Tewa language which is asking permission to speak.

Do I have your permission?
MR. BORNSTEIN: Yes, you do.
MS. NARANJO: Thank you. My home is Khapo Owingeh, Santa Clara Pueblo, which is located in the Jemez Mountains. Our headwater is three air miles from Los Alamos National Laboratory. We can trace our ancestry to the cave dwellings there, through the Four Corners area not far from here, and our place of emergence.

This area for millennia has been a sacred place to our people, our Tewa people. Our ancestral knowledge was based on the Jemez, which is a dormant volcano. Our traditional knowledge knows the sacredness of the elements of radiation, of uranium. We
grew up knowing the sacredness of these powerful, natural occurring elements.

For hundreds and thousands of years our Hispanic people, we have learned to live together, our lifestyles for this time, this long period of time, for time immemorial, and our time of coming together, our lifestyle has been of the land. We are land-based people, and we have been self-sufficient for that long of a time.

In the short $65-\mathrm{plus}$ years, not even one century, has the nuclear industry come here and the whole concept of it coming was a total opposite of what our beliefs and our culture is about, which is about giving thanks to life. Splitting of that atom was a total opposite in destruction, and it's a hard concept to understand and to grasp.

At some point, we feel that we are victims of this. Our Santa Clara tribe is a core tribe, meaning that we have -- our tribal council has agreements with the laboratory,
and this has been a short period of time, but only two years has it been a very real government-to-government relationship.

And it's because of the environmental justice issues of this nuclear industry, not only here in our place, but Savannah River where there's the poor whites and the blacks. Twenty-four Native reservations there are nuclear sites on or near our places in this country.

One of the issues that we deal with, and it's a very sad thing to have to say, is that during the Manhattan Project, our education system and our government, our media has said that these devices, this splitting of the atom and these bombs were dropped on people in Japan. This is not true. Hispanic and Native people from New Mexico, Tularosa and surrounding communities, the Trinity site, was the first detonation. It was to our own United States people.

And this has to be something to Neal R. Gross \& Co., Inc. 202-234-4433
re-educate our whole country. It wasn't over there; it was down the road. And we are feeling the effects. And the sad part of it is that this country has not compensated any of these people. And you would not believe the suffering of all these cancers that my sister had talked about in those areas.

In our area, we already know that our sole source agua, underground water, is tainted because of unlined trenches and pits that the Manhattan Project has and continues, you know, to store there this waste. We have a terrible problem on what to do with this waste.

And the industry keeps on doing this research and continuing the pits, the cores in Los Alamos and bringing that Manhattan Project, you know, farther out, branching out.

Even though I am a member of Santa Clara Pueblo, Khapo Owingeh, my greatgrandmother was raised a few blocks from here.

I'm very tied to this community in my bloodline. My father worked at -- about 70 miles from Clive, Utah. I was born on an Army base, Tod Park, Tooele, Utah.

So I feel that in this room, not only my ancestry, but the problems that we are witnessing and victims of is here in this room. And there are so many issues that I would love to express, but mostly I'm here in support of la gente, mi familia de la tierra, the people, my family of the land. Thank you.

MR. BORNSTEIN: Thank you.
Martha Abeyta.
MS. ABEYTA: My name is Martha Abeyta, M-A-R-T-H-A A-B-E-Y-T-A. These remarks that I will present to you today are not my remarks. I am very pleased and happy and proud to present them to you. They come from a lady that used to be from this area, her name is Virginia Trujillo.

These remarks, I think, reflect the sentiments of a lot of the people that are
here today. I will begin by reading them to you.
"These remarks come to you from a distance of more than 1,000 miles and from several generations ago. I am alluding to a time when the train, or el tren, as it was called by us, the Hispanics, figured positively, benevolently, and even iconically in the lives of people from villages like Ortiz, where we were born, La Jota, San Antonio, San Rafael, La Isla, and Conejos to mention a few.
"As I said earlier, I was born and raised in Ortiz, a tiny hamlet, a mini valley within a valley, accessible by only one road, the only indicator that entire generations had lived and left their antepasados in the cemeteries flanking that sole road.
"As a child of seven, going up and then down the road was the closest thing that I would know of a roller coaster hill until later at Disneyland several decades later.

But going over that small hill, la mesita, to come into Antonito once or twice a month was like stepping into our own Disney World. Antonito was Main Street with its barber shop, pharmacy complete with a soda fountain, its post office and five-and-ten-cent store.
"But topping everything was the magic of el tren. It engaged our imagination on all levels: the whistle to announce its arrival, and then the precipitous, ponderous engine pulling a string of boxcars loaded with mysterious cargo.

Even when the train was nowhere to be seen, we had the station and the traques. Yes, that is what is the Hispanized version of railroad tracks: Los traques, even as they quietly waited for the train, conjured up the remote exotic places still beyond our reach.
"This imagination extended into the past as well. Hadn't our Grandmother Anita recounted stories of boarding the train to Santa Fe where she continued her education
at Loretto Academy? And we were sure that it was on one of these same tracks that Grandfather Donicio had shipped his lambs to northern markets.
"As children we had a sense of what historians had already noted, that the history of Antonito could not be told without noting the importance of the railroad.
"But that was then, and this is now. Now it seems that el tren has had a different mission thrust upon it. From all the information that this organization has made available, one conclusion is undeniable. The train, it appears, is willing to abrogate its role of benefactor in the life of the communities it serves.
"Now el tren would be transporting
a cargo capable of delivering death to live forms too numerous to catalogue. What would a child call this cargo? Perhaps a child would this cargo dirty dirt since it can never be entirely washed clean. Or thinking of soil
becoming airborne, he may utter the phrase, Killer dust.
"I do not possess the scientific knowledge to truly appreciate the various levels of death dispensing capabilities of nuclear waste. If this new cargo is capable of quietly and surreptitiously disrupting the life process in manners still unforeseen, and for eons of time beyond our imagination, is all I need to know. Is there anything as definitive and final as death?
"But to return to el tren, I would hope that it thrives, but only as a viable economic enterprise that continues to bring real well being to all communities within its reach. My heartfelt wish, that when the train blows -- when the whistle blows, it conjures up sweet dreams that follow us into the day and nightmares that you can't wake up from. Thank you."

MR. BORNSTEIN: Thank you.
Joni Arends.
Neal R. Gross \& Co., Inc.

MR. ELAND: Hello. My name is John Eland. I'm the executive director of the Alamosa County Economic Development Corporation.

The Alamosa County Economic Development Corporation wishes to express its support for the San Luis \& Rio Grande Railroad in its proposal to operate rail-to-truck transload facility.

The economic impact of the railroad on Alamosa and the San Luis Valley includes providing support for valid businesses to move goods and materials, attracting tourists to the community who stay in our hotels, eat in our restaurants, shop in our retail stores, and employing 35 people with good paying jobs. In addition, there are another 150 directly dependent jobs.

The railroad's ability to maintain contracts to move freight by rail will help keep this valuable community asset in the San Luis Valley. We fear that the erosion of

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their ability to move freight by rail will have long term detrimental consequences for Alamosa and the entire San Luis Valley.

Businesses that count on the railroad for movement of goods and materials account for 495 jobs in an area where jobs are precious. If these companies cannot move their goods and materials by rail, it could jeopardize those businesses and the jobs of their employees.

If the railroad cannot support freight in the Valley, the scenic railroad arm of the railroad may also be at risk. Tourism is a big part of the San Luis Valley economy. Hotels, restaurants, retail stores depend on tourism dollars. While we have many attractions, the scenic railroad on its own drew 21,000 tourists in 2010.

The loss of jobs from the railroad would mean additional hardships on families in the Valley with little hope of transferring to other employers. If they were to find other
employment, it would certainly not be at a comparable wage rate.

The railroad is an economic development asset in our community. We point to the railroad as a way to move goods and materials for existing, as well as prospective companies considering moving into the Valley and is a quality of life asset.

Retaining rail service to our community is particularly important from the twin perspectives of energy independence and environmental conservation. Transporting freight by rail consumes less than oil -- less oil than truck transportation and produces fewer pollutants.

We urge you to permit the SLRG's proposal -- proposed operation of a truck-torail transload facility. Thank you.

MR. BORNSTEIN: Thank you.
PARTICIPANT: Did you call Joni Arends?

MR. MILLER: Yes, we're going to Neal R. Gross \& Co., Inc. 202-234-4433
call --
MR. BORNSTEIN: Okay.
PARTICIPANT: Can you clarify his name, the one who just spoke?

MR. MILLER: John --
MR. BORNSTEIN: What's your name again? Who just spoke.

MR. ELAND: I'm sorry. John Eland.

MR. BORNSTEIN: Eland. Okay.
And please say your name for the court reporter.

MS. ARENDS: Yes. My name is Joni
Arends. It's J-O-N-I A-R-E-N-D-S.
Good afternoon. I am the executive director of Concerned Citizens for Nuclear Safety. Our organization is based in Santa Fe, New Mexico. We are a nongovernmental organization that formed in 1988 to address community concerns about the transportation of waste from Los Alamos National Laboratory, similar to the waste that
we're discussing today to the then proposed waste isolation pilot plant.

The plan at that time was to ship the waste down St. Francis Drive through the center of town. Many of the issues that are being raised here and in the community are the same that we raised 23 years ago.

Try this one? Okay.
MR. BORNSTEIN: I thought you were on too. Sorry.

MS. ARENDS: Okay. Oh, that's much better.

MR. BORNSTEIN: Court reporter, could you hear what the first part -- what she just said before? Okay.

MS. ARENDS: I was a co-founder of the organization in 1988. Because of community concerns about transportation issues in other locations in New Mexico, I ended up going to law school. And I am a member of the New Mexico Bar.

I recently participated in over 40
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days of negotiations with respect to the proposed New Mexico Environment Department hazardous waste permit for the laboratory, or Los Alamos National Laboratory. I spent 15 days over a six-week period of time participating in the formal administrative hearing.

I'm letting you know these things because I want to let you know my expertise and our knowledge about these kinds of issues, about Los Alamos National Laboratory.

CCNS participated in the -providing comments to the New Mexico Environment Department on the compliance order on consent, which is the subject of the waste that's being dug up and being proposed to be shipped.

CCNS appreciates that the Surface Transportation Board heard the request of the community and has taken the extraordinary step to hold a public meeting in Conejos County today. We are concerned, however, that the
issues may not ripe because there is not current -- there are not current contracts for the proposed truck-to-rail transfer work.

In the alternative, our comments will focus on the fact that the Clean Railroad Act exemptions for industrial and institutional waste do not apply to this San Luis \& Rio Grande Railroad for the LANL waste streams. Based on our knowledge of the waste streams that are being addressed under the March 1, 2005 New Mexico Environment Department compliance order on consent with the Department of Energy and with LANL, CCNS will provide the Board further information that the industrial and institutional waste exemptions will not apply to any possible future waste streams either.

In our comments today we provide the following information about LANL waste streams that were proposed for truck-to-rail transfer operations in Antonito, Colorado.

So LANL proposed three different
waste streams. Two were from a site called Technical Area 39, the third is from a waste dump for PCBs in the bottom of Los Alamos Canyon, and that site is called Site Management Area, or SMA 2.

So I'm going to talk about the -first I'm going to talk about LANL in general. So LANL is an industrial facility currently located on 40 square miles on the Pajarito Plateau in north central New Mexico. It is divided into 48 separate technical areas.

In 2008, DOE reported that LANL structures contained about 8.6 million square feet, comprising about 952 permanent buildings, including specialized facilities that had been built and maintained over the years of operation, 373 temporary structures, trailers, and transportables, and 897 miscellaneous structures such as sheds and utility building, such as meteorological towers, water tanks, manholes and electrical transformers. And this is cited in the final

Environmental Impact Statement for LANL in 2008.

In the Environmental Impact Statement for 1979, the Department of Energy described LANL as: in January 1943, a war time laboratory was established at Los Alamos, New Mexico. Its sole mission was the development of a fission bomb. This project culminated in the first detonation of the first atomic bombs in 1945.

Since then the primary mission of the Los Alamos Scientific Laboratory -- the name of the facility then -- has continued to be nuclear weapons research and development, including the first thermal nuclear bomb.

However, expansion of laboratory
efforts has incorporated numerous programs to develop peaceful uses of nuclear energy in such areas as fission reactors, space, technology, controlled thermonuclear reactions, and medical and biological applications, geothermal and solar energy
resources, and the use of superconductor technology for energy storage and transmission. The four major research program areas are national security, energy, biomedical, and environmental and physical research.

So again, that's from the final Environmental Impact Statement in 1979. And I'm citing these two documents in order to demonstrate that this waste is generated from industrial activities.

The Department of Energy described its plans to ship an estimated 1500 cubic yards for solid soil, debris waste from the three LANL sites in its supplemental analysis site-wide Environmental Impact Statement for continued operation of LANL. And that was in October 2009.

They did not inform the community about these proposed activities. There was no information provided. This was a supplement analysis that was not released for public
comment. So two of the three waste dumps are located at Technical Area 39, which is a test area for high explosives. It's located in the southeastern portion of LANL. Explosive testing continues today as part of the nuclear weapons program.

The TA 39 solid waste management units, or SWMUs -- and I'm sorry to use so many acronyms -- were used as dumps for industrial waste, or "routine waste", such as "equipment, chemical, oils animal tissue, chemical treatment sludge, cement paste, hot cell waste", which is high -- hot cell waste is waste where they use the lead gloves to handle the radioactive materials -- "and classified materials" that are contaminated with radionuclides, heavy metals and toxic chemicals.

And this is from a report from 1977 that's about the history and environmental siting of Los Alamos near surface land disposal facilities.

This report also talks about an experiment that they did, because what the lab did in the early days, is they would bury cardboard boxes. And so in the early '60s when plastics came out, they determined that they would do an experiment to find out if cardboard boxes held the waste better when it's buried in unlined pits, trenches and shafts, or whether if they lined the cardboard with the plastic bag, which disposal method would use -- would secure the waste for a longer period of time.

And of course they found out that if they put the waste in a plastic bag, that it -- and then in the cardboard box, that it would be secure for a longer period of time.

And a 1997 LANL report describes the solid waste management unit, TA 39001-A as a landfill with two burial pits that operated between 1953 and 1975 -- or, excuse me, 1979.

And the quote is that, "The pits were used for disposal materials consisting of
debris from firing sites, empty chemical containers, and office waste. Hazardous and radioactive materials that may have been disposed of in pits before 1976 include lead, silver, copper, brass, iron, steel, thallium, cadmium, mercury, beryllium, thorium-232, natural and depleted uranium, PCB contaminated oils, high explosives and solvents."

The same report describes the other landfill at TA 39 as being, "Consisting of three pits that operated between the late 1960s and May 1, 1989. The area was used for disposal of materials containing debris from firing sites, empty chemical containers and office waste. Waste from other sites may have been disposed there.
"Site personnel indicated that large stainless steel targets (one to two feet in diameter and two feet long) were buried on site. These targets were used in the dual stage gas gun apparatus located in Building TA 39-69 and captured plutonium projectiles.

Before disposal, the targets were decontaminated and the resultant waste was disposed of at another dump that is not the subject of this proceeding.
"Hazardous and radioactive materials disposed of in the area before 1976 probably include lead, silver, copper, brass, iron, steel, thallium, cadmium, mercury, beryllium, thorium-232, natural and depleted uranium, PCB contaminated containing oils, high explosives and solvents."

I'm providing these quotes to demonstrate that this waste was industrial waste, and therefore the Clean Railroad Act exemptions do not apply to the proposed waste.

The third site is the Los Alamos Site Management Area 2, and it's described as a location of a former septic tank that was installed in 1945 and served the HT and FP Buildings. The septic tank outfall discharged into Los Alamos Canyon. The outfall area is known as Hillside 140.

HT Building was used to heat treat and machine natural and enriched uranium. FP Building was a foundry for non-radioactive and non-ferrous metals.

In 1975, 30 years later, the septic tank, its inlet and outlet lines and surrounding soil were removed. In 1995, 40 years later -- no, 50 years later, soil and elevated concentrations of total uranium was removed from the upper and lower slopes of Hillside 140. And this is from their application to EPA for an individual storm water permit.

> So it is clear that the
contaminated soils from this Site Monitoring Area 2 were from "manufacturing and industrial and research and development processes and operations, such as machining natural and enriched uranium and foundry activities. Waste from LA, Los Alamos Site Management Area 2 meets the definition of industrial waste under the Clean Railroad Act, Section

10908(e).
And I do want to note that the PCBs in that soil were the highest levels found on the Los Alamos site. They were 38,000 times the human health standard.

The waste at this third -- the waste and contaminated soils that were generated at LANL were from institutional activities, and that is the same Clean Railroad Act section

LANL is an institutional government-owned, government-contracted facility, a GOCO. The historical record demonstrates that office waste, described as "material discarded by non-manufacturing activities at the government facility" or "material discarded by other similar establishments or facilities" was disposed of at the sites at TA 39.

The office waste clearly meets the definition of institutional waste. And these -- we provide cites for two different
reports.
As clearly demonstrated, the exemptions under the Clean Railroad Act for industrial and institutional waste do not apply to the LANL waste streams that were proposed for the truck-to-rail transfer activities in Antonito. And we reiterate that whatever waste streams will be brought forward, we will be able to provide information from the historical records showing -- demonstrating that these wastes are from institutional and industrial activities at the laboratory.

And we will provide copies in our -- of the reports that are cites in our comments, like we'll submit the title page and the pertinent pages for the record electronically to you all by the March 1 deadline.

Thank you for your consideration of our comments. And we are so grateful that the Board took these issues very seriously and
came out to this area to hear the comments of the people. Thank you.

MR. BORNSTEIN: Thank you for speaking.

Aaron Abeyta?
MR. ABEYTA: My name is Aaron Abeyta, A-A-R-O-N last name is $A-B$ as in boy E-Y-T-A.

I have some extemporaneous comments as well as some prepared comments for the Board and its representatives here today. Before I begin, I'd like to thank you all for coming down here. We really appreciate it.

In no particular order, I wanted to address some issues which have already been brought up, and perhaps a new perspective or a new spin on them.

But specifically I wanted to talk about some the semantic games that the opposition, or the railroad and EnergySolutions are playing in regard to what they are dubbing the facility, which of course
is a dubious way of talking about a chain link fence and a site. And essentially it's just this patch of ground 250 feet from the river.

They're also claiming that they wish to be good neighbors, and in this claim you would assume that a good neighbor would not show up in the middle of the night with a waste stream for Los Alamos National Laboratory without alerting anybody, without following public process, without alerting the community members in any sort of public way.

If that is a good neighbor, then I don't want neighbors like that, obviously. A good neighbor, of course, would not bring waste into a community that they propose, and therefore claim, to be a part of.

In this same vein, however, they are painting us, Conejos County Clean Water, and anybody that's opposed to this railroad facility as being the villains here. They're painting us in a light that we're the iceberg to their Titanic, and that they are the
lifeboats that are essentially circling the victims in the water and offering us a helping hand, lifting us from poverty, lifting us from circumstances which are presumably beyond our control.

And they claim that they'll be providing jobs. Their own internal documents indicate that one to three jobs will be created. There was a gentleman earlier who spoke for Alcon Construction, the crane operator, those would be the three jobs that would be created. They would be created only for the crane operator.

Their own internal documents refute their claims of economic viability and economic growth. The train is currently operating at 40 percent of capacity, which we understand is a major concern, but their own internal documents indicate that even with the waste streams coming in from Los Alamos, and this is separate just from the danger of those waste streams, that even with those waste
streams they would still be operating at 40 percent of capacity.

Thus, the jobs already in existence would still be in existence. No new jobs would be created in regard to this.

So essentially we do live in a poor community. That part is true. We have suffered long and hard because of our poverty, because of our isolation. But we're not being offered a life raft here. It would be akin to a drowning victim being offered and umbrella to stay dry. That's the way I look at it anyway. And in a non-secular way, it's as though we're saying that we're thirsty and we're being offered a sponge soaked in vinegar.

And in that same vein, this history, which many people have alluded to, Mr. Briones being one of them, this history is a history of exploitation. This is a history of loss. It is a culture not of accepted loss, but of obvious loss. It is almost
ingrained in our consciousness that our water rights and our land rights were stolen from us.

And they weren't stolen in the typical Jesse James fashion of let's show up with, you know, with a six shooter and just hold people at gun point, although that may have happened as well.

This public process is a breath of fresh air, because water rights, land rights, and any other exploitation that took place in this valley and this community happened because people were not involved in a public process.

And a good neighbor would not do that. A good neighbor would not exploit their neighbors by simply coming in and not involving them in the process. And that's the way it's been for centuries. Public notices are not made available. Literature is just filled with rhetoric and talking points which don't address the true concerns of the community.

On several occasions we've expressed concerns with the education process and coming up to speed. And we've been told essentially to go to the website and teach ourselves. That is a matter of public record.

The railroad has indicated that they want to help clean up the community, yet they are one of the biggest polluters of this community. You can look at the tracks. There's piles of perlite.

In this very same building, not a mere 10 feet from where $I$ now stand, Ed Ellis and the railroad representatives indicated that they would, if need be, clean up that waste with a spoon. He turned to one of his representatives and told his representative to get on that to make sure that that waste is cleaned up. It sits there today.

I want to also address briefly the infrastructure of the railroad, which Michael
A. Trujillo talked about, and you will get his
presentation with photo evidence. They talk about safety. Many people have alluded to the derailments, of perlite, of barley, derailments that didn't result in spills. This summer alone there was reported seven derailments, one major spill.

The infrastructure was not part of the railroad's, as they put it, surprise inspection. They cited them for not having a warning placard on a locomotive. For not sweeping the area properly. But the tracks themselves, which sit on a wetland, all of which drain into the Rio Grande, are deteriorated. They are in a bad, bad way. They are unsafe, especially for this particular type of waste.

And people are trying to make a lot of faulty comparisons here to fertilizer versus nuclear waste. And we admit that many things are dangerous. Anything in the water is dangerous that is not fish, that is not natural aquatic life. However, we do not drop
fertilizer bombs on countries, we do not drop chlorine bombs on countries.

I have the very favorable distinction of teaching at Adams State College, and in that capacity I teach many veterans, many of whom have participated in Desert Storm, Operation Iraqi Freedom, and other campaigns like Afghanistan and Somalia, et cetera.

And if you go to any veteran and you mention depleted uranium to them, one of the first words from their mouths will be tank busters. It's heavier than lead and it's used as an anti-tank weapon. And you ask them, Are you allowed to go near those tanks once they've been shelled by depleted uranium? Their answer invariably, without exception, will always be, Absolutely not.

My point here, while maybe not a direct parallel, is that depleted uranium is not as benign and not as safe and not as semantically -- you know, easily put into a
category of dirty dirt. It is a very, very dangerous component. It is a major part of our war complex. It is used to kill people. It is used to inflict pain, damage and loss.

It would make zero sense to bring in such material on a rickety train track in an already socio-economic depressed community that has no first responders trained in the clean up of this particular material. Essentially you are asking us to risk our health, to risk the legacy of this community, to risk our way of life on essentially a gamble that the track will hold.

I attest to you it is my strong opinion that the track will not hold. And the many derailments and spills are a testament to that.

I have a prepared statement as well, which is perhaps a little bit more creative, I hope. It's a letter to the Surface Transportation Board from the confluence of a very old river, ghosts, and a
few brief moments of light.
I apologize in advance. I
struggled in the pit of my soul to tell my brain, Be positive before the entire world begins to think that you live in the saddest place in the universe. Tell them how your people have survived for generations, their lives held together by an ancient dialect of Spanish, Nahual, English, and even a small teaspoon of French here and there.

Tell them how your abuelita would fry you an egg on a winter morning, how the puela would pop and sizzle while your young heart filled with how much you loved her. I want to tell you all these things at great length, but alas, I cannot.

Sometimes in the predawn we see the ghosts as the move up and down Main Street, malnourished doppelgangers intent on their morning bottle. There is no buoyancy in their stride, in their lives. Their failures and their pain were predicted before they were
born.
We can spot them. The oncoming brokeness of being that is my gente. We have become the weathermen of damaged things, able to spot the low pressure fronts above the San Juans, the shifting jetstream of prosperity, the storm that is forming off the coast of some distant place over some ocean that most of these ghosts will never see.

We name their thin and frail
bodies so that our children will know them, so that they may avoid the gravity that holds them in their orbits of failure.

Look, mijo, that one is a waste of God-given talent, that one is a bum. That one, mijo, he could shoot the basketball, but his name is acid now, drugs, mijo, the acid fried his brain. And that one, the one on the corner, his legs bowed like a harp placed in front of mirror, that one was beaten with a bat. And that one, his father never loved him. And that one over there is just like his
father. Yes, mijo, sometimes prison is hereditary.

And that one, your classmate, be nice to him. His mother was driving home one night, the pass was so icy. I'm going to tell you something, mijo, our secret, please do not tell your friends; they will just make fun of him. When he drinks, which is always, he takes his mother's high school ID out of his wallet and he stares at it. Be nice to that one, mijo. I don't know why God has done that to him.

And so we name and continue to
name them. Their stories are our warning. And here's a small truth that makes the subject of this letter nearly impossible. I have named only a few of them.

It's an easy assumption that
ghosts are so visible, they're on the main drag, they have been so long we cannot know if the gutted buildings they lean up against need their thin bodies to remain standing or if the
reciprocal is true.
People drive through and they make the easy assumption that everyone makes when looking at broken and abandoned things, this place is poor. The assumption itself is not incorrect. But I'm going to offer that the assumption is so rarely benign or born of winged things that might make a positive difference. Poverty has always been the excuse for exploitation, the knife sharpened against the benevolent idea that help is being offered.

At the south end of town, there are black railcars owned by a multimillion dollar multinational company that calls themselves EnergySolutions. The black gondolas wait on the tracks like tumors. They have been there over a year. Patient as only nuclear gondolas can be. Their hollow bellies waiting for the cargo of nuclear waste from Los Alamos National Laboratory.

To the north of the black Neal R. Gross \& Co., Inc. 202-234-4433
gondolas, the Rio San Antonio flowers over an ancient skull of volcanic rock, and I imagine that the rock remembers its fiery birth, holds it, cool now, a heart of pain that keeps the river flowing.

You see, there are so many ghosts that we keep alive, all of them passed down to us, hereditary markers where we store pain, loss, humility, humiliation, as well as the small crumb of love we keep in our vast heart of longing.

It's funny -- no, it's sad. Our resilience is our pain. We too, like the bedrock of the river, were born in the shadow of an ancient volcano, our land was stolen, and then our water, our language was next.

A young boy sincerely asks me what
I think of the black railcars. I tell him that I expected them all along. I mean this. Most everyone believes that they just arrived one day, and that is technically correct.

They did appear without an announced warning.
Neal R. Gross \& Co., Inc.

But we have all been instructed by our loss.
Mijo, remember how they stole our water? It will become their habit. So I tell the boy, They already took the land and water; now they are coming for our health. This is the story of conquest. Every genocide has its railcars.

As I began this letter, I could not shake an image. It is still with me. And though I cannot find it on the internet, I see it there in my brain permanent as memory will allow. Primo Levi called her the Hiroshima school girl.

She was one of the 150,000 vaporized, her shadow burned permanently into a wall. I find images of other shadows, a man who was waiting for a bank to open, the shadow of leaves, the shadow of handrails, but I cannot find that girl's shadow.

Los Alamos calls it legacy waste. This is their way of saying that the uranium, PCBs, and radon are the byproduct of a heroic
endeavor that ended the second World War.
They make it a point in the public meetings to tell us of its origins. You see the implication: It is our duty as patriots to accept what the Department of Energy sends us, because this waste, this legacy waste, saved American lives.

I want to remind you that more Americans died in Hiroshima and Nagasaki than in the attacks of 9/11. But that would be a futile rebuttal to their jingoistic rhetoric. They don't care about Americans, past or present. Nuclear waste is money. Plutonium pits are money. Exploratory drilling is money. The entire war complex is money.

Make no mistake, it is so difficult to be resilient when every force of nature seems intent on your destruction. Nuclear has become synonymous with three things: poverty, people of color, and greed.

The gondolas wait for their cargos 250 feet from the river. The cargo arrives on
flat-bed trucks, the waste is soft-sided containers dubiously called supersacks, glorified water-resistant tarps. They are loaded onto the gondolas by crane.

Any accident or spill would within minutes, if not seconds, end up in the river, the town's water supply, the lifeblood of the acequias east of town, the water that blooms our fields, waters our animals and makes us whole.

Those ghosts, the ones I spoke of earlier, they have begun to write. They are finally asking to be heard. The town park is filled with their tags and graffiti. They announce their life in black paint. I believe in symbols: the empty swings, the tagged slides. Their anger is palpable, their abandonment complete for generations.

EnergySolutions and the railroad tell us the waste shipments will bring economic viability to Antonito. Their own documents tell us that one to three jobs will
be created, and through the course of campaigns, one to eight deaths can be expected.

They want to ship the waste in perpetuity. That's a fancy word for forever. But we knew that before they opened their mouths. They see our ghosts, our beaten park, the worn sidewalks of despair. They see how we take every failure, cut it open, weigh and measure the vital organs, always looking for the source, the failed motor that caused the living host to succumb to his aching life and thus conquer it by dying.

They see these things and therefore view our poverty as weakness. They see our fallen things and imagine it must mean complacency and apathy. Put a different way, they believe we won't fight back.

I mentioned earlier that our resilience is our pain. But I've ridden myself of that assumption. Instead, I see how our survival is our resilience.

We will never bounce back to our original form as the definition of the word resilience implies. Those days are gone, absent as a brief push of wind here then gone. No, I suppose our survival, and therefore our resilience will depend entirely on how long we wish to fight.

And what of those ghosts, those walking frailties of bone and poverty. I think of the town park overrun with graffiti and broken bottles. A question emerges, why? 225,000 people died in Hiroshima and Nagasaki, their deaths were dropped on them with a parachute tethered to an atomic bomb. Their deaths were the result of genius minds working at evil intent.

Antonito is in Colorado. We are culturally, linguistically, religiously, spiritually and emotionally tied to the people and places of northern New Mexico.

Those 225,000 lives disappeared in an instant of demon wind and heat. And I have
heard how all of the radiation entered into the sky, how the wind brought it across the Pacific.

You see, I don't want to be too melodramatic here, but I think you can see where I'm going with this. There must have been souls on that wind. Souls looking for the source of their destruction.

I'm not entirely naive. I don't buy into a whole lot of hocus pocus, but I don't believe in northern New Mexico and southern Colorado are some of the poorest places in the country simply because they are isolated. Can you imagine the weight of 225,000 deaths, how heavily that weighs on even the potential for resilience?

I realize this letter is getting long. Perhaps you are tired. I will not be long in finishing.

I think I should tell you that all is not death and poverty. I want you to know that I love my hometown. There are brief and
brilliant moments of light in the sun through a kitchen window, neighbors that always wave as they pass, a herd of sheep as they emerge from the trees into meadow, and a river that forgets the sins we have committed against it.

The memory of my abuelita frying me an egg on a winter morning, two kids just barely in love holding hands as they walk down Main Street, a football team that takes the field in autumn and brings hope where none had previously resided.

Yes, there are great storehouses of beauty, each made manifest by some small gesture or action. I want you to know that the gondolas have moved in over a year. We are resilient enough to fight. We are in a great struggle of will and determination versus millions and millions of dollars.

But we know, despite our losses, despite our ghosts, that the river is our home, that the river makes our home possible, that the river, it's many moods and flows, is
the truest metaphor. It teaches us how to be. And at its lowest, when she appears dry and weak, we know beneath the rock of volcanoes and distant pressures, that the river still flows invisible, subterranean, toward a confluence of hope, a place where it emerges from the earth sweet and cold, perhaps flowing into a greater river which flows towards a greater river and so on.

Our own resiliency born there upon the ripples and currents, our lives complete, our ghosts smiling up at the passing earth as the river carries them. Thank you.

MR. BORNSTEIN: Thank you. Maria Schmitz.

MS. SCHMITZ: Hello. Maria, M-A-R-I-A, Schmitz, S-C-H-M-I-T-Z.

Welcome. And I know this is a whole different terrain to what Washington, DC is. Different types of people, different type of culture, and a different type of attitude and atmosphere. So I hope you enjoy yourself
and everything else.
First of all, when I read in 2009 that the CEO and the management group for the San Luis \& Rio Grande Railroad was seeking a \$10 million stimulus grant, it perked my ears. And I said, What gives? How can a private railroad seek $\$ 10$ million worth of stimulus money?

Shortly after that in Antonito we had the black gondola cars. And I'm asking people, what gives, why the black gondola cars. Nobody knew. No answers were found.

Then in October, if you remember, John, we had a meeting and found out about EnergySolutions and about their CEO management group. Nothing was filed with our Conejos County land use administrator, no permits were present.

And it really saddens me that here is an organization that is supposed to be great entrepreneurs in the Midwest, Chicago, Illinois, and they have presented no business
plan, they have no means or modes or methods of what they were going to do with Los Alamos dirty dit coming into our town, our county.

This idea was not promulgated in just a few months. This idea was thought out by EnergySolutions, by the CEO maybe two to three years before 2009. But yet they took the people of Antonito and Conejos County for granted that we were that stupid, that we would not realize what was going on behind closed doors?

It saddens me that they abuse our intellect, that they abuse our elected officials, and it saddens me even more that they come in and say, we have a solution to the economic problems of Conejos County. They don't.

That railroad may take the perlite and the red dirt out, but what are they saying, We will employ three people? Dave Alcon is from Alamosa. They're not local people. But yet here sits the Cumbres and

Toltec State Railroad, owned by the states of Colorado and New Mexico, for 40 years this year it will have run.

This past year we had 29,000 people ride that railroad. Even with the burning of the Lobato trestle. Prior to that, in the last six, seven years, we have had 40,000 tourists, and even years more riding this railroad. A few years back we even had 50,000 ride.

And yet this railroad, SL\&RGW is hurting the Cumbres and Toltec. What happens if there is, like Mr. Hope said, a spill? What happens to all these tourists? Are they going to come to ride? No, they're not. We had a deficit of our ridership because of the Lobato trestle. The media put it out, but they forgot to say, We're still running.

That railroad employs 100 people.
Locals. The concession here is a local entity. And yet you're thinking that this railroad is going to come and save us? We are
sitting on a gold mine and we are ignoring which is the true railroad. The true railroad is our tourist railroad. Yes, our tourist railroad that has been running 40 years. Forty years.

And what does the CEO and the management group say? They are the important asset. They are the solution to the economic deprivation of Conejos County.

Surface Transportation Board, I really want you to think, think before you make your decision. The life line is not the SL\&RGW -- or, I'm sorry, the San Luis \& Rio Grande Railroad, it used to be -- the life line is the Cumbres and Toltec. You give them access to letting EnergySolutions bring in waste then, you're going to kill this town.

Because, like Mr. Hope said, we only sit a mile from their supposed docking site. Only a mile. We're not only talking a few thousand people, citizens of Conejos County and Antonito, we're talking of a lot of
people who come through. A lot of people. And this next year more numbers and more numbers.

I want you to really stop to think before you make that decision. Who is more important here, a railroad that employs three people and brings in garbage. Is that neighborly, like Mr. Abeyta said? Stop to think, what is the life line. It's not EnergySolutions, not SLRG for this county.

If you do not realize it, the Cumbres and Toltec State Railroad is North America's longest and highest narrow gauge mine. Are you going to take that away from us? That's all I have to say. Thank you.

MR. BORNSTEIN: Thank you.
Emily Lutringer.
MS. LUTRINGER: Yes, I'm Emily
Lutringer. That's E-M-I-L-Y, last name L-U-T-R-I-N-G-E-R. And I am not from here originally. I grew up on the East Coast just in the suburbs of New York City, and I moved
here a few years ago.
The main reason that I chose to move here was because I wanted to live close to the land and be close to nature. And so that's what my brother and I are doing. We're working on building a straw bale house and we're trying to start a small organic farm.

And this whole issue is in direct contradiction to everything that we're trying to do. And even though I'm not originally from here and have only been here a few years, this is my home. And these people are my family. And I belong here and this is my -I feel connected to this place very, very deeply. And it means a lot to me. I run the Antonito food bank, so I'm very involved in the community.

And I also -- even though we are -- apparently our house is not technically an adjacent property, we are less than 100 yards from the transloading facility. It is in direct line of sight and directly -- we're
directly upwind of it, meaning that we -- my house is going to be the first house hit with an spill.

We also own 35 acres along the San Antonio River, and that is also one of the first properties that would be hit by -- if there was any kind of spill. So this is very, very important to me personally because it directly affects my life and my well being.

As it stands, they are supposed to be having dust control methods, which are not in place. We have severe, severe dust problems. It's been said that they would not do any transloading when the winds were over 25 miles an hour, but I honestly don't see how that's going to be possible in terms of a business perspective, because we have winds over 25 miles an hour a lot.

And in the spring, it's every day for months. And are they just going to shut down their whole operation for months while we have these, you know, springs winds? I really
doubt that they will follow through with that, despite what they say.

Also, there's the other issue that it's right over the river. That's a big deal. That just contaminates everything. If just a little bit gets in there, it's -- how are you going to contain that? How are you going to clean that up? And kitty litter? Really? I thought that was kind of funny.

But I think -- just a second here, I have some notes on here that I wanted to talk about. So I guess my -- ideally I don't want it coming through here at all. I think a lot of people feel that way. However, I think that if it does have to come through here, I do understand that it's ultimately safer to transport it on rail versus, you know, on trucks. That makes sense.

But the facility itself is not
safe. As has been said, the tracks are in very poor repair, the bridges are in poor repair, the roads in poor repair, it's all
dirt and gravel roads. There's no -- the signs -- we have like our railroad signs are just, you know, wooden stakes in the ground. There's no lights, there's no audio, there's no anything to signal that a train is coming through town. It's very poor quality. The dust control is a big issue. And so I think that what's happening is that I don't think they even realize how big of a project this is really is. We need our roads repaired, we need the tracks all repaired, we need dust control measures, like maybe huge dust control measures put in place, as well as water protection.

It's just, it's a huge project that they're trying to take on and then shove all that stuff under the rug. I don't see how that is, you know, possible or feasible.

I think if there still needs to be a transloading solution -- I mean transloading facility in the area, it needs to be far away from town, it needs to be far away from the
river. I mean that's just common sense. Why would you put it right near town, right near people's homes, and right over the river? I mean that affects so many people's lives and the environment, and this is a really important environmental area, as has been said previously.

I know a lot of times people come through here and think it's not much to look at and there's not really anything here. But the biodiversity here is huge, and we are an extremely sensitive environment with lots of different species that are unique and endemic to this area, as well as all the cultural history that's here.

So I just -- I think that if this is going to go through, it is not -- the way that they're planning to go through with it at this point is -- seems to me just moronic. There is no sense in it at all, and they're really putting a lot of people's lives and the planet in a lot of danger just because they
want to take some shortcuts and squash the little guy. So thank you.

MR. BORNSTEIN: Thank you.
I'm going to step away for just a moment, and Fred is going to run things while I'm away, so.

MR. MILLER: Next we have Eric Lutringer.

MR. LUTRINGER: Hello. Is this on? Everyone can hear me? Okay. My name is Eric Lutringer. That's E-R-I-C L-U-T-R-I-N-G-E-R.

I am Emily Lutringer's brother, and we moved here several years ago as she had said. We grew up in the suburbs of New York, in Connecticut in Fairfield County. We come from a wealthy area of the United States. Not necessarily that we are rich, but our family has -- we grew up financially secure.

With that though, our father, he had the opportunity to travel the world as an international lawyer working with different
countries, the UN, and highly respected in New York City as a mediator right.

With his success, he never bought Porsches and million dollar houses. Instead he gave us a good education, and he brought us to countries like Peru and Equador and brought us into the Amazon to live with tribes and get to know these actual humans that are living in the moment. They're not concerned about their paychecks, they're not concerned about globalization, of everything else going on. They're really living to be who they are.

After traveling to many places like that, we came to the Valley -- well, my sister discovered it, and after visiting myself, I don't -- I haven't another place with a sense of that real tribal humanism that's there.

This valley, from what I understand, is the valley of energy solutions for thousands of years, by natives, by the community members, people who have come, then
left, then they come back. This place is so special spiritually, energy-wise. It's very community based. I have never found that anywhere else.

Our residence is within 100 yards of the train cars on the tracks that stand there right now. They have been there for a year. It is my understanding that there's still nuclear waste, or residue of nuclear waste in those. Directly upwind from our house.

Every time I walk out of my house I see that. Every time I look out my window I see that. The wind blows by about 90 miles an hour. My family is immediate danger of this, and has been for the past year.

I feel physically threatened by this situation in a place where I feel very safe. The people of the Valley have accepted us with loving arms, and I that's the utmost appreciation I could ever imagine. I know in places on the East Coast people don't accept
people as easily, and elsewhere.
I respect EnergySolutions for
trying to tackle an ecological crisis that I would never even approach, the job is too big for me to fathom. But I see more ecological disasters that come from this.

I hear a lot of pain from the people who have lived here, and their ancestors have lived here for thousands of years. There's nothing I want more than to see these proud people be happy.

This is their land, and as I see it, this is our land, everyone's land. People ask me, Where are you from? I don't speak Spanish very well, but I like to say el soy del mundo, which means I am from the world. We're all from this world. We're all human beings trying to get through this.

And this is, I think, a great opportunity through this situation to approach these problems in our current world. This is not just Antonito's problem, this is a world
issue. Nuclear proliferation, everything, it goes all the way up, you know, all the way through all races, I think, all over the world.

This represents to me a big struggle in humanity. It's not just -- you know, if Antonito can get through this successfully, I'm afraid some other small town will have to deal with this too. Some other community will have to be approached by this problem.

I cannot deny that Los Alamos is a mess by all this. They did not ask for it, and we're not asking for it.

I cannot fully represent the people of the Valley, but the fact that they have welcomed us and tried to help us get ourselves established here is just a beautiful thing.

I feel like the railroad and
EnergySolutions is bringing in something that is poisoning us. Not -- there'll always be
some things, but it's hard to keep a place with open doors when there's people knocking them down all the time.

And that door was opened for us, and that is the best respect $I$ have ever received. I really, really love the Valley. I cannot see Antonito having this transfer facility and ever being the same again. And the whole valley for that matter. Like I said before, this valley is the valley of energy solutions, and it has been for thousands of years because the natives have done that. They've proven that, they've lived that.

The solution is not to bring waste, a byproduct of energy that our modern world somehow condones as a -- or approves as a good source of energy. There's no safe way to dispose of nuclear waste, and we all know that. That's why we're having this discussion, because it wasn't disposed properly, and it can never be disposed properly.

The sun is a giant nuclear reactor. We're playing with the sun's powers. We're playing with everything that is outside of our control. This valley has a solar power plant. This valley has lots of wind powered generation. This valley has lots of great options for energy solutions, real energy solutions, not a corporate name that parades around bringing waste into other communities.

With the train cars upwind from our house, that is direct immediate threat to me and my loved ones. They have remained there for a year. I don't even see the issue of going further than today, if those train cars are still there, that is a threat to me and my family and this community, and the river which goes all the way through America down to Mexico to the Gulf of Mexico. May I remind us of the recent disaster in the Gulf. This is all connected. We are all connected.

The energy solution is not bringing another disaster upon us. I do not
feel like this will ever work in Antonito. The people here are very proud, intelligent, bright, loving people. They're educated, they're smart, they're funny, they're everything I've ever wanted to be a part of in a community. And there's absolutely no solution for EnergySolutions to do this, to be here.

I cannot live in a place where there's nuclear waste 100 yards upwind of me. Anyone who has lived here for more than six months knows the dust gets everywhere in this wind. You can have a perfectly sealed container, that wind will somehow get that dust in there. It happens.

In a bomb shelter, you can probably open it up and find dust if you haven't been in there in a year. Not because of settling, just because the wind will find a crack and push it through. There's no safe barrier between nuclear waste and mother
nature. It will blow that dust into my house,
as it's probably been doing for the past year.
My life is in danger, my loved ones are in danger as of this very second. When I go back home, less than a few miles from here, I have to drive by those cars into my driveway, get out, see them, get back inside my house. I can see them from my bedroom window every time I wake. The wind just whips right through there.

There's literally a direct line. And there's nothing I can do about that, I cannot hide from nuclear waste that's being blown at me at 90 miles an hour.

We just learned that plastic causes cancer. How long have we been using plastic for? You know, everything that we've been using, we're just going to figure out 30, 40 years from now that it's just going to hurt us more. There's all these new diseases coming out from all these great inventions we've had over the past 60 years. But we're only going to learn how much that has hurt us.

And I could definitely say, because my health is at risk, that there is no way that this is going to happen in Antonito. Over my dead body.
(Applause.)
MR. BORNSTEIN: Thank you.
Kent Holtcamp. He's gone? All right.
(Pause.)
MR. BORNSTEIN: John Sandoval
MR. SANDOVAL: Thank you folks for coming here today. We appreciate you coming all the way from DC to listen to some of the concerns that we have.

One of the things I just want to mention, just for the record is, of course, Mr. McCarroll, who's one of the commissioners, had an operation, which allowed him to only be here for a few hours. I was in a car accident yesterday, which is just -- I've got a headache that is just killing me, so we have staggered the commissioner's representation to
be here throughout this process. So we just wanted to make that record clear for those to know.

One thing I want you folks to know, as representatives of the STB, is that I am neither for nor against it. And that's very, very important because one of the things that you folks are here to do is to decide at some point ultimately whether preemption applies or does not apply.

And back in the 1800s when they discussed this preemption law, it was because states, counties and municipalities were not in favor of the railroad. They passed the preemption law to allow the west and other parts of the country to be settled. Why is that important here? Because we, as a county, as they stated earlier, Steve Atencio, who represented us, why the original application was denied was because several unmitigatable -- or things that were not clear whether they were
mitigatable or not. So we looked at that whole process, and the decision was made based upon -- and you have that as part of your record.

So how does that apply here? I'm neither for nor against it because what we're here deciding is preemption going to allow folks to go around the local law or state law. So I'm here to represent to the STB that we look at that neither for nor against, but will look at all sides. That's what this all is about.

They were granted preemption back in the 1800s because they were not going to be open-minded to do that. And we will be openminded and so we ask you, leave that in that in the local hands.

One of the issues -- which I would
like to say that Bret and Colin, they have worked great with Conejos County as far as communication going through, some of the meetings, and we believe have been forthright.

However, one of the issues that we had was, in the event that we allowed this process to go through, could the things that we made as part of a condition for EnergySolutions transfer to the railroad? We were not sure of that.

So listen to the conditions, or some of the things that folks spoke about today, like Mr. Trujillo spoke about the bridge, culverts and whether the track was or was not in disrepair. There was some folks that spoke about whether or not it was a sealed container, or was it with seals, was it able to get the product from point $A$ to point B.

So there are concerns that maybe might not directly affect EnergySolutions, but we felt strongly as a community, or as the decision making body that there were still uncertainties that we weren't aware of.

So we just want to reiterate to the STB that we believe that there are folks
in this area that are smart enough and have the ability to research some of these things to give everybody a fair and open hearing, and be respectful like you've seen today.

You've seen unrest all over the Middle East. It's because they don't trust their forms of government. You folks are representation of our government in Washington, and we are once again believing that the system is working. Part of that system is allowing you folks, as representatives of the STB, and the STB ultimately in DC that let have our say.

And if ultimately we decide that it's not going to work, let it be for conditions that were unmitigatable, if that is even a word, but unmitigatable or things that are going to allow us to make what's in the best interest of our folks here.

Thank you for coming again. I
will be -- I've got -- I will be unable to stay, but thank you. Appreciate it. I know
it's tough for you folks to sit here through all this. Thank you again.

MR. BORNSTEIN: Thank you very much.

Marsha Barela.
MS BARELA: First I want to thank you for allowing us to speak to you. And my name is Marsha Barela, M-A-R-S-H-A B-A-R-E-LA.

Okay. I just wanted to let you know that the last time I spoke to anybody from -- to any other representatives from EnergySolutions, I asked if they were aware of how many times this train had derailed. They seemed like they were quite surprised, and they were even more surprised to learn that the train had derailed a couple of weeks before that.

This train has a history of derailing. It's derailed right outside of town on a couple of occasions that I can remember. And the one time that it took a
while to clean up, it was right off the Conejos River, and it was near the residences, cattle ranchers, they've got their cattle there on the land.

The train has also derailed on La Veta Pass and the cargo still lies at the bottom of the pass because it's inaccessible to trucks. This is also close to a water source.

And the one thing that $I$ haven't heard is that the train has been struck by trucks in Alamosa. A couple of years ago we had a bad accident. A potato truck hit the train going through Alamosa and it was a train carrying passengers. One of the train cars actually started on fire and the people were running away from the fire.

And another one not too long ago occurred by La Jara, and what happened there, a semi hit the train. And we know that the train goes by here, but you don't always have the warning. There's one place in Alamosa
that has the arm that comes down, the lights and everything, but that's the only place I can think of. People do not always know that the train's coming through.

And we've just been very fortunate that when they did get hit, or when they did derail, they were only hauling perlite and red rock. And I'd like you to think about that when you're making your decision. We aren't the safest place to have the nuclear waste going through. Thank you.

MR. BORNSTEIN: Thank you.
Colin Austin.
MR. AUSTIN: We'll see if this works. Is that the right microphone.

MR. BORNSTEIN: Yes.
MR. AUSTIN: Or is it that one?
MR. MILLER: There you go. There you go. That's good.

MR. AUSTIN: There we go. First of all, I appreciate the opportunity to address the team today, and thank you for
coming here to Antonito to listen to the community's discussion.

The obvious comment is it's clear the events around the transload capability are somewhat emotional. And it's easy to see how facts can get hidden behind the emotion and the rhetoric that goes around some of that emotion.

But it's important to bring us to back to what today is about, and that is it comes down the railroad's federal right to perform transload operation. This is not a solid waste facility. It is a pure transfer of a container from a truck to rail. And I will come back to that.

And the thing that is important to say, and I appreciate some of the community recognizing it, EnergySolutions is being driven to do the right thing for the community. And, in fact, we have a CEO that's been post now for over a year who is focused on our company being a company that an be
trusted.
Obviously in the business that we're in is we're very familiar with the emotional effect of using words like nuclear, radioactivity, radiation, and it's very easy then to get caught up in the emotion. Again, I come back to it's all about approved containers that are being transferred from one mode of transport to another, i.e. truck to rail.

And one of the things that we as EnergySolutions may have done is cloud the issue by trying to accommodate too much some of the issues that have been raised. And, in fact, suspending operations and that type of thing.

And the interesting thing is, had we just moved forward under the rights we believe we had, I think the community would have seen an operation that is very simple, very low risk, and is consistent with standard transportation.

There is a few things that I probably need to address. The phrase has been used, shipping in plastic bags. It is important to state the bags in question are woven material outer containers with an internal liner. Therefore it's not just a plastic bag, and water does not go in and out of that bag.

There was a reference to the bag being a liner for metal containers. Unfortunately, that reference is associated with a patent that exists for closure of containers. And that patent was referring to a different container, not the containers that are being used here.

Also important to highlight, thousands of containers of this type have been shipped across the country, and many of them have been delivered to Clive, Utah. Now that's being done under many different regulators, in different locations with their perceptions of what is a risk relative to the
regulations, and no concerns have been raised about these containers to shop this type of material.

And I have to address the contamination of the outside of the containers. These containers are surveyed, confirmed not have contamination on the outside container at the point it leaves. That survey is independently verified. When the containers arrive at their destination, they are surveyed and independently verified. That verification is overseen by state regulators.

So the discussion about water being on the containers as they were seen in the demonstration in December, it was snowing, there was quite bit of snow and water on the road, and there was water on the truck from the distance from Los Alamos to Antonito.

The next one's an interesting one, and that is the reference that there's no written agreement between the entities looking
to do transportation and the community -- the commissioners. I try not to get too personal on this, because I've been somewhat heavily involved since the outset in terms of attempting to work with the community. We did actually submit an administrative review permit, and we believe fully compliant with the code. We did have that permit application rejected, rejected on the basis that this is a solid waste transfer facility. Again, I will come back.

Negotiated agreements was referred to earlier. We spent a substantial amount of time working with the community, listening to the issues that the community raised, and we believe within a negotiated agreement document we addressed everything that had been raised by the community and by the commissioners representing that community.

And that agreement was developed in a 14-page document that lists a number of features, that if we were just to choose to
do, that regulatory compliance would not be available to the community.

The important thing in that agreement, it specific stated if we don't comply with the agreement, that operations could be halted by the community through the commissioners.

And Bret Rogers indicated we participated in a task force set up by the Congressman. We participated with the intention that we were to reach an agreement on how a transload station could be operated at Antonito.

What we agreed to do to ensure
that community input not just with the commissioners, but through the community, that that input could be achieved. We agreed to do a special use permit application. Not required by the application process, we added into that application all of the commitments we made in the negotiated settlement.

Even if the commissioners chose to Neal R. Gross \& Co., Inc.
reject that settlement, we put back on the table all of the conditions that we were willing to commit to over and above that which would be necessary to comply with the community requirements.

The comment has been made that the commitments we were making were only promises. Both in the negotiated settlement document and in the special use permit application, we committed that we would allow the agreement to transfer with the title of the property. That agreement then became institutionalized in perpetuity with the land.

That's a lot more than a promise. That is a written documented commitment legal enforceable, which the community has control. So you can gather, I have to stress, there has been a lot of attempt to go beyond what we believe is necessary under the legal requirement to make sure that we address the needs and concerns of the community.

> Solid waste transfer facility. I
did say I'd come back to that. That phrase has been used a lot today. Solid waste transfer facilities, I think you're probably well aware, are facilities where you take material out of something, handle it, and then put it into something else.

This is not a solid waste transfer facility. And the transfer facilities are a lot to do what Mr. Heffner was talking about earlier, to prohibit the retention of materials on an area of land and to allow operations to take place that shouldn't take place. This, again, is purely taking a container, DOT-qualified container from a truck to a railcar.

The statement's been made in many different ways, we don't know what will happen in the unlikely event of an incident. The hazmat team from Colorado actually came and presented to the commission and to the public about their role in incidents and the nature of what it is that we were actually
performing.
They are hazmat trained professionals, and one of the key elements of DOT regulations is classification determines in the event of an incident, how a response will take place, and the responders are trying to deal with that.

So beyond the processes and systems that EnergySolutions and the railroad were implementing, there is the natural capabilities of the response teams. So to suggest that people do not know what to do is obviously somewhat in error.

Agreements between the parties not clear and whether they exist. Just as a matter of record, the agreements between the operating parties is actually part of the STB submission and available at any time, and actually was submitted to the county as a record for the county.

So what does it really come down to? We're not obviously here to talk about

Clive, were not here to talk about the different types of material that might be transported by different entities, and we're not here to discuss what are the businesses and why businesses are in particular operation.

What we're really looking at is EnergySolutions is transporting material in approved containers in accordance with permits and regulations and the legal framework under which transportation takes place.

The regulations are set up to ensure that the public are protected from the risks presented by transportation and we, with the railroad, would be fully compliant with those regulations

The material that is being transported is the lowest classification for radioactive waste. Therefore it is at the very bottom end of any form of risk curve. And I think Bret earlier an excellent job of trying to explain that in numerical terms.

The railroad has a federal right to perform a transload operation. And I have to say at the end of this, and that is EnergySolutions, I believe, has gone beyond what many would consider reasonable to address the concerns that the community has raised. And that's really all I wanted to say, apart from I really appreciate the opportunity to present to yourselves.

MR. BORNSTEIN: You should have gone with the other EnergySolutions person, but, okay.

## Gil Arnold.

MR. ARNOLD: My name is Gil
Arnold, G-I-L A-R-N-O-L-D. Thanks for traveling so far, and giving me an opportunity to extemporize.

I'm fifth generation Colorado. My
family are front ranchers and grocers. And I was attracted to this region because of relatives who settled up here about 40 years ago.

I'm a veteran of the war in Vietnam, and in that war I was contaminated and wounded. But probably the most serious thing I've had to deal with is the affects of Agent Orange.

My father was one of the very first officers in the Air Force's missile command. And when he retired from that, he worked as a researcher at the Sandia Institute. Following retirement from that, he lived with cancer for the rest of his days. And in his dying days, his greatest grief was for his contribution to warfare and weapons.

My oldest is a life lone pacifist, and an industrial designer and ethicist who consults to NASA and occasionally to the institutes that shape management of Los Alamos. I have been steeped in warfare, weapons and contaminants virtually all of my life.

My first career was in
construction. I was a superintendent of civil
construction for about 20 years. And we were faced with a number of contaminants, asbestos, sulfides, chlorines, chlorine dioxides, many of which were incredibly toxic and lethal. And in every case, over time, we found ways -- we and communities found ways to engineer around all of the threats that were presented by these materials. Now there are still byproducts and problems with all of these things, but there was a serious effort made by proponents to do their best.

Now, it looks to me as if we're dealing with a group of amateurs, following my attending these hearings. They have essentially told us that we lack technical expertise and that we lack enough information to effectively deal with what we're presuming to deal with. In fact, that was stated this morning.

Now like the railroad lawyer, I'll take a moment to rebut. And that is, I believe false. There are probably more
advanced degrees having coffee on Main Street Alamosa in the mornings, than there are having coffee in the board rooms of our proponents of this project. And I think that needs to be remembered by the people who are discussing this.

I've been dealing with cancer for quite a few years now. And I retired to this area where -- to a piece of property through which runs the Rio San Antonio. So you can imagine my dismay, my anger and my irritation. I mean it's just -- you know, I've lost a lot of sleep over this.

Now, until the proponents can start making some sense and show some respect for this community, I submit that they are going to go absolutely nowhere. This is the tightest, most unified community I've ever worked with.

And when I say worked with, that leads to a discussion of my second career, which was as a land use negotiator
representing First Nations communities in the far north, industries, and commercial fisheries, and guide outfitting associations.

And through that, I learned that the natural resources and the traditional endeavors that they support far outstrip the wealth represented by a $\$ 5$ billion mineral resource, or in this case a two-bit railroad.

This railroad is small potatoes compared to -- this railroad and the project it presumes to put in front of us, is absolutely small potatoes compared to what this community produces on an annual basis, and has for many, many hundreds of years. Thank you.

MR. BORNSTEIN: Thank you.
Is Orlinda Taylor here?
PARTICIPANT: No, she never returned.

MR. BORNSTEIN: Okay. So if anyone hasn't spoken already and would like to speak, just come up to the podium and say what
you have to say.
(Pause.)
MR. LUJAN: Hi. My name is Jared Lujan, and I'm a resident of Antonito, Colorado. This topic about --

MR. BORNSTEIN: Wait, wait, wait. Say it again, your name's what?

MR. LUJAN: Jared Lujan.
MR. BORNSTEIN: Spell that please.
MR. LUJAN: J-A-R-E-D L-U-J-A-N.
MR. BORNSTEIN: Okay. Great.
MR. LUJAN: This topic about the nuclear waste that they have brought to our community by use of train is not only unjust, but unethical. Not only are the people that live in Antonito at risk, but it is one of the most controversial and frustrating issues going on in Antonito right now.

I do not think that it is right that they have brought their waste to our community just because their community is already full of it. I cannot even express to
you how I feel about this because if I were to express how I feel about this, I wouldn't even be able to read it to you.

I really don't want to see no more carts full of waste in our county anymore, and I'm saying that as the younger generation of this town. I don't want to see it go to crap because, like I said, I think everybody would appreciate it if they would take it back.

Because I know if I do something wrong, I always have to pay a consequence, there's always a consequence. But why aren't they paying the consequences for what they do, you know what I mean? That's all I have to say.

MR. BORNSTEIN: Thank you very much.

MR. ROMERO: Good afternoon. My name is Dain Romero. That's D-A-I-N R-O-M-E-R-0.

I've lived here in Antonito all my life, and I really care about this town. And
there's a lot of talk about uranium waste being transported through the town, which is what this meeting is about.

The radioactive waste which is planned on being hauled through Antonito is extremely dangerous. It can cause cancer and genetic mutations. Not only that, but it could travel thousands of miles in just a few days, even in just a slight breeze.

If it was spilled in Antonito, it would last longer than 80,000 years and still be toxic. So ask yourself, do you want --

MR. BORNSTEIN: Step up to the mike. Step up -- sorry. The court reporter can't hear you. Keep going.

MR. ROMERO: So ask yourself, do you want radioactive waste on your property, in your water system, or in your food? I have young family members that reside in Antonito also, including my three year old niece. Do you want your children, your grandchildren and all their children to be exposed to the
radioactive byproducts that can be left. You need to start thinking of the future generations.

As a town, we cannot allow this radioactive waste to be transported through. And also, if we give in now, what else would they want to transport in the future? Thank you.

MR. BORNSTEIN: Thank you very much.

MR. ABEYTA: Can you hear me now?
MR. BORNSTEIN: Yes.

MR. ABEYTA: My name's Harold

Abeyta. I just want to say a couple of words. First, thank you for all of you being here and listening to our concerns.

Can you guys hear me?
VOICE: Yes, we can hear you.

MR. ABEYTA: I was born here in Conejos, right over there (indicating). If you can see the window, you can see my house. We've been there for generations, I guess five
generations, all my ancestors being born here in Conejos County.

The oldest church is right here, Colorado. Mom and dad and all of them were born here in Conejos; so was I. I'm a veteran, Korean veteran, post-war in Germany occupation. And yet I was in the Air Force and I went all over the world about three times. And I was a jet mechanic, plus other things that I cannot say that I've been in the service, top secret.

But I can say that I came back to live in Conejos County, back where I was born. Yet I've been a politician. I was a former assessor here in Conejos County, I was a former mayor in Antonito. I've been serving the community over 20 as a board trustee in Antonito off and on. I was veterans counselor at Adams State College for the Vietnam era. I was an educator, politician, and a statesman.

And I thank very much you three Neal R. Gross \& Co., Inc. 202-234-4433
who've been representing something that's real serious to Conejos County. I give a lot of flak and I appreciate very much Conejos' water, clean water. Really I appreciate your committees, your efforts, and your thoughtfulness.

I used to be a little bit against them -- or not against -- or for having the railroad, EnergySolutions here. But I was looking for employment, because I've been here, and about 80 percent of our kids has to leave Conejos County to get a reasonable job.

But I really honor them for being here and talking against the railroad, and I'll tell you why. In the 1880s, in the middle of the 1880s, in 1860s, 1848, this place was here already as a settlement. Before San Luis Guadalupe, but they were recorded because they had a mayor and all of that.

## But those people were against

 bringing a railroad through here. This wouldbe Alamosa right now. Instead, the railroad had to go that way because the people here guts enough to say no. And that's what I think these people are doing now: No, we don't need them, not EnergySolutions.

I recall when I was in Germany and got educated right after the war, and I figure this company, call it EnergySolutions -Hitler had what you call Final Solution. And that right there alone made me think twice, is this going to be final? I'm not saying that you guys have the final word on it. I'm saying that you have the right to tell us if it's going to go through or not.

I appreciate very much as a citizen, or even all of the groups that are here that spoke, they said the truth. They actually came up with their heart and tears telling you, Hey, please, find another final solution someplace else; maybe someplace else that wants it.

I know Mr. Alves pretty good, too.

I'm a board trustee, and like our mayor, Mike, we have our differences, but we always stick together in the final solution of our times.

So I'm asking all of you, now think twice and find out what is the consequences if something happens, and that's what they've been trying to give a message to all of you.

I feel sorry, and I wouldn't want to be in your shoes for a simple reason, I've been in choosing different kind of solutions, but this is important for Conejos County. And I really appreciate all these people backing up and saying, Hey, find a different solution, please. Thank you.

MR. BORNSTEIN: Thank you.
MS. SOMORA: My name is Elizabeth Somora. That's E-L-I-Z-A-B-E-T-H, and Somora, S-O-M-O-R-A. I'm 14 years old. I've had a lot of experience with my grandfather. He used to work with radioactive things, and it's left him with a lot of side effects.

One of them is memory loss, and his children have had birth defects, miscarriages and they all have memory loss also, and even cancer. Their kids have diseases to where they can't walk or speak. And they're getting worse.

And if you transport this through our town, if there's a spill, then it's our generation. We don't want to deal with this, and you shouldn't bring to our town. Thank you.

MR. BORNSTEIN: Thank you.
So is that it?
Oh, you already spoke actually, you can't --

MR. LUTRINGER: Oh, I can't make any statement?

MR. BORNSTEIN: No. Sorry.
MR. LUTRINGER: Okay.
MR. BORNSTEIN: Okay. So that's it. Oh, we have one more. Sorry.

MS. ARCHULETA: My name is Jean

Archuleta. And I don't live right here in the town of Antonito; I live about 22 miles west. Why I came here, unlike a lot of people here that have been here for generations and generations and generations, I came here because I had been visiting this area for many years, and the reason that we, my husband and I and our young grandchild, now longer living with us, moved out here was because we felt that we had a better quality of life here.

You had the clean water, you had beautiful land, the people here were wonderful. We were greeted and treated very well.

I moved from Gallup, New Mexico, and from Gallup, I don't need to tell you, in those surrounding areas, the Bisti Badlands and all those areas, they have something called uranium mining. And we had had enough of that. I don't need to tell you what uranium mining means.

When I came here, you were in a Neal R. Gross \& Co., Inc. 202-234-4433
land where there -- in a place where there are generations of railroad people here. They know all the dangers of running a railroad. Nothing is ever for sure on a railroad.

They also know how in New Mexico, Los Alamos has done quite a bit of ruining of the lands there. Coming from New Mexico I have read a lot of that. So to me, when all this started here, not only were they sneaky and then we caught on, but on top of that it was also the type of waste that was being taken out of here and brought back and through and all of this other stuff.

So to me I am losing the type of life that I came to look for, that I found here. I would like to have generations of young people come to this place and enjoy it as much as I have for the last 10 years of my life here. I would not like to see strange things -- strange babies being born, as well as everything else.

> And nobody is ever going to
convince me at this point in my life that a little bit is all right. We're not country bumpkins here. We're a little bit smarter than that.

Secondly, when we have people up there, what they call The Canyon, these are people that shop here in this area. They came, they have homes up there, they come and shop over here. I don't think very many of them are going to spend their hundreds of dollars in these little towns that depend on that kind of income coming -- on that for their income, because this is a very depressed area to begin with.

You start having people that are over there that are doctors, lawyers, and all these fancy names and titles and what have you, they're not going to be spending their money in this town. This town's going to dry up. They're not going to want to come over here and drink the water, they're not going to want to come over here and eat the food.

This thing is a very big factor for everyone in this valley. And I think if you ever have toured it, the Sangre de Cristos are the most beautiful mountains in the whole wide world. I hope you will take into consideration everything that these people have been fighting for for many generations. Thank you.

MR. BORNSTEIN: Thank you very much.

Well, I think that's it. Thank you all very much for coming out today, and for expressing yourself. The comments are all set down in the transcript. And the Board members will look at that when they're making their final decision.

And we will post the transcript on the website as soon as we can. If you want an unofficial copy, I think you can contact the court reporter, then they can move things a little bit faster then, although it's an unofficial copy.

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| :---: | :---: |
| 1 | So thank you all very much. And |
| 2 | off the record now. |
| 3 | (Whereupon, at 4:02 p.m., the |
| 4 | hearing was concluded.) |
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This is to certify that the foregoing transcript

In the matter of: San Luis and Rio Grande Railroad Petition for a Declaratory Order

Before: STB

Date: 02-17-11

Place: Conejos, CA
was duly recorded and accurately transcribed under my direction; further, that said transcript is a true and accurate record of the proceedings.

> Meal $\operatorname{lors} \rho$ -------------------Court Reporter

