



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

May 7, 2026

Joshua Runyan
Steptoe, LLP
1330 Connecticut Avenue, NW
Washington, DC 20036-1795

By email at jrunyan@steptoe.com

**RE: Docket No. FD 36889, Nevada Gold Rail LLC - Construction and Operation
Exemption – Line of Railroad in Eureka and Lander Counties, Nevada;
Information Request No. 2**

Dear Mr. Runyan:

Consistent with 49 C.F.R. § 1105.7(f), the Surface Transportation Board's (Board) Office of Environmental Analysis requests the information below, which is needed to support the environmental review in connection with the above-referenced proceeding.

Background Data and Existing Studies

1. Provide any additional background information regarding the 600-foot deer migration corridor between the Clydesdale and Bazza waste rock facilities described in the 2009 Final Supplemental Environmental Impact Statement (EIS) for the Betze Pit Expansion Project (BLM/NV/EK/ES-GI-09/10+1793) and any other measures at the Goldstrike Mine site to allow wildlife passage. Provide GIS mapping for the deer migration corridor, wildlife ramp, or other wildlife passage features, if available.
2. Describe NGM Rail's current and planned greater sage grouse lek monitoring in either Boulder Valley or Crescent Valley. Provide the most recent (post-2022) lek monitoring data, if available.
3. Provide a map of the existing ore-hauling route between Cortez Mine and Goldstrike Mine and confirm whether the number of truck trips per day between the Cortez Mine and Goldstrike Mine provided in the Cortez Rail Alternatives Analysis Report (480 trips) is accurate. If the number of truck trips is inaccurate, provide a revised estimate of existing ore-hauling truck traffic that would be removed from the ore-hauling route if the proposed rail line is constructed.

Rail and Ancillary Facility Construction

1. Describe any access or haul roads that would be constructed between the two loading loop alternatives in Boulder Valley and the Goldstrike Mine. Provide GIS mapping of the proposed roads and indicate whether the roads would be designed for light or heavy equipment. Describe anticipated roadway width and berm heights.
2. Provide a typical cross section of the proposed line as well as typical cross sections where cut and fill would be required.
3. Provide a description of anticipated water usage for construction of the proposed line, including approximate amount needed, sources, and what the water would be used for (i.e., for dust abatement, revegetation, or otherwise). Indicate whether NGM Rail would need to acquire additional water rights to support construction of the proposed line.
4. Provide a description of any proposed noxious and invasive weed controls or plans (i.e., monitoring, surveys, treatment, reseeding, best management practices, etc.) for construction.

Rail Operations

1. Confirm that the estimated one round trip train per day (one loaded train and one unloaded train) would stay consistent for five years after the date of the anticipated year of the issuance of a final decision from the Board.¹
2. Provide estimates of the average number of locomotives per train, engine rating, operating speed of the train, and idling time per train, if known.
3. Provide average train speed at each public roadway/rail at-grade crossing.
4. Provide a description of any materials, other than ore, that NGM Rail anticipates moving on the proposed line, including the estimated number of carloads per year. Identify any hazardous materials NGM would routinely transport on the proposed line.

¹ For example, if the Board's anticipated final decision would be issued in 2027, the forecast year for transaction-related rail traffic should be 2032.

Please provide your response as soon as possible and no later than May 22, 2026. If you have any questions, feel free to contact Adam Assenza of my staff at 202-245-0301 or by email at adam.assenza@stb.gov. Thank you for your assistance in this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Danielle Gosselin". The signature is fluid and cursive, with the first name "Danielle" written in a larger, more prominent script than the last name "Gosselin".

Danielle Gosselin
Director
Office of Environmental Analysis