

January 4, 2013

233626

**VIA E-FILE**

The Honorable Cynthia T. Brown  
Chief, Section of Administration  
Surface Transportation Board  
395 E. Street, S.W., Room #100  
Washington, DC 20423-0001

ENTERED  
Office of Proceedings  
January 4, 2013  
Part of  
Public Record

**RE: STB Docket No. AB-33 (Sub-No. 296X), Petition for Abandonment Exemption of two segments of the Riverside Industrial Lead in California totaling 5.0 miles. The first segment begins at Milepost 540.15 near Colton and ends at Milepost 543.88 near Riverside, a distance of 3.73 miles, of which 2.27 miles are in San Bernardino County and 1.46 miles are in Riverside County. The second segment begins at Milepost 544.56 and ends at Milepost 545.83, the end of the line, a distance of 1.27 miles near Riverside, Riverside County, California**

**CERTIFICATION THAT ALTERNATIVE SERVICE PLAN IS COMPLETED  
AND THAT EXPEDITED REMOVAL OF SECTION 106 HISTORIC  
CONDITION IS WARRANTED WITH REGARD TO BRIDGE 54-0518**

Dear Ms. Brown:

The Board imposed several operational and historic conditions before salvage operations can be undertaken with regard to the above referenced abandonment filing. All of the operational conditions have been satisfied. Specifically, Union Pacific Railroad Company (UP) and BNSF Railway Company (BNFS) have entered into a Haulage and Switching Agreement for Operations between Colton, Ca. and Riverside, Ca. (Via Barstow) dated May 1, 2012. This agreement also provides for temporary trackage rights that UP may file with the STB in the highly unlikely event that BNSF is no longer able to perform the BNSF haulage operation. The first railcars moved under the new haulage agreement on November 16, 2012. In addition, by letter dated September 27, 2010, received from the California Office of Historic Preservation Department of Parks and Recreation (SHPO), a copy of which is attached hereto as Exhibit A and hereby made a part hereof, the SHPO has determined that the I-215 bridge which is specifically identified as Bridge 54-0518 is, "...not eligible for the National Register of Historic Places". Also attached as Exhibit B are the title and first pages of the California DOT historical evaluation for the I-215 project; the first page reference to the UP structure over the freeway as being Bridge 54 0518 is circled. Therefore, with regard to the subject abandonment the Board imposed operational conditions have been satisfied and the Section 106 process with regard to Bridge 54-0518 has also been satisfied. The verification of Ray Allamong, Senior Manager of

Rail Line Planning for UP is attached hereto as evidence to the Board that the above statements are true and correct.

UP respectfully seeks Board concurrence that with regard to Bridge 54-0518, UP has complied with the Board's requirement that, "Prior to consummating abandonment, UP shall file a report with the Board in this docket describing the elements of the alternative service plan undertaken and certifying their completion." UP further requests that the Board issue a decision acknowledging satisfaction of the Section 106 condition with regard to that portion of the Line consisting of Bridge 54-0518 thereby permitting UP to consummate the abandonment of that portion of the Line consisting of Bridge 54-0518 so as to permit salvage of Bridge 54-0518 with a commencement date of February 1, 2013.

Sincerely,

A handwritten signature in black ink, reading "Mack H. Shumate, Jr." in a cursive script.

Mack H. Shumate, Jr.  
Senior General Attorney

MHS:dro  
Attachment

2013\_01\_04 STB Ltr re certification that alternative service plan is completed.doc

cc:

Mr. Fred Stabile  
Plat Manager  
Sigma Stretch  
1576 Omaha Court  
Riverside, CA 92507  
TEL: (951) 781-8807  
FAX: (951) 781-8874

Lehigh Cement Company  
Attention: Dan McClland, VP Logistics & Terminals  
7660 Imperial Way #4  
Allentown, PA 18195  
TEL: (610) 366-4600  
FAX: (610) 366-4638

**OFFICE OF HISTORIC PRESERVATION  
DEPARTMENT OF PARKS AND RECREATION**

1725 23<sup>rd</sup> Street, Suite 100  
SACRAMENTO, CA 95816-7100  
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calshpo@parks.ca.gov  
www.ohp.parks.ca.gov



September 27, 2010

Reply To: FHWA100830A

Olufemi Odufalu, Office Chief  
Environmental Support/Cultural Studies (MS 825)  
Caltrans District 8  
464 W Fourth Street, 6<sup>th</sup> Floor  
San Bernardino, CA 92401-1400

Re: Determinations of Eligibility for the Proposed Interstate 215 HOV Lane Gap Closure,  
Riverside County, CA

Dear Mr./Ms. Odufalu:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA)*.

The California Department of Transportation (Caltrans) is requesting my concurrence, pursuant to Stipulation VIII.C.5 of the PA, that the following properties are not eligible for the National Register of Historic Places:

- 11940 Vivienda Court
- 22048 Vivienda Avenue
- 11960 Vivienda Court
- 11970 Vivienda Court
- UPRR segment CA-SBR-6101H
- Bridge 54-0519
- BNSF RR segment CA-SBR-6847H
- Bridge 54-0518
- Highgrove Steam-Electric Generating Plant, 12700 Taylor Street
- Highgrove Substation, 12700 Taylor Street
- 3001-3007 W La Cadena Drive
- 103 W La Cadena Drive
- 101 & 105 W La Cadena Drive
- 220 E la Cadena Drive
- 400-420 E La Cadena Drive
- 1461 Villa Street
- Riverside Riviera Tract
- 577 W La Cadena Drive
- 625 W La Cadena Drive
- 681 W La Cadena Drive
- 729 W La Cadena Drive
- 845 W La Cadena Drive
- 873-889 W La Cadena Drive
- 903 W La Cadena Drive
- 905 W La Cadena Drive
- 983-987 W La Cadena Drive
- 1011 W La Cadena Drive
- 1263-1265 W La Cadena Drive
- 1279 W La Cadena Drive
- 1309 W La Cadena Drive
- 1323 W La Cadena Drive
- 1337 W La Cadena Drive
- 1339 W La Cadena Drive
- 1391 W La Cadena Drive
- Leathe Knolls Tract
- 3281 Strong Street

Based on my review of the submitted documentation, I concur.

**EXHIBIT A**

Mr./Ms. Odufalu  
September 27, 2010  
Page 2

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 445-7014 or e-mail at [nlindquist@parks.ca.gov](mailto:nlindquist@parks.ca.gov).

Sincerely,

A handwritten signature in cursive script that reads "Susan H. Stratton for".

Milford Wayne Donaldson, FAIA  
State Historic Preservation Officer

**Interstate 215 Bi-County HOV Lane Gap Closure Project  
Historical Resources Evaluation Report**

San Bernardino and Riverside Counties, California

District 8

08-SBd-215-PM 0.0/5.1

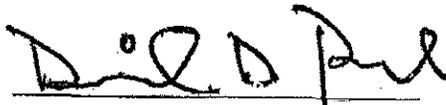
08-Riv-215-PM 43.2/45.3

08-Riv-091-PM 21.5-21.7

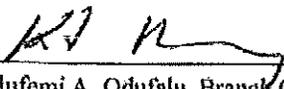
EA 0M940

Prepared for:   
Andrew Walters  
Principal Architectural Historian (PQS)  
California Department of Transportation, District 8  
464 West 4<sup>th</sup> Street, 6<sup>th</sup> Floor  
San Bernardino, CA 92401-1400

Date: 8/18/10

Prepared by:   
Daniel Paul  
Architectural Historian  
ICF International (consultant)  
811 West 7<sup>th</sup> Street, Suite 800  
Los Angeles, CA 90017

Date: 6/09/2010

Approved by:   
<sup>for</sup> Olufemi A. Odufalu, Branch Chief, Environmental Engineering Oversight  
California Department of Transportation, District 8  
464 West 4<sup>th</sup> Street, 6<sup>th</sup> Floor  
San Bernardino, CA 92401-1400

Date: 8/18/10

June 2010

**EXHIBIT B**

## Summary of Findings

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The California Department of Transportation (Department), in cooperation with San Bernardino Associated Governments (SANBAG) and the Riverside County Transportation Commission (RCTC), proposes to construct a high-occupancy vehicle (HOV) lane in each direction on Interstate 215 (I-215) in Riverside County from south of the I-215/State Route 60 (SR-60)/State Route 91 (SR 91) interchange to north of I-215/Interstate 10 (I-10) in San Bernardino County, ending at the Orange Show Road interchange. The total length of the proposed project is 7.5 miles (mi). The existing I-215 has a high rate of traffic congestion, especially on southbound I-215 during morning peak hours and on northbound I-215 during afternoon peak hours. Please see Attachment 1 of the Historic Property Survey Report (HPSR), Exhibits: Figures 1 and 2 for the Project Vicinity and Project Location maps.

The proposed project includes potential sound barriers where traffic noise would impact sensitive receiver locations. The widening within the ROW would result in improvements to on- and off- ramps along the corridor, with a reduction in the lengths of some acceleration and deceleration lanes. The existing Burlington Northern Santa Fe Railroad (BNSF) two-track bridge (Bridge 54 0519) over the freeway and the existing Union Pacific Railroad (UPRR) single-track bridge (Bridge 54 0518) over the freeway between the Iowa Avenue/La Cadera Drive interchange and the Barton Road interchange would be replaced. This would require construction of a railroad shoofly bridge over the freeway for each railroad line so that railroad operations can continue during the construction period. The I-215 bridges over the UPRR tracks south of I-10, over I-10, and over the Santa Ana River would be widened to accommodate the additional HOV lane in each direction, including the following: 54 0471F, 54 0471L, 54 0471R, 54 0479L, 54 0479R, and 54 0482G. Reconstruction of the Santa Ana River bridge may result in a larger foundation footprint in the river bed. Temporary construction easements would be required and permanent maintenance easements may be required for potential sound barriers. A partial acquisition of a vacant parcel would be required for an on-ramp realignment.

The Department is the lead agency for California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) compliance, as delegated by the Federal Highway Administration (FHWA).

Built environment resources were identified and evaluated for the National Register of Historic Places (National Register), as required by 36 Code of Federal Regulations (CFR) Part 800 and the regulations implementing Section 106 of the National Historic Preservation Act of 1966, as amended (Section 106). The assessment also conforms to the requirements of CEQA and evaluates identified cultural resources for the California

