

UNION PACIFIC RAILROAD
1400 Douglas Street, Stop 1580
Omaha, Nebraska 68179

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Jeremy M. Berman

General Attorney

March 23, 2016

240346

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
March 23, 2016
Part of
Public Record

**RE: Proposed Abandonment and Discontinuance of the Alameda Industrial Lead in
Alameda County, California;
STB Docket No. AB-33 (Sub-No. 326X)**

Dear Ms. Brown:

Attached for filing in the above-referenced docket is Union Pacific Railroad Company's ("Union Pacific") Combined Environmental and Historic Report prepared pursuant to 49 C.F.R. §1105.7 and §1105.8, with a Certificate of Service, and a transmittal letter pursuant to 49 C.F.R. §1105.11.

Union Pacific anticipates filing a Notice of Exemption to Abandon the Line on or after April 12, 2016.

Sincerely,


Jeremy M. Berman

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-33 (Sub-No. 326X)
UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN ALAMEDA COUNTY, CA

Combined Environmental and Historic Report

UNION PACIFIC RAILROAD COMPANY
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Dated: March 23, 2016

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

**Docket No. AB-33 (Sub-No. 326X)
UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN ALAMEDA COUNTY, CA**

Combined Environmental and Historic Report

Union Pacific Railroad Company ("UP") submits this Combined Environmental and Historic Report ("EHR") pursuant to 49 C.F.R. § 1105.7(e) and 49 C.F.R. § 1105.8(d), respectively, for an exempt abandonment of UP's connection to and all remaining UP trackage on Alameda Island, consisting of five segments: (i) UP's Alameda Industrial Lead from MP 10.0 near Fruitvale to MP 10.4 near Lincoln Jct; (ii) The Alameda Industrial Lead from MP 16.0 near Mastic Jct to MP 18.2 near West Alameda; (iii) the former South Pacific Coast Railway mainline from MP 5.0 at West Alameda to MP 6.1 at Pacific Jct; (iv) the connection between the Alameda Industrial Lead at MP 18.0 and South Pacific Coast MP 5.4, near West Alameda; and (v) track #7, the connection between the Alameda Belt Line near St Charles Avenue, and the Alameda Industrial Lead at its MP 16.5 near Constitution Way, a total of 4.3 miles in Alameda County, CA, including all other UP ancillary, industrial, switching, siding and spur trackage on Alameda Island. (the "Line").

The Line is composed of five primary segments. Segment (iii) from MP 6.1 at Pacific Jct to MP 5.0 at West Alameda was built by the South Pacific Coast Railway and leased by the Southern Pacific circa 1878 as part of the South Pacific Coast Railway's original main line from Santa Cruz to West Alameda via Pacific Jct. The connection at

West Alameda, segment (iv), allowed trains on the South Pacific Coast line to reach a line to the ferry pier at West Alameda (Alameda Mole). The South Pacific Coast Railway mainline was isolated from the mainland due to bridge damage in the 1906 earthquake and replaced by a new connection to the network at Lincoln Jct. The Lincoln Avenue and Alameda Mole lines were abandoned in FD 12791 in 1940, leaving only the MP 6.1 at Pacific Jct to MP 5.0 at West Alameda segment, and the connecting track. An alternate route to West Alameda had been completed by 1900 by Southern Pacific and its subsidiary Central Pacific.

The new route included MP 10.0 near Fruitvale to MP 10.4 at Lincoln Jct, segment (i), and from MP 16.0 near Mastic Jct to MP 18.2 at West Alameda, segment (ii). These two segments as built were connected by the original Central Pacific main line down Lincoln Avenue. This Fruitvale to West Alameda via Mastic Jct route, as well as the former South Pacific Coast lines were used as part of an extensive electric interurban operation from 1911 to 1940, with secondary local freight service. In 1953, the original main line down Lincoln Ave was abandoned and replaced in FD 17438 by an alternate access to the Southern Pacific tracks in West Alameda to provide continued service for local freight customers. At about this time, the Fruitvale lift bridge was built, and segment (i) realigned to utilize it.

The alternate access was pieced together with trackage rights over the Alameda Belt Line Railroad main line and yard tracks from Lincoln Jct to St Charles Ave¹, and segment (v), an existing Southern Pacific industrial switching spur known as Track #7, from St. Charles Ave to a connection at MP 16.5 on the Mastic Jct to West Alameda

¹ *Union Pac. R.R.—Discontinuance of Trackage Rights Exemption—In Alameda Cnty, CA*, STB Docket AB 33 (Sub-No. 291) (STB served April 8, 2010).

line. The South Pacific Coast Railway and the Central Pacific Railroad were merged into the Southern Pacific Railroad, which was in turn merged into the Union Pacific Railroad. UP is the successor-in-interest to the SPC, CP and SP and UP is the owner and operator of the Line.

The Line traverses U.S. Postal Service Zip Codes 94501 and 94601. UP anticipates that it will file a Notice of Exemption to abandon the Line on or after April 12, 2016. A map of the Line (**Attachment No. 1**), and UP's letter to federal, state and local government agencies (**Attachment No. 2**), are attached to this EHR. There is one bridge on the Line, and remaining track is limited to approximately three tenths of a mile, mostly located near the East end of the Line. Responses received thus far to UP's letters are also attached.

ENVIRONMENTAL REPORT
49 C.F.R. § 1105.7(e)

(1) Proposed action and alternatives. Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

Response: The proposed action involves an exempt abandonment of the remaining UP trackage on Alameda Island, and its connection to the UP mainline at Fruitvale.

Segments of the line were built by SPC, CP, and SP. UP is the successor-in-interest to SPC, CP and SP, and UP is the owner and operator of the Line. The Line proposed for abandonment extends from MP 10.0 near Fruitvale to MP 10.53 near Lincoln Jct, from MP 16.0 near Mastic Jct to MP 18.2 near West Alameda, from SPC MP 5.0 at West Alameda to MP 6.1 at Pacific Jct, the connection between the Alameda MP 18.0 and SPC MP 5.4, near West Alameda, and the connection between the Alameda Belt Line

near St Charles Avenue, and MP 16.5 near Constitution Way, a total of 4.4 miles in Alameda County, CA. A map of the Line is attached as **Attachment No. 1**.

Records indicate that the Line was constructed by SPC, CP and SP between 1878 and 1900. The Line currently contains approximately 0.3 miles of jointed rail in place near the East end of the Line, with several other short segments with rail present. Since the Line was used in electric interurban service from 1911 to 1940, the Line appeared to have been reclassified by then owner SP and viewed as an unregulated switching spur. UP views the Line as potentially falling under STB jurisdiction and is seeking exempt abandonment authority to clarify the record with regard to the Line. There is one bridge structure on the Line.

UP's real property interest in the Line consists entirely of fee title ownership. Based upon information in UP's possession, the Line does not contain federally granted right-of-way. Any documentation in UP's possession with regard to ownership of the Line will be made available to those requesting it.

It is UP's intention to salvage the limited amount of track material still in place on the Line and transfer the right of way to the City of Alameda and other parties for various uses. The salvage process will include the unbolting of the trackage and removal of all rails, ties and other track material from the Line as follows: With the use of specialized machinery placed on the railroad right-of-way, the rails and related steel (angle bars, tie plates, spikes, switches and any other metal parts) will be removed. Next the wooden ties will be raised from among the ballast with a tool designed for minimum disruption of the ground material. The ties will then be separated into three groups as follows: (1) good quality ties that would be re-used in rail service, (2)

landscape-quality ties that would be re-sold to lumber dealers for landscaping and (3) scrap ties. Scrap ties are loaded into truck trailers or containers and shipped by UP's salvage contractor to an EPA approved disposal site or to a cogeneration facility.

Culverts and right-of-way grading will remain intact so as not to alter the prevailing drainage and water flows along the Line. Ballast will typically be left in place, but may be removed if it is of exceptional quality - thus suitable for resale - or to make the right of way more suitable for a planned future use. Finally, all grade road crossings will be removed and remediated, then resurfaced with gravel, asphalt or concrete, as required by governing road authority. Any railroad signals will also be dismantled and removed.

UP's salvage work for abandonments is performed by experienced rail material salvagers. Each salvage contract includes detailed information on any environmental or historical conditions imposed by the Board. Completed work is independently inspected by a UP roadmaster or other maintenance official to ensure compliance with UP standards of quality and all contractual obligations, including Board imposed conditions, if applicable.

After the proposed abandonment, rail service will continue to be available from the UP Niles Subdivision at Fruitvale, and from BNSF at Oakland. Alameda Island is served via three connections to the mainland, including the Western St and Posey Tubes under the Oakland Inner Harbor, and by the Park St and Fruitvale Ave bridges, which offer nearby connections to Interstate 880.

No local traffic has moved to or from the Line in the past two years and there is no overhead traffic. No complaint regarding cessation of service has been filed, is

pending, or has been ruled upon in favor of a complainant in at least two years.

(2) Transportation System. Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

Response: Given that no traffic uses the Line, the proposed abandonment will have no impact on area transportation systems and patterns.

(3) Land Use.

(i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

(ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.

(iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by 49 C.F.R. § 1105.9.

(iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. § 10905 and explain why.

Response:

(i) UP is unaware of any adverse effects on local and existing land use plans. The Alameda County Clerk has been contacted. To date, UP has not received a response.

(ii) The Natural Resources Conservation Service ("NRCS") has been contacted. To date, UP has not received a response.

(iii) Not Applicable.

(iv) Some portions of the property proposed for abandonment may be suitable for a public purpose in the form of a corridor for utilities such as

sanitary sewer lines, but generally not for roads or highways, other forms of mass transportation, energy production or transmission, as this area is adequately served by existing roads and power lines at the present time. Some portions of the property may also be suitable for conservation as a hike/bike trail.

(4) Energy.

(i) Describe the effect of the proposed action on transportation of energy resources.

(ii) Describe the effect of the proposed action on recyclable commodities.

(iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

(iv) If the proposed action will cause diversions from rail to motor carriage of more than:

(A) 1,000 rail carloads a year, or

(B) an average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given.

Response: (i) There are no effects on the transportation of energy resources.

(ii) There are no recyclable commodities moved over the Line.

(iii) There will be no change in energy consumption from the proposed action.

(iv)(A)(B) UP does not anticipate that there will be any rail-to-motor diversion.

(5) Air. (i) If the proposed action will result in either:

(A) an increase in rail traffic of at least 100% (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or

(B) an increase in rail yard activity of at least 100% (measured by carload activity), or

(C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. §10901 (or §10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in subsection (5)(i)(A) will apply.

Response: UP does not anticipate any such effects.

(5) Air. (ii) If the proposed action affects a class 1 or nonattainment area under the Clean Air Act, and will result in either:

(A) an increase in rail traffic of at least 50% (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, or

(B) an increase in rail yard activity of at least 20% (measured by carload activity), or

(C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S.C. §10901 (or 49 U.S.C. §10505), or a case involving the reinstatement of service over a previously abandoned line, only the three train a day threshold in this item shall apply.

Response: There will be no increase in rail traffic, rail yard activity, or truck traffic as a result of the proposed action.

(5) Air. (iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

Response: The proposed action will not affect the transportation of ozone depleting materials.

(6) Noise. If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause:

(i) an incremental increase in noise levels of three decibels Ldn or more or

(ii) an increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area and quantify the noise increase for these receptors if the thresholds are surpassed.

Response: Not applicable.

(7) Safety.

(i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).

(ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.

(iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

Response: (i) The proposed action will have no detrimental effects on public health and safety.

(ii) The proposed action will not affect the transportation of hazardous materials.

(iii) There are no known hazardous materials waste sites or sites where known hazardous material spills have occurred on or along the subject right-of-way.

(8) Biological resources.

(i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

(ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

Response: (i) and (ii). The U.S. Fish and Wildlife Service and the National Park

Service have been contacted. To date, UP has not received a response from either entity.

(9) Water.

(i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.

(ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under Section 404 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

(iii) State whether permits under Section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action. (Applicants should contact the U.S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required.)

Response: (i) The U. S. Environmental Protection Agency Region 6 office and the

California Commission on Environmental Quality have been contacted.

To date there has been no response.

(ii) The U. S. Army Corps of Engineers (Corps) has been contacted. (iii)

UP does not anticipate that there will be any requirements for Section 402 permits.

(10) Proposed Mitigation. Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

Response: There are no known adverse environmental impacts.

HISTORIC REPORT
49 C.F.R. § 1105.8(d)

(1) A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action:

Response: See Attachment No. 1.

(2) A written description of the right-of-way (including approximate widths to the extent known), and the topography and urban and/or rural characteristics of the surrounding area:

Response: The right of way commences near Fruitvale on the mainland, crosses the Oakland intertidal canal to Alameda Island on a lift bridge. The segments on Alameda Island pass through mixed developments of residential, commercial and light industrial types, and are often adjacent to roads and highways. The initial segment ends at Lincoln Jct near Broadway. Access to the remainder of the Line was via trackage rights on the ABL Railroad down Clement Avenue from Broadway to the yard near St. Charles Avenue. The trackage rights line was abandoned in previous proceedings². From St. Charles Ave, a runner track ran along the ABL yards to a connection with the Mastic Jct to West Alameda portion of the Line near Constitution Ave. An additional track extended from West Alameda to Pacific Jct near the Western boundary of the Naval Air base. The topography is generally low lying, with portions of the Island being reclaimed marsh land.

(3) Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area:

² *City of Alameda—Aband. Exemption—In Alameda Cnty, Cal.*, STB Docket AB 1090X (STB served May 17, 2012; *Union Pac. R.R.—Discontinuance of Trackage Rights Exemption—In Alameda Cnty, CA*, STB Docket AB 33 (Sub-No. 291) (STB served April 8, 2010).

(4) The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations to the extent such information is known:

Response to (3) and (4): There only structure on the Line is the Fruitvale Lift bridge built in 1951, and owned by the Army Corps of Engineers. Congress earmarked the bridge for retention for future alternate use in the Water Resources Development Act of 2007, HR1495 Section 4017.

(5) A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action:

Response: See UP's response to question (1) in the Environmental Report for a brief history and description.

(6) A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic:

Response: UP does not have any relevant documentation.

(7) An opinion (based on readily available information in the UP's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 C.F.R. § 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities):

Response: There are no sites or structures that appear to meet the criteria for listing on the National Register.

(8) A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain.

Response: UP does not have any such readily available information.

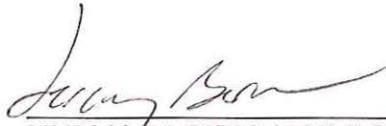
(9) Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specified non-railroad owned properties or groups of properties immediately adjacent to the railroad right-of-way. Photographs of specified properties that can be readily seen from the railroad

right-of-way (or other public rights-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the locations and type of the site (i.e., prehistoric or native American):

Response: Not applicable.

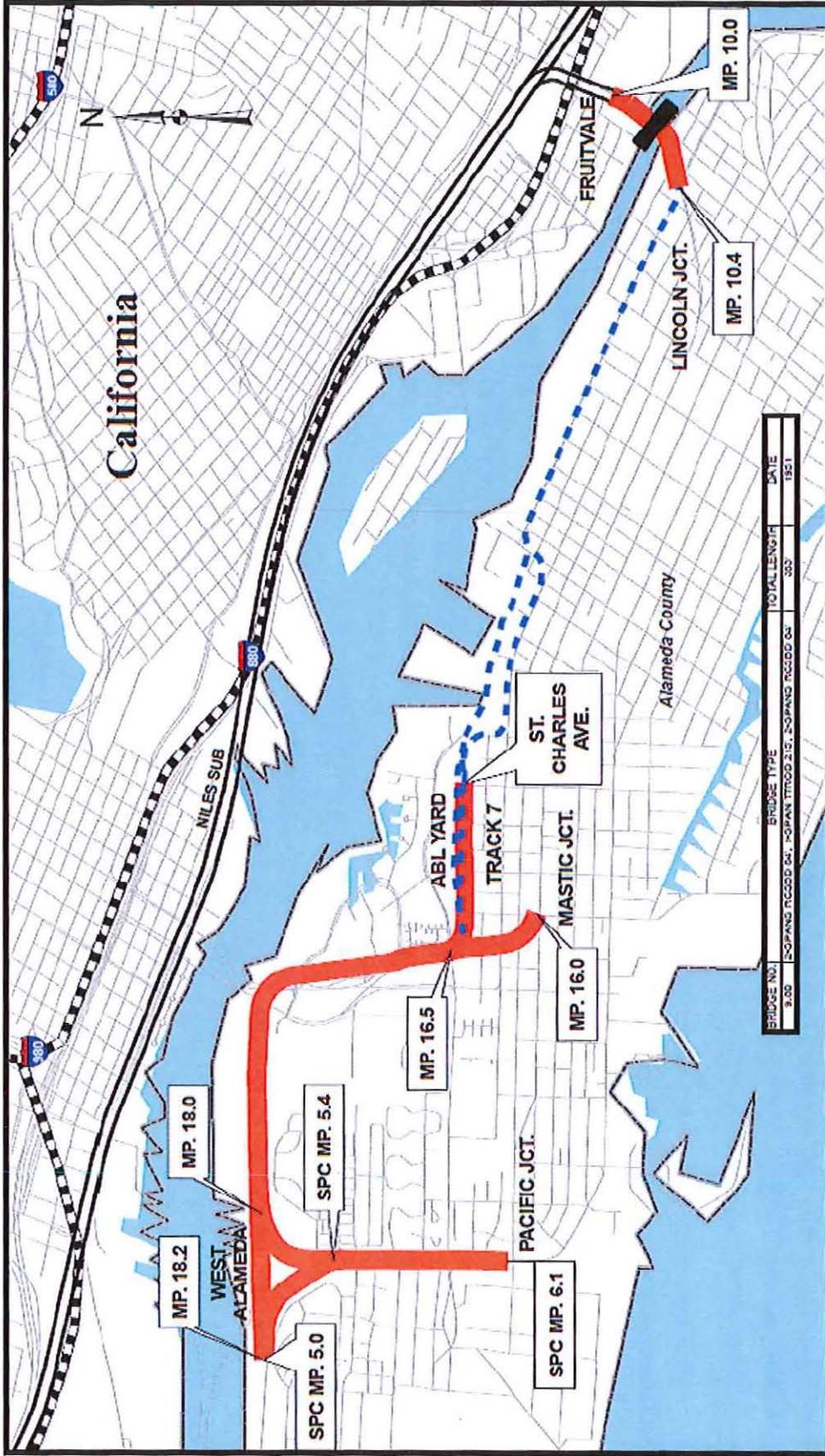
Dated this 23rd day of March, 2016.

Respectfully submitted,



UNION PACIFIC RAILROAD COMPANY
Jeremy M. Berman
General Attorney
1400 Douglas Street STOP 1580
Omaha, NE 68179
(402) 544-4735
(402) 501-3773 (FAX)
jmberman@up.com

Attachment 1



Legend

- █ ABANDONMENT
- - - FORMER ABL TRACKAGE (see AB33-291X)
- OTHER TRACKS
- OTHER ROADS
- PRINCIPAL HIGHWAYS
- 50 + YEAR OLD STRUCTURES

ALAMEDA ISLAND
 UNION PACIFIC RAILROAD CO.
 TOTAL OF 4.3 MILES IN ALAMEDA COUNTY
 IN CALIFORNIA

UNION PACIFIC RAILROAD CO.
 ALAMEDA ISLAND
 CALIFORNIA
 INCLUDING STRUCTURES

0 0.25 0.5 1 Miles

BRIDGE NO.	BRIDGE TYPE	TOTAL LENGTH	DATE
3.08	SPRANG RIGID 64', SPAN 110'00" 215', SPAN 100'00" 04'	333'	1951

Attachment 2

UNION PACIFIC RAILROAD
1400 Douglas Street Omaha, Nebraska 68179



February 24, 2016

State Clearinghouse (or Alternate):
Office of Planning and Research
1400 10th St. #12
Sacramento, CA 95814

U.S. Army Corps of Engineers:
U.S. Army Corps of Engineers
San Francisco District
1455 Market Street
San Francisco, CA 94103-1398

State Environmental Protection Agency:
California Environmental Protection Agency
1001 I Street
P.O. Box 2815
Sacramento, CA 95812-2815

National Park Service (Regional Office):
National Park Service
Pacific West Region
1111 Jackson Street, Suite 700
Oakland, CA 94607

Environmental Protection Agency (Regional Office):
U.S. Environmental Protection Agency Region 9
75 Hawthorne Street
San Francisco, CA 94105

U.S. Natural Resources Conservation Service:
U.S. Natural Resources Conservation Service
Livermore Service Center
3585 Greenville Road, Suite 2
Livermore, CA 94550-6707

State of California Historic Preservation Office:
Julianne Polanco
State Historic Preservation Office
1725 23rd Street, Suite 100
Sacramento, CA 95816

National Geodetic Survey:
Geodetic Services Division
SMCC-3 #9209
NOAA N/NGS2
1315 E-W Highway
Silver Spring, Maryland 20910

U.S. Fish and Wildlife Service:
U.S. Fish and Wildlife Service
Pacific Southwest Region
2800 Cottage Way
Sacramento, CA 95825

Head of Alameda County, California:
Alameda County Clerk
1106 Madison Street
Oakland, CA 94607

Re: Proposed Abandonment and Discontinuance of segments of the Alameda Industrial Lead, a total distance of 4.3 miles in Alameda County, California; STB Docket No. AB-33 (Sub-No. 326X)

To Whom It May Concern:

Union Pacific Railroad Company ("UP") plans to request authority from the Surface Transportation Board (STB) for UP to abandon and discontinue service on five segments of the Alameda Industrial Lead:



- i) from MP 10.0 near Fruitvale to MP 10.4 near Lincoln Jct.;
- ii) from MP 16.0 near Mastic Jct. to MP 18.2 near West Alameda;
- iii) from MP 5.0 at West Alameda to MP 6.1 at Pacific Jct. (former South Pacific Coast Railway mainline);
- iv) the connection between the Alameda Industrial Lead at MP 18.0 and South Pacific Coast MP 5.4, near West Alameda; and
- v) the connection between the Alameda Belt Line near St Charles Avenue and the Alameda Industrial Lead at MP 16.5 near Constitution Way,

a total distance of 4.3 miles in Alameda County, California. A map of the proposed abandonment and discontinuance shown in red is attached.

Pursuant to the STB's regulations at 49 C.F.R. Part 1152, and the environmental regulations at 40 C.F. R. Part 1105.7, this is to request your assistance in identifying any potential effects of this action as indicated in the paragraphs below. We do not anticipate any adverse environmental impacts. However, if you identify any adverse environmental impacts, describe any actions that are proposed in order to mitigate the environmental impacts. Please provide us with a written response that can be included in an Environmental Report, which will be sent to the STB.

LOCAL AND/OR REGIONAL PLANNING AGENCIES. State whether the proposed action is consistent with existing land use plans. Please describe any inconsistencies.

U.S. SOIL CONSERVATION SERVICE. State the effect of the proposed action on any prime agricultural land.

U.S. FISH AND WILDLIFE SERVICE (And State Game and Parks Commission, If Addressed). State (1) whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects, and (2) whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

STATE WATER QUALITY OFFICIALS. State whether the proposed action is consistent with applicable Federal, State or Local water quality standards. Please describe any inconsistencies.

U.S. ARMY CORPS OF ENGINEERS. State (1) whether permits under Section 404 of the Clean Water Act (33 U.S. C. § 1344) are required for the proposed action and (2) whether any designated wetlands or 100-year flood plains will be affected. Please describe the effects.

U.S. ENVIRONMENTAL PROTECTION AGENCY AND STATE ENVIRONMENTAL PROTECTION (OR EQUIVALENT AGENCY). (1) Identify any potential effects on the surrounding area, (2) identify the location of hazardous waste sites and known hazardous material spills on the right-of-way and list the types of hazardous materials involved, and (3) state whether permits under Section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action.

UNION PACIFIC RAILROAD
1400 Douglas Street Omaha, Nebraska 68179

Thank you for your assistance. Please send your reply to the undersigned.

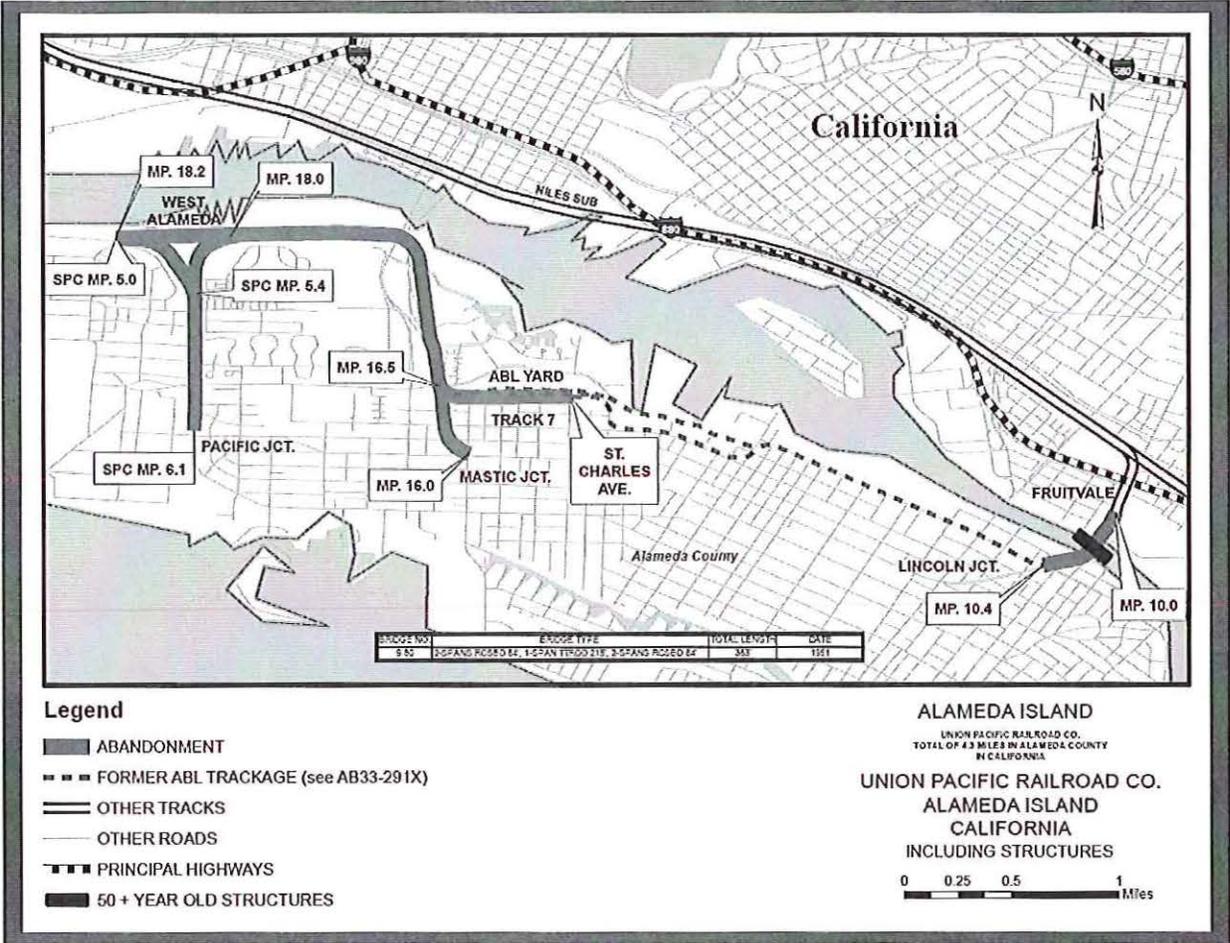
Sincerely,



Sarah J. Rief
Legal Assistant - Law Department
Union Pacific Railroad Company
1400 Douglas Street, MS 1580
Omaha, Nebraska 68179
Phone: (402) 544-0438
Email: sjrief@up.com

Attachment





CERTIFICATE OF SERVICE

The undersigned hereby certifies that a copy of the foregoing Combined Environmental and Historic Report in Docket No. AB-33 (Sub-No. 326X), the Alameda Industrial Lead in Alameda County, CA was served by First Class U.S. Mail, postage prepaid, on the 23rd day of March, 2016, on the following parties:

State Clearinghouse (or Alternate):

Office of Planning and Research
1400 10th St. #12
Sacramento, CA 95814

U.S. Army Corps of Engineers:

U.S. Army Corps of Engineers
San Francisco District
1455 Market Street
San Francisco, CA 94103-1398

State Environmental Protection Agency:

California Environmental Protection Agency
1001 I Street
P.O. Box 2815
Sacramento, CA 95812-2815

National Park Service (Regional Office):

National Park Service
Pacific West Region
1111 Jackson Street, Suite 700
Oakland, CA 94607

Environmental Protection Agency (Regional Office):

U.S. Environmental Protection Agency Region 9
75 Hawthorne Street
San Francisco, CA 94105

U.S. Natural Resources Conservation Service:

U.S. Natural Resources Conservation Service
Livermore Service Center
3585 Greenville Road, Suite 2
Livermore, CA 94550-6707

State of California Historic Preservation Office:

Julianne Polanco
State Historic Preservation Office
1725 23rd Street, Suite 100
Sacramento, CA 95816

National Geodetic Survey:

Geodetic Services Division
SMCC-3 #9209
NOAA N/NGS2
1315 E-W Highway
Silver Spring, Maryland 20910

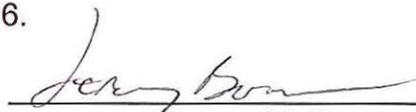
U.S. Fish and Wildlife Service:

U.S. Fish and Wildlife Service
Pacific Southwest Region
2800 Cottage Way
Sacramento, CA 95825

Head of Alameda County, California:

Alameda County Clerk
1106 Madison Street
Oakland, CA 94607

Dated this 23rd day of March, 2016.



Jeremy M. Berman