

UNION PACIFIC RAILROAD
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Chicago, Illinois 60606-1718

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Mack H. Shumate, Jr.
Senior General Attorney, Law Department

June 3, 2013

234357
ENTERED
Office of Proceedings
June 3, 2013
Part of
Public Record

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

RE: Exempt Discontinuance of Service over a portion of the Stoddard Industrial Lead in Nampa, from Milepost 0.9 to Milepost 1.75, a total distance of 0.85 miles in Canyon County, Idaho; STB Docket AB-33 (Sub-No. 294x)

Dear Ms. Brown:

Attached for filing in the above-referenced docket is the 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 in this matter on or after June 23, 2013.

Yours very truly,



2013_06_03 STB-313X Filing Cover Ltr.doc



**BEFORE THE
SURFACE TRANSPORTATION BOARD**

**Docket No. AB-33 (Sub-No. 294X)
UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN CANYON COUNTY, IDAHO
(STODDARD INDUSTRIAL LEAD)**

Combined Environmental and Historic Report

UNION PACIFIC RAILROAD COMPANY
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mackshumate@up.com

Dated: June 3, 2013
Filed: June 3, 2013

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-33 (Sub-No. 294X)
UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN CANYON COUNTY, IDAHO
(STODDARD INDUSTRIAL LEAD)

Combined Environmental and Historic Report

Union Pacific Railroad Company ("UP") submits this updated 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 the Stoddard Industrial Lead at Nampa, from Milepost 0.9 to Milepost 1.75, a distance of 0.85 miles in Canyon County, Idaho (the "Line"). The Line traverses U.S. Postal Service Zip Code 83686. UP anticipates that it will file a Notice of Exemption to abandon the Line on or after June 23, 2013. The original EHR was submitted on November 24, 2010.

A map of the Line (**Attachment No. 1**), UP's original letter to federal, state and local government agencies (**Attachment No. 2**), and UP's follow up letter to those agencies (**Attachment No. 3**) are attached to this EHR. Responses received thus far to UP's letters are also attached. The follow up letter generated one response, which is from the Natural Resources Conservation Service (**Attachment No. 4**).

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 UP's Stoddard Industrial Lead. The Line proposed for abandonment extends from Milepost 0.9 to Milepost 1.75 at Nampa, Canyon County, Idaho, a total distance of 0.85 miles. A map of the Line is attached as **Attachment No. 1**.

The Line was originally constructed in 1897 by the Boise, Nampa & Owyhee Railway Company. It is currently constructed primarily with 133 pound second hand jointed rail put in place in 1969.

Based upon a recent title study, there is no reversionary right of way and the Line does not contain any federally granted right-of-way. Any documentation in UP's possession will be made available to those requesting it.

The Line runs through southeastern portions of Nampa. After abandonment, the rail service will continue to be provided at Nampa by UP's Nampa and Huntington Subdivisions. The Nampa area is also served by UP lessee Boise Valley Railroad.

Numerous local streets access the area served by the Line and provide a route to Interstate 84 in the northern portion of Nampa.

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 Canyon County Board of Commissioners has been contacted. To date, UP has received no response.

(ii) The Natural Resources Conservation Service ("NRCS") has been contacted. Its updated response, attached as **Attachment No. 4**, states that the proposed action will have no effect on prime agricultural lands.

(iii) Not Applicable.

(iv) The right-of-way proposed for abandonment runs through an established urban area already served by numerous roads and highways

and means of energy production and transmission. The right-of-way may be suitable for conservation as a hike/bike trail that would serve to extend an existing trail into central Nampa.

(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) The U.S. Fish and Wildlife Service has been contacted. To date, UP has not received a response.

(ii) The National Park Service has been contacted. To date, UP has not received a response. The Line runs through a built up area of residential neighborhoods, school facilities, and businesses.

(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 Regional Office and Idaho Department of Environmental Quality have been contacted. To date, UP has not received a response.

(ii) The U. S. Army Corps of Engineers has been contacted. To date, UP has not received a response.

(iii) UP does not anticipate that there will be any requirements for Section 402 permits. The Line has no bridges, and UP utilized the National Wetlands Inventory Map to determine that there are no wetlands or waterways on or adjacent to the right-of-way.

(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 topography is generally level. The right-of-way width generally varies from 66 to 99 feet, but is wider at some points. The Line traverses an urban area of residences, schools, and industrial activity. The National Geodetic Survey (“NGS”) was contacted. The NGS responded on September 22, 2010 with a finding that no geodetic survey marks would be adversely affected by the proposed abandonment. (**See**

Attachment No. 5.)

(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:

(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 are no structures on the Line.

(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: Union Pacific informed the Idaho State Historical Society that there were no railroad structures on the Line. The Society responded by letter dated January 4, 2011 (attached as **Attachment No. 6**) stating its view that abandonment of the Line will have no effect on historic properties and that it is also unlikely that there are significant archaeological sites within the segment.

(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 3rd day of June, 2013.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Mack H. Shumate, Jr.", written over a horizontal line.

UNION PACIFIC RAILROAD COMPANY

Mack H. Shumate, Jr.

Senior General Attorney

101 North Wacker Drive, #1920

Chicago, Illinois 60606

312/777-2055 (Tel.)

312/777-2065 (Fax)

mackshumate@up.com

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. 294X), the Stoddard Industrial Lead in Canyon County, Idaho was served by First Class U.S. Mail, postage prepaid, on the 3rd day of June, 2013, on the following parties:

State Clearinghouse (or alternate):

Idaho Transportation Department
3311 W. State Street
P.O. Box 7129
Boise, ID 83707-1129

State Environmental Protection Agency:

Idaho Department of Environmental Quality
1410 N. Hilton
Boise, ID 83706

Head of each County:

Canyon County Board of Commissioners
1115 Albany Street
Caldwell, ID 83605

Environmental Protection Agency

(Regional Office):

U.S. Environmental Protection Agency, Region 10
1200 Sixth Avenue, Suite 900
Seattle, WA 98101

State Historic Preservation Office:

State Historical Society Library and Archives
2205 Old Penitentiary Road
Boise, ID 83712

Idaho Public Utilities Commission

P.O. Box 83720
Boise, ID 83720-0074

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service
1987 S. Vinnell Way, Suite 368
Boise, ID 83709

U.S. Army Corps of Engineers:

U.S. Army Corps of Engineers
Walla Walla District
201 North 3rd Avenue
Walla Walla, WA 99632 – 1876

National Park Service:

National Park Service
221 North State Street
Hagerman, ID 83332

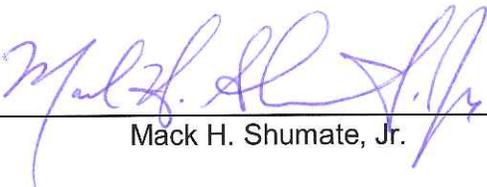
U.S. Natural Resources Conservation Service:

Natural Resources Conservation Service
9173 W. Barnes Drive, Suite C
Boise, ID 83709 – 1574

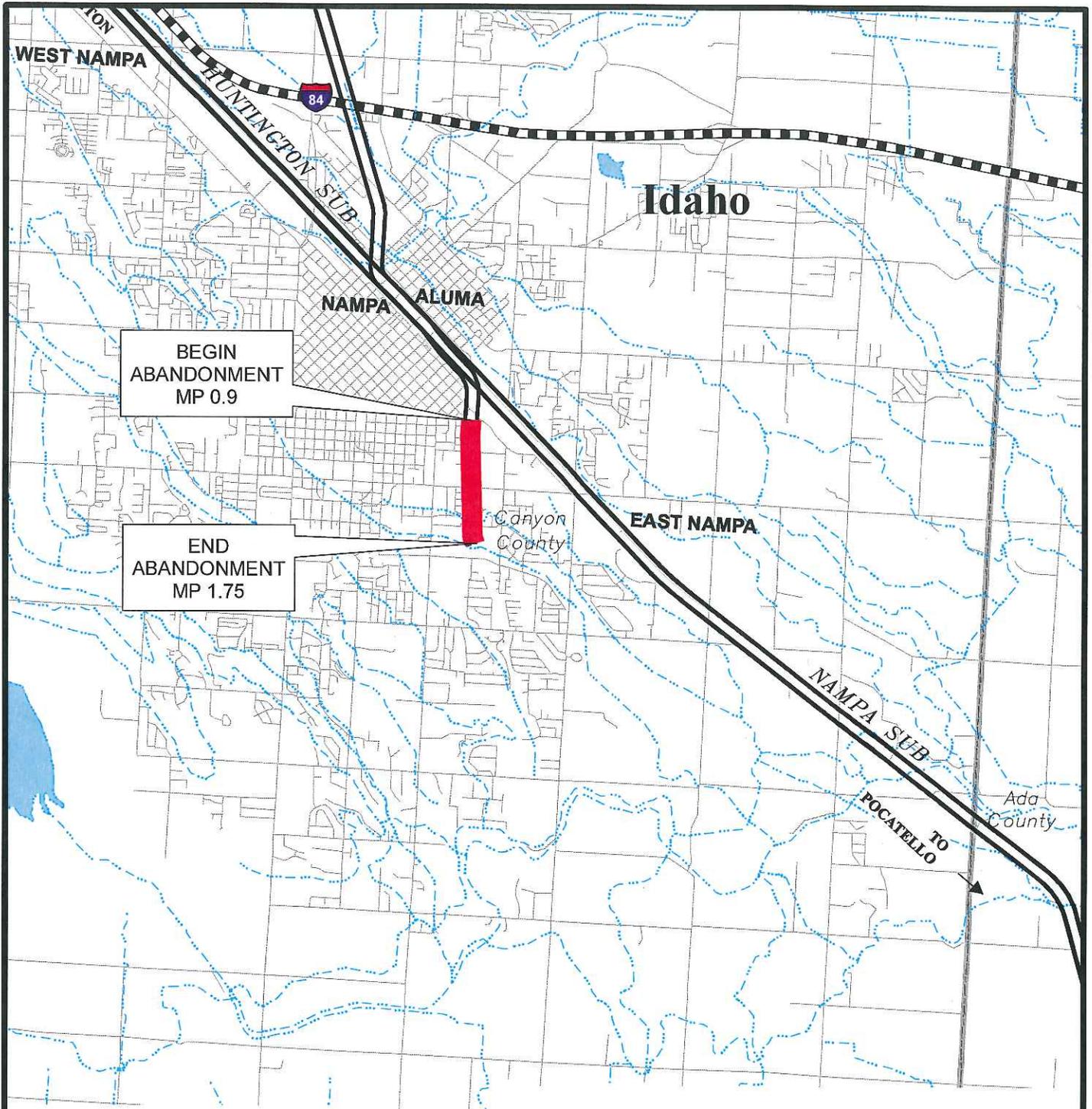
National Geodetic Survey:

Communications and Outreach Branch
NOAA, N/NGS12
National Geodetic Survey, SSMC3 #9202
1315 East-West Highway
Silver Spring, MD 20910-3282

Dated this 3rd day of June, 2013.



Mack H. Shumate, Jr.



Legend

- abandonment.csv Events
- OTHER UPRR LINES
- PRINCIPAL HIGHWAYS
- OTHER ROADS

STODDARD INDUSTRIAL LEAD

MP 0.9 TO MP 1.75
TOTAL OF 0.85 MILES IN CANYON COUNTY
IN IDAHO

**UNION PACIFIC RAILROAD CO.
STODDARD INDUSTRIAL LEAD
IDAHO**

NOTE : THERE ARE NO 50+ YEAR OLD STRUCTURES



Q:\abandonments\lab33_294x_Stoddard_Incl.mxd



August 30, 2010

State Clearinghouse (or alternate):

Idaho Transportation Department
3311 W. State Street
P.O. Box 7129
Boise, ID 83707-1129

State Environmental Protection Agency:

Idaho Department of Environmental Quality
1410 N. Hilton
Boise ID 83706

Head of each County:

Canyon County Board of Commissioners
1115 Albany Street
Caldwell, ID 83605

**Environmental Protection Agency
(Regional Office):**

U.S. Environmental Protection Agency
Region 10
1200 Sixth Avenue, Suite 900
Seattle, WA 98101

State Historic Preservation Office

State Historical Society Library and Archives
2205 Old Penitentiary Road
Boise, ID 83712

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service
1987 S. Vinnell Way, Suite 368
Boise, ID 83709

U.S. Army Corps of Engineers:

U. S. Army Corps of Engineers,
Walla Walla District
201 North 3rd Avenue
Walla Walla, WA 99632-1876

National Park Service:

National Park Service
221 North State Street
Hagerman, ID 83332

U.S. Natural Resources Conservation Service:

Natural Resource Conservation Service
9173 W. Barnes Drive, Suite C
Boise, ID 83709-1574

National Geodetic Survey:

National Geodetic Survey
Geodetic Services Division
Information Services
NOAAINGS12
1315 E-W Highway
Silver Spring, MD 20910-3282

Re: Proposed Abandonment of the Stoddard Industrial Lead in Nampa, from Milepost 0.9 to Milepost 1.75, a total distance of 0.85 miles in Canyon County, Idaho; STB Docket No. AB-33 (Sub-No. 294X)

To Whom It May Concern:

Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to abandon and discontinue service on the Stoddard Industrial Lead in Nampa, from Milepost 0.9 to Milepost 1.75, a total distance of 0.85 miles in Canyon County, Idaho. A map of the proposed track abandonment shown in black 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. 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. 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. 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.

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

Sincerely,

A handwritten signature in cursive script that reads "Colleen K. Graham".

Colleen K. Graham
Paralegal
Union Pacific Railroad
Law Department
1400 Douglas St., Stop 1580
Omaha, NE 68179
(w) 402-544-1643
cgraham@up.com

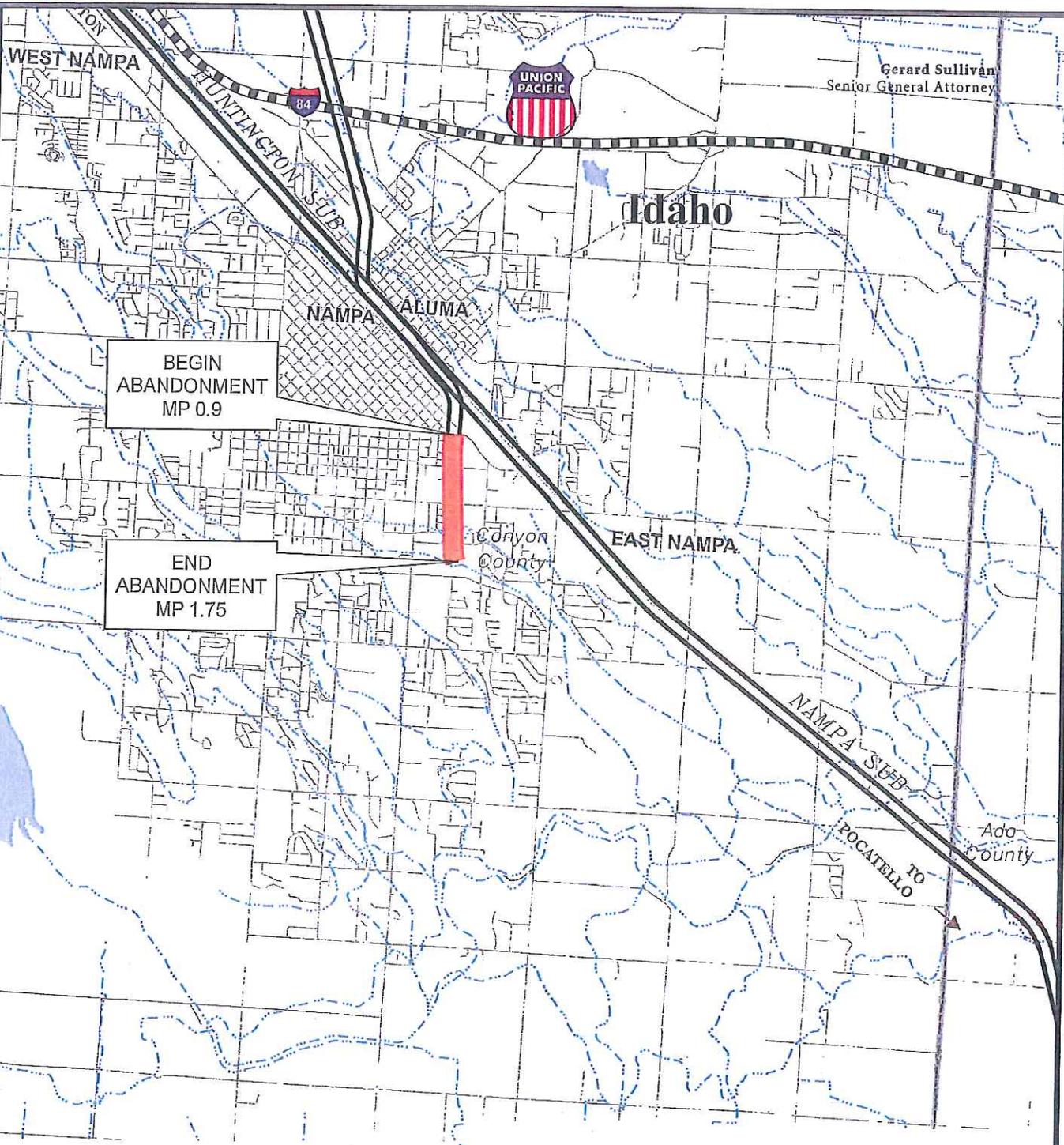
CKG/

Enclosure(s)

Gerard Sullivan
Senior General Attorney



Idaho



BEGIN
ABANDONMENT
MP 0.9

END
ABANDONMENT
MP 1.75

Legend

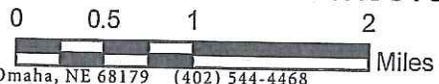
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STODDARD INDUSTRIAL LEAD
IDAHO**

NOTE : THERE ARE NO 50+ YEAR OLD STRUCTURES





February 6, 2013

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3311 W State Street
P.O. Box 7129
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To Whom It May Concern:

On August 30, 2010, Union Pacific sent your agency a letter seeking comments concerning the above proposed abandonment. On November 24, 2010, Union Pacific submitted to the Surface Transportation Board a Combined Environmental and Historic Report (CEHR) concerning the proposed abandonment. However, Union Pacific did not submit the proposed abandonment in late 2010 for several business related reasons which are no longer applicable. Union Pacific now wishes to proceed with the proposed abandonment. In order to progress the proposed abandonment, an updated CEHR must be filed. Accordingly, Union Pacific requests any update or revision your agency desires to submit with regard to the proposed abandonment. For your convenience, I have attached the response, if any, your agency submitted with regard to the CEHR filed November 24, 2010.



Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to abandon and discontinue service on the Stoddard Industrial Lead in Nampa, from Milepost 0.90 to Milepost 1.75, a total distance of 0.85 miles in Canyon County, Idaho. A map of the proposed track abandonment shown in black is attached.

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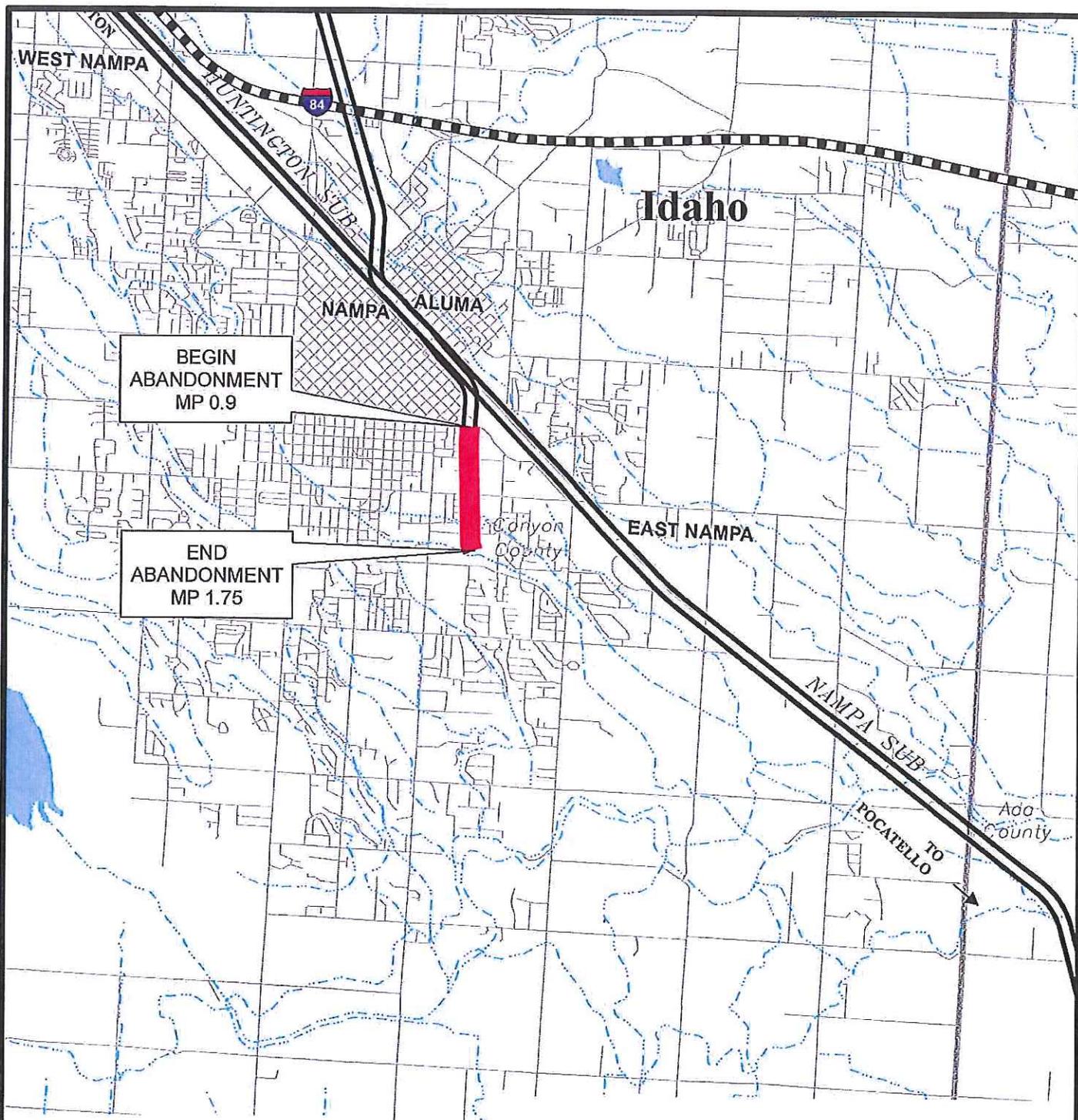
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Thank you for your assistance. Please send your reply to the undersigned.

Sincerely,

Jessica L. Johnson
Paralegal-Law Department
Union Pacific Railroad
Law Department
1400 Douglas St., Stop 1580
402-544-3868
jjohnson@up.com

Enclosures: Map and Past Response (if applicable)



Legend

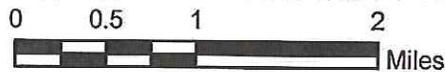
- abandonment.csv Events
- OTHER UPRR LINES
- PRINCIPAL HIGHWAYS
- OTHER ROADS

STODDARD INDUSTRIAL LEAD

MP 0.9 TO MP 1.75
TOTAL OF 0.85 MILES IN CANYON COUNTY
IN IDAHO

**UNION PACIFIC RAILROAD CO.
STODDARD INDUSTRIAL LEAD
IDAHO**

NOTE : THERE ARE NO 50+ YEAR OLD STRUCTURES



United States Department of Agriculture



Natural Resources Conservation Service
9173 W. Barnes Dr., Suite C
Boise, Idaho 83709
Phone: (208) 378-5700
Fax: (208) 378-5735

FEB 13 2013

Jessica L. Johnson
Paralegal-Law Department
Union Pacific Railroad
Law Department
1400 Douglas St., Stop 1580
Omaha, NE 68179

RE: Proposed Abandonment of the Stoddard Industrial Lead in Nampa, from Milepost 0.90 to Milepost 1.75, a total distance of 0.85 miles in Canyon County, Idaho; STB Docket No. AB-33 (Sub-No. 294X)

Dear Ms. Graham:

This is in reply to your letter of February 6, 2013 requesting NRCS to state the effects of the proposed action referenced above on prime agricultural land.

The project area lies mostly within the city limits of Nampa, ID and entirely within the Nampa Impact Area. The project area does not meet the definition of prime farmland because it is already in or committed to urban development, covered by railroad tracks, and not available for use as farmland or for livestock or timber production. Therefore, the proposed action will have no effect on prime agricultural lands.

We appreciate the opportunity to provide comments on this project. If you have questions or need further assistance, please contact Karen Fullen at 208-378-5725.

Sincerely,

Eugene Schook
Acting For

JEFF BURWELL
State Conservationist

cc: James Eller, District Conservationist, NRCS, Caldwell, ID
Bob Tribelhorn, Assistant State Conservationist, Operations - West, NRCS, Moscow, ID

Helping People Help the Land

An Equal Opportunity Provider and Employer



ATTACHMENT 4

Simon Monroe
<Simon.Monroe@noaa.gov>
>
09/22/2010 10:01 AM

To cgraham@up.com
cc Jim Richardson <Jim.Richardson@noaa.gov>, Surface
Transportation Board <sea@stb.dot.gov>,
Surveyorlady@yahoo.com, Gilbert Mitchell
<Gilbert.Mitchell@noaa.gov>, Simon Monroe
<Simon.Monroe@noaa.gov>
Subject [NGS Response, STB Docket AB-33 (SUB NO. 294X)]
t

Thank you for sharing your railroad abandonment environmental report for Nampa, Canyon County, IDAHO.

Approximately 00 geodetic survey marks may be located in the area described.

If marks will be disturbed by the abandonment, [THE RAILROAD] shall consult with the National Geodetic Survey (NGS) at least 90 days prior to beginning salvage activities that will disturb, or destroy any geodetic station

marks are described on the attached file. Additional advice is provided at

<http://geodesy.noaa.gov/marks/railroads/>

|----|-----| - -|-----|-----|-----|-----|-----|

No Stations Found.



"The History and Preservation People"

Our mission: to educate through the identification, preservation, and interpretation of Idaho's cultural heritage.

www.idahohistory.net

C.L. "Butch" Otter
Governor of Idaho

Janet L. Gallimore
Executive Director

Administration
2205 Old Penitentiary Road
Boise, Idaho 83712-8250
Office: (208) 334-2682
Fax: (208) 334-2774

Archaeological Survey of Idaho
210 Main Street
Boise, Idaho 83702-7264
Office: (208) 334-3847
Fax: (208) 334-2775

Historical Museum and Education Programs
610 North Julia Davis Drive
Boise, Idaho 83702-7695
Office: (208) 334-2120
Fax: (208) 334-4059

Historic Preservation Office
210 Main Street
Boise, Idaho 83702-7264
Office: (208) 334-3861
Fax: (208) 334-2775

Historic Sites Office
2445 Old Penitentiary Road
Boise, Idaho 83712-8254
Office: (208) 334-2844
Fax: (208) 334-3225

Public Archives and Research Library
2205 Old Penitentiary Road
Boise, Idaho 83712-8250

Public Archives
Office: (208) 334-2620
Fax: (208) 334-2626

Research Library
Office: (208) 334-3356
Fax: (208) 334-3198

Oral History
Office: (208) 334-3863
Fax: (208) 334-3198

January 4, 2011

Ms. Melanie Kewin
Union Pacific Railroad Company
Law Department
1400 Douglas St. MS 1580
Omaha NE 68179

RE: Abandonment Exemption, Canyon County, Idaho; Stoddard Industrial Lead, M.P. 0.9 to M.P. 1.75 (0.85 miles)

Dear Ms. Kewin:

Thank you for requesting our views on the proposed abandonment of 0.85 miles of rail line (the Stoddard Industrial Lead) in Canyon County, Idaho. You have informed us that no bridges, trestles, or other rail road associated structures exist within this segment. It is also unlikely that significant archaeological sites are located here.

Therefore, we agree that abandonment of this short segment will have *no effect* on historic properties. If archaeological remains are discovered during any line removal activities, our office should be notified immediately.

We appreciate your cooperation. If you have any questions, please feel free to contact me at 208-334-3847, ext. 107.

Sincerely,

Susan Pengilly
Deputy SHPO and
Compliance Coordinator



The Idaho State Historical Society is an Equal Opportunity Employer.

ATTACHMENT 6



"Preserving the Past, Enriching the Future"

**IDAHO STATE
HISTORICAL SOCIETY**

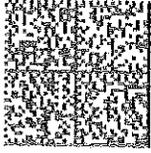
2205 Old Penitentiary Road, Boise, ID 83712-8250

RETURN SERVICE REQUESTED

PRESORTED
FIRST CLASS



02 1M
0004270935 JAN05 2011
\$ 00.33⁵
MAILED FROM ZIP CODE 83702



MS MELANIE KEWIN
UNION PACIFIC RAILROAD COMPANY
LAW DEPARTMENT
1400 DOUGLAS ST MS 1580
OMAHA NE 68179

68179 68179