

UNION PACIFIC RAILROAD
101 North Wacker Drive, Room 1920
Chicago, Illinois 60606-1718

P 312.777.2055
F 877.213.4433
mackshumate@up.com

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

August 6, 2014

VIA E-FILE

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

236410
ENTERED
Office of Proceedings
August 6, 2014
Part of
Public Record

**RE: Proposed Abandonment of the Former Texas Central Railroad from
Milepost 2.31 to Milepost 4.76, a total distance of 2.45 miles near Waco,
McLennan County, Texas; STB Docket No. AB-33 (Sub-No. 318X)**

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 August 26, 2014.

Sincerely,



Mack H. Shumate, Jr.
Senior General Attorney

Attachment

AB-33 (Sub-No. 316X) 2014_08_06 STB-EHR Agency Ltr.doc



**BEFORE THE
SURFACE TRANSPORTATION BOARD**

**Docket No. AB-33 (Sub-No. 318X)
UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN MCLENNAN COUNTY, TX
(FORMER TEXAS CENTRAL RAILROAD)**

Combined Environmental and Historic Report

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

Dated: August 6, 2014

Filed: August 6, 2014

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-33 (Sub-No. 318X)
UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN MCLENNAN COUNTY, TX
(FORMER TEXAS CENTRAL RAILROAD)

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 a remaining portion of the Former Texas Central Railroad (TCR) from Milepost 2.31 to Milepost 4.76 near Waco, a distance of 2.45 miles in McLennan County, Texas (the "Line"). The TCR was acquired by the Missouri-Kansas-Texas Railroad (MKT) by merger. UP is the successor in interest by merger to the MKT and UP is the owner and operator of the Line. The Line traverses U.S. Postal Service Zip Codes 76704 and 76705. UP anticipates that it will file a Notice of Exemption to abandon the Line on or after August 20, 2014. 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 are no bridge structures on the Line, and remaining track is limited to approximately three tenths of a mile near the North 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 a remaining portion of the former TCR. The TCR was acquired by MKT by merger. UP is the successor in interest by merger to MKT and UP is the owner and operator of the Line. The Line proposed for abandonment extends from Milepost 2.31 to Milepost 4.76 near Waco, in McLennan County, Texas, a total distance of 2.45 miles. A map of the Line is attached as **Attachment No. 1**.

Records indicate that the Line was constructed by the TCR in 1905 as a southward extension from Ross to Waco in McLennan County, Texas. The Line currently contains approximately 0.3 miles of jointed rail in place near the north end of the Line, with the southern two miles being clear of trackage. (After a 100 plus mile abandonment of the TCR north of the Line in 1967, the Line appeared to have been reclassified by then owner MKT 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 are no bridge structures 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 Waco for a utility corridor and, possibly, trail use. 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, the Waco area will continue to receive rail service from UP via a remaining fragment of the Former TCR to the north of the Line as well as from the UP's Ft. Worth and Waco Subdivisions. Waco is also served by BNSF. Waco is well served by major highways such as Interstate Route 35 and U.S. Route 84 and by numerous local roads.

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 McLennan 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) The property proposed for abandonment is suitable for a public purpose in the form of a corridor for utilities such as sanitary sewer lines, but 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. 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 were contacted. In its September 11, 2013 stamped response attached as **Attachment 3**, the Fish and Wildlife Service found that there would be no adverse effects requiring action. Also, the Line does not appear to enter any national or state parks or forests, wildlife sanctuaries, or refuges.

(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 Texas 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. Its August 16, 2013 response is attached as **Attachment No. 4**. In a September 11, 2013 phone conversation, UP reviewed the location and condition of the Line with Mr. Blake Brannon of the Corps and it was agreed that the intact portion of the line does not cross or abut waterways or wetlands; accordingly, there is no need for a Section 404 permit.

(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 Faulkner Lane in the northwestern part of Waco and ends on the north side of Old Fort Graham Road. The southern two thirds of the right of way runs through residential areas and the northern third runs through an industrial area. The right of way is approximately 60 feet in width. The topography is flat.

(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: There are no sites or structures that appear to meet the criteria for listing on the National Register. Attached as **Attachment No. 5** is a notification from the Texas Historical Commission that it has reviewed the area to be abandoned and has no concerns.

(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.

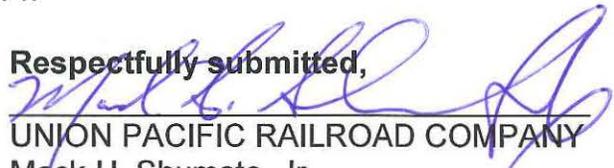
Response: UP does not have any such readily available information.

(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 24 day of August, 2014.

Respectfully submitted,


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. 318X), the Former Texas Central Railroad in McLennan County, Texas was served by First Class U.S. Mail, postage prepaid, on the 6th day of August, 2014, on the following parties:

State Clearinghouse (or Alternate):

Denise S. Francis
Director, State Grants Team
Governor's Office of Budget and Planning
P.O. Box 12428
Austin, Texas 78711

U.S. Army Corps of Engineers:

U.S. Army Corps of Engineers
Fort Worth District
3801 Zoo Park Drive
Waco, Texas 76708

State Environmental Protection Agency:

Zak Covar, MC 109
Texas Commission on Environmental
Quality
P.O. Box 13087
Austin, Texas 78711

National Park Service (Regional Office):

Suzanne Dixon, Regional Director
National Park Service - Texas Region
2904 Swiss Avenue
Dallas, Texas 75204

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

U.S. Environmental Protection Agency -
Region 6
1445 Ross Avenue, Suite 1200
Dallas, Texas 75202

**U.S. Natural Resources Conservation
Service:**

U.S. Natural Resources Conservation
Service
Waco Service Center
5040 S. Loop 340
Waco, Texas 76706

**State of Texas Historic Preservation
Office:**

Texas Historical Commission Main Office
P.O. Box 12276
Austin, Texas 78711

National Geodetic Survey:

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

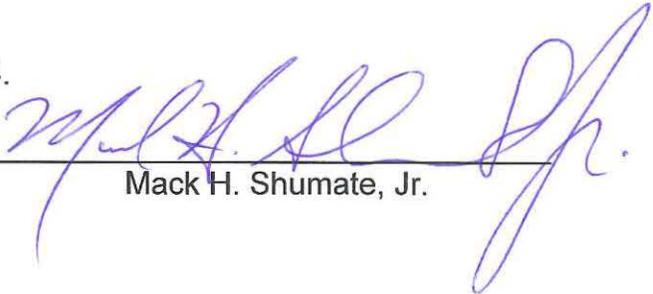
U.S. Fish and Wildlife Service:

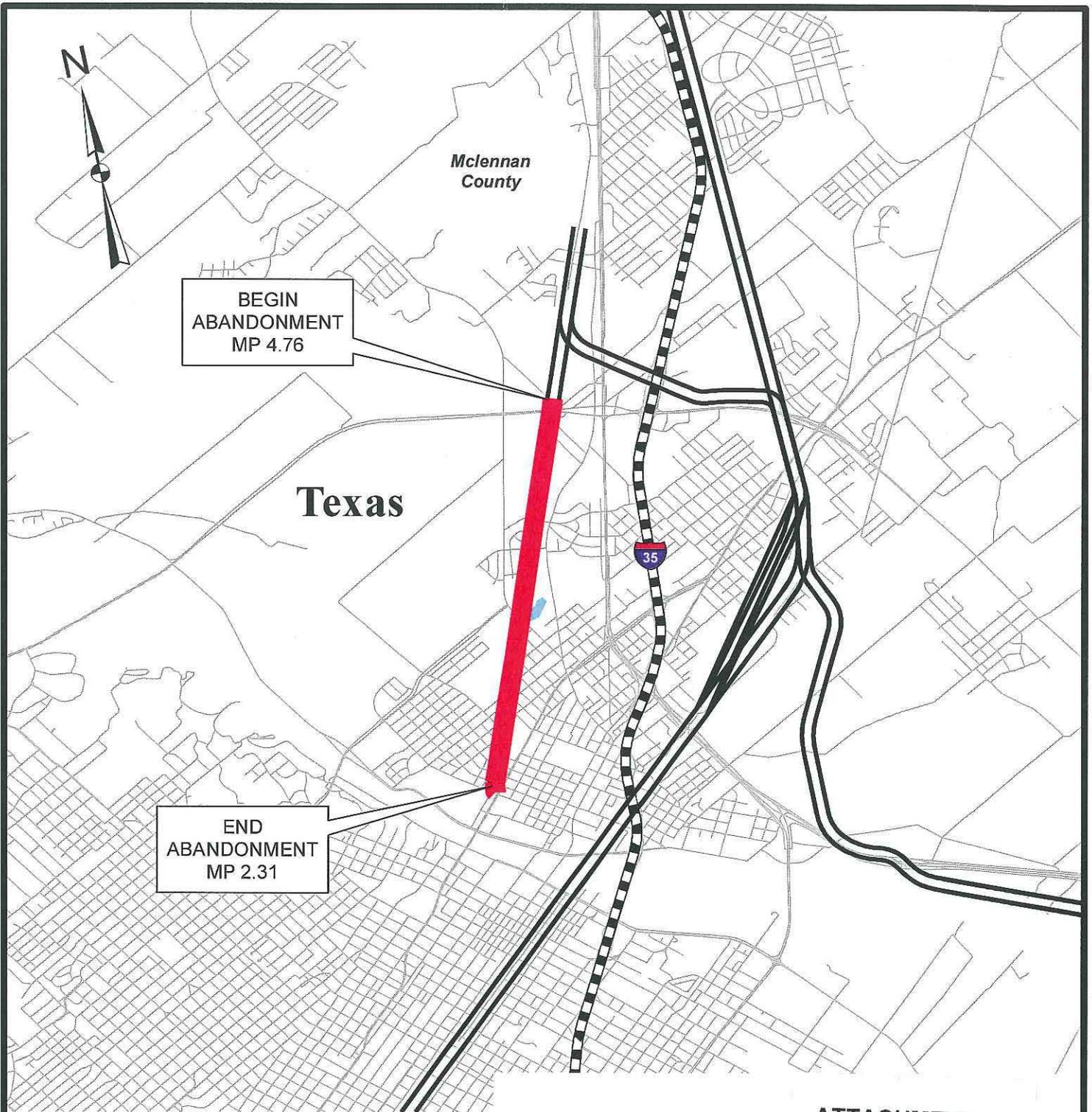
U.S. Fish and Wildlife Service
Austin Ecological Services Field Office
10711 Burnet Road, Suite 200
Austin, Texas 78758

Head of McLennan County, Texas:

J.A. "Andy" Harwell
McLennan County Clerk
215 N. 5th Street, Room 223-A
Waco, Texas 76701

Dated this 6th day of August, 2014.


Mack H. Shumate, Jr.



ATTACHMENT 1

FORMER TEXAS CENTRAL RAILROAD

UNION PACIFIC RAILROAD CO.

MP 2.31 TO MP 4.76

TOTAL OF 2.45 MILES IN McLENNAN COUNTY
IN TEXAS

**UNION PACIFIC RAILROAD CO.
FORMER TEXAS CENTRAL RAILROAD
TEXAS**

NOTE : THERE ARE NO 50+ YEAR OLD STRUCTURES

Legend

-  Former Texas Central Railroad
-  OTHER UPRR LINES
-  PRINCIPAL HIGHWAYS
-  OTHER ROADS



UNION PACIFIC RAILROAD
1400 Douglas Street Omaha, Nebraska 68179

July 25, 2013

State Clearinghouse (or Alternate):

Denise S. Francis
Director, State Grants Team
Governor's Office of Budget and Planning
P.O. Box 12428
Austin, Texas 78711

U.S. Army Corps of Engineers:

U.S. Army Corps of Engineers
Fort Worth District
3801 Zoo Park Drive
Waco, Texas 76708

State Environmental Protection Agency:

Zak Covar, MC 109
Texas Commission on Environmental Quality
P.O. Box 13087
Austin, Texas 78711

National Park Service (Regional Office):

Suzanne Dixon, Regional Director
National Park Service - Texas Region
2904 Swiss Avenue
Dallas, Texas 75204

Environmental Protection Agency (Regional Office):

U.S. Environmental Protection Agency - Region 6
1445 Ross Avenue, Suite 1200
Dallas, Texas 75202

U.S. Natural Resources Conservation Service:

U.S. Natural Resources Conservation Service
Waco Service Center
5040 S. Loop 340
Waco, Texas 76706

State of Texas Historic Preservation Office:

Texas Historical Commission Main Office
P.O. Box 12276
Austin, Texas 78711

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
Southwest Region (2) Office
500 East McCarty Lane
San Marcos, Texas 78666

Head of McLennan County, Texas:

J.A. "Andy" Harwell
McLennan County Clerk
215 N. 5th Street, Room 223-A
Waco, Texas 76701

Re: Proposed Abandonment of the Former Texas Central Railroad from Milepost 2.31 to Milepost 4.76, a total distance of 2.45 miles near Waco, McLennan County, Texas, STB Docket No. AB-33 (Sub-No. 318X)

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 former Texas Central Railroad from Milepost 2.31 to Milepost 4.76, a total distance of 2.45 miles near Waco, McLennan County, Texas. A map of the proposed abandonment shown in red is attached. There are no bridge structures on the line, and the remaining track structure is limited to approximately three tenths of a mile near the north end of the proposed action.



UNION PACIFIC RAILROAD
1400 Douglas Street Omaha, Nebraska 68179

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. 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.

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

Sincerely,



Kristine K. Nelson
Paralegal - Law Department
Union Pacific Railroad Company
1400 Douglas Street, MS 1580
Omaha, Nebraska 68179
Phone: (402) 544-3512
Email: kknelson1@up.com

Attachment



02ETAU00-2013-TA-0292

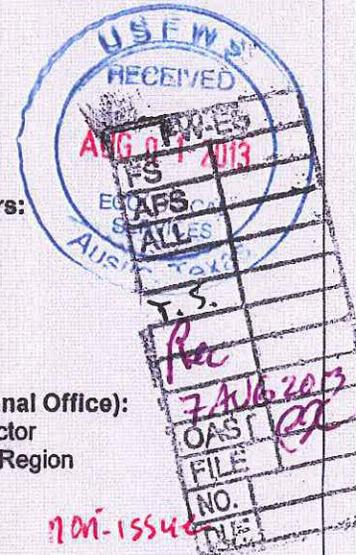
UNION PACIFIC RAILROAD
1400 Douglas Street Omaha, Nebraska 68179

NO ACTION

Date: 11 SEPTEMBER 2013
Consultation #: 02ETAU00-2013-TA-0292

Approved by KCC/FR TS 11SEPT13
Adam Zerrenner, Field Supervisor
U.S. FISH & WILDLIFE SERVICE, AUSTIN, TEXAS

July 25, 2013



State Clearinghouse (or Alternate):
Denise S. Francis
Director, State Grants Team
Governor's Office of Budget and Planning
P.O. Box 12428
Austin, Texas 78711

U.S. Army Corps of Engineers:
U.S. Army Corps of Engineers
Fort Worth District
3801 Zoo Park Drive
Waco, Texas 76708

State Environmental Protection Agency:
Zak Covar, MC 109
Texas Commission on Environmental Quality
P.O. Box 13087
Austin, Texas 78711

National Park Service (Regional Office):
Suzanne Dixon, Regional Director
National Park Service - Texas Region
2904 Swiss Avenue
Dallas, Texas 75204

Environmental Protection Agency (Regional Office):
U.S. Environmental Protection Agency - Region 6
1445 Ross Avenue, Suite 1200
Dallas, Texas 75202

U.S. Natural Resources Conservation Service:
U.S. Natural Resources Conservation Service
Waco Service Center
5040 S. Loop 340
Waco, Texas 76706

State of Texas Historic Preservation Office:
Texas Historical Commission Main Office
P.O. Box 12276
Austin, Texas 78711

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
Southwest Region (2) Office
500 East McCarty Lane
San Marcos, Texas 78666

*WRONG OFFICE
use Austin ESPO*

Head of McLennan County, Texas:
J.A. "Andy" Harwell
McLennan County Clerk
215 N. 5th Street, Room 223-A
Waco, Texas 76701

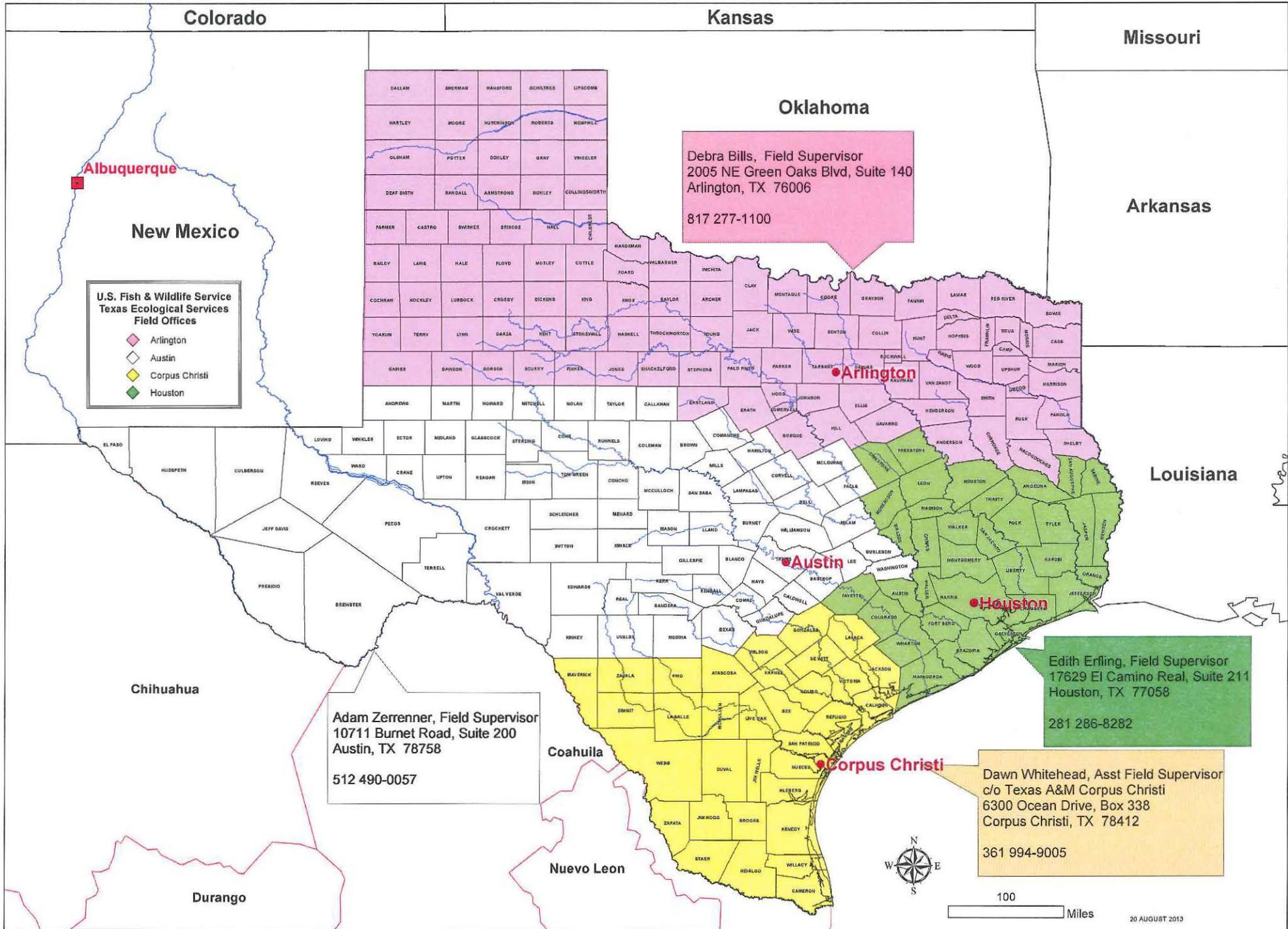
Re: Proposed Abandonment of the Former Texas Central Railroad from Milepost 2.31 to Milepost 4.76, a total distance of 2.45 miles near Waco, McLennan County, Texas, STB Docket No. AB-33 (Sub-No. 318X)

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 former Texas Central Railroad from Milepost 2.31 to Milepost 4.76, a total distance of 2.45 miles near Waco, McLennan County, Texas. A map of the proposed abandonment shown in red is attached. There are no bridge structures on the line, and the remaining track structure is limited to approximately three tenths of a mile near the north end of the proposed action.

*North
end 31.606303
-97.116295*





Colorado

Kansas

Missouri

Oklahoma

Arkansas

Louisiana

New Mexico

Chihuahua

Coahuila

Nuevo Leon

Durango

**U.S. Fish & Wildlife Service
Texas Ecological Services
Field Offices**

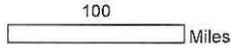
- ◆ Arlington
- ◇ Austin
- ◇ Corpus Christi
- ◇ Houston

Debra Bills, Field Supervisor
2005 NE Green Oaks Blvd, Suite 140
Arlington, TX 76006
817 277-1100

Adam Zerrenner, Field Supervisor
10711 Burnet Road, Suite 200
Austin, TX 78758
512 490-0057

Edith Erling, Field Supervisor
17629 El Camino Real, Suite 211
Houston, TX 77058
281 286-8282

Dawn Whitehead, Asst Field Supervisor
c/o Texas A&M Corpus Christi
6300 Ocean Drive, Box 338
Corpus Christi, TX 78412
361 994-9005





DEPARTMENT OF THE ARMY
FORT WORTH DISTRICT, CORPS OF ENGINEERS
P.O. BOX 17300
FORT WORTH, TEXAS 76102-0300

August 16, 2013

Planning, Environmental, and Regulatory Division
Regulatory Branch

SUBJECT: Project Number SWF-2013-00375, Texas Central Railroad Milepost 2.31 to
Milepost 4.76

Kristine Nelson
Union Pacific Railroad Company
Paralegal - Law Department
1400 Douglas Street, MS 1580
Omaha, NE 68179

Dear Ms. Nelson:

Thank you for your letter received August 15, 2013, concerning a proposal by Union Pacific Railroad Company to abandon and discontinue service located in McLennan County, Texas. This project has been assigned Project Number SWF-2013-00375. Please include this number in all future correspondence concerning this project.

Mr. Blake Brannon has been assigned as the regulatory project manager for your request and will be evaluating it as expeditiously as possible.

You may be contacted for additional information about your request. For your information, please reference the Fort Worth District Regulatory Branch homepage at www.swf.usace.army.mil/Missions/Regulatory.aspx and particularly guidance on submittals at www.media.swf.usace.army.mil/pubdata/environ/regulatory/introduction/submittal.pdf and mitigation at www.usace.army.mil/Missions/Regulatory/Permitting/Mitigation.aspx that may help you supplement your current request or prepare future requests.

If you have any questions about the evaluation of your submittal or would like to request a copy of one of the documents referenced above, please contact Mr. Blake Brannon at the address above or telephone 817-886-1838 and refer to your assigned project number. Please note that it is unlawful to start work without a Department of the Army permit if one is required.

Please help the Regulatory Program improve its service by completing the survey on the following website: <http://per2.nwp.usace.army.mil/survey.html>.

Stephen L. Brooks
Chief, Regulatory Branch



Texas SHPO response proposed abandonment
Linda Henderson to: kknels01@up.com

08/29/2013 12:53 PM

Ms. Nelson,

Thank you for the notice for the proposed Union Pacific abandonment of MP 2.31 to MP 4.76 of the former Texas Central Railroad segment near Waco, McLennan County, Texas. We have reviewed the map and the area to be abandoned, and we have no concerns. Please contact us with any questions.

Best,

Linda

Linda Henderson
Historian, Federal Programs
History Programs Division
Texas Historical Commission
P.O. Box 12276
Austin, Texas 78711-2276
phone: 512/463-5851
www.thc.state.tx.us



TEXAS HISTORICAL COMMISSION
real places telling real stories