

**UNION PACIFIC RAILROAD COMPANY**

LAW DEPARTMENT  
101 NORTH WACKER DRIVE, SUITE 1920  
CHICAGO, ILLINOIS 60606  
FAX NO. 312-777-2065

206417

RONALD J. CUCHNA  
GENERAL SOLICITOR  
312-777-2040

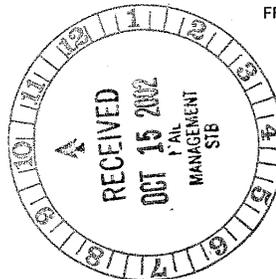


GEORGE H. BRANT  
312-777-2051  
MACK H. SHUMATE, JR.  
312-777-2055  
DANIEL R. LA FAVE  
312-777-2046  
LINDA J. COYLE  
312-777-2056  
THOMAS W. CUSHING  
312-777-2053  
FREDERICK P. JOHNSTON, JR.  
312-777-2047

October 14, 2002

**VIA U.P.S. OVERNIGHT DELIVERY**

Surface Transportation Board  
Section of Environmental Analysis  
1925 "K" St., N.W., Room 504  
Washington, DC 20423-0001



**ATTN: Victoria Rutson**

**RE: Docket AB-33 (Sub-No. 194X), Union Pacific Railroad Company  
Abandonment Exemption - In Salt Lake County, Utah (Bingham  
Industrial Lead) from M.P. 6.60 near Bagley Spur, Utah to  
M.P. 11.81 near Lead Mine, Utah, a Distance of 5.21 Miles**

Dear Ms. Rutson:

Enclosed for filing in the above-referenced docket is the original and ten (10) copies of a 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. Three (3) computer diskettes of the Combined Environmental and Historic Report are also enclosed.

Union Pacific Railroad Company anticipates filing a Notice of Exemption in this matter on or after November 3, 2002.

Sincerely yours,

Mack H. Shumate, Jr.  
Senior General Attorney

ENTERED  
Office of Proceedings

OCT 15 2002

Part of  
Public Record

Enclosures

**CERTIFICATE OF SERVICE**  
**OF THE**  
**COMBINED ENVIRONMENTAL AND HISTORIC REPORT**

The undersigned hereby certifies that a copy of the foregoing Combined Environmental and Historic Report in Docket No. AB-33 (Sub-No. 194X), the Bingham Industrial Lead in Salt Lake County, Utah was served by first class mail on the 14th day of October, 2002 on the following:

**State Clearinghouse (or alternate):**

Utah State Clearinghouse  
Office of Planning and Budget  
Room 116, State Capitol  
Salt Lake City, UT 84114

**State Environmental Protection Agency:**

Division of Environmental Health  
P.O. Box 16700  
Salt Lake City, UT 84116-0700

**State Coastal Zone Management Agency**  
**(if applicable):**

Not applicable.

**Head of County (Planning):**

Salt Lake County Council  
County Government Center  
2001 South State Street, Suite N2100  
Salt Lake City, UT 84190-0001

**Environmental Protection Agency**  
**(regional office):**

U.S. Environmental Protection Agency  
Region VIII  
999 18th Street, Suite 500  
Denver, CO 80202-2466

**U.S. Fish and Wildlife:**

U.S. Fish & Wildlife Service, Region 6  
Denver Federal Center  
Denver, CO 80225

**U.S. Army Corps of Engineers:**

U.S. Army Engineer District, Sacramento  
District Commander  
1325 J Street  
Sacramento, CA 95814-2922

**National Park Service:**

William D. Shaddox  
Chief, Land Resources Division  
National Park Service  
Department of the Interior  
1849 "C" St., N.W., #MS2540  
Washington, D.C. 20002

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

Natural Resource Conservation Service  
4402 Bennett Federal Building  
125 South State Street  
Salt Lake City, UT 84147

**National Geodetic Survey:**

National Geodetic Survey  
Edward J. McKay, Chief  
Spatial Reference System Division  
NOAA N/NGS2  
1315 E-W Highway  
Silver Spring, MD 20910-3282

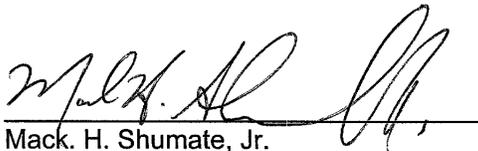
**State Historic Preservation Office:**

Utah State Historical Society  
300 Rio Grande  
Salt Lake City, UT 84101

**Other Agencies Consulted:**

None.

Dated this 14th day of October, 2002.

  
Mack. H. Shumate, Jr.

**UNION PACIFIC RAILROAD COMPANY**

LAW DEPARTMENT  
101 NORTH WACKER DRIVE, SUITE 1920  
CHICAGO, ILLINOIS 60606  
FAX NO. 312-777-2065



October 14, 2002

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**State Coastal Zone Management Agency  
(if applicable):**

Not applicable.

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1325 J Street  
Sacramento, CA 95814-2922

**National Park Service:**

National Park Service  
William D. Shaddox  
Chief, Land Resources Division  
800 North Capitol Street, NE., Room 500  
Washington, D.C. 20002

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

Natural Resource Conservation Service  
4402 Bennett Federal Building  
125 South State Street  
Salt Lake City, UT 84147

**National Geodetic Survey:**

National Geodetic Survey  
Edward J. McKay, Chief  
Spatial Reference System Division  
NOAA N/NGS2  
1315 E-W Highway  
Silver Spring, MD 20910-3282

**State Historic Preservation Office:**

Utah State Historical Society  
300 Rio Grande  
Salt Lake City, UT 84101

**Other Agencies Consulted:**

None.

Re: **Proposed Abandonment of the Bingham Industrial Lead from M. P. 6.60 near Bagley Spur to M. P. 11.81 near Lead Mine, a distance of 5.21 miles in Salt Lake County, Utah; STB Docket No. AB-33 (Sub-No. 194x)**

Dear Sirs:

On or after November 3, 2002, we expect to be filing with the Surface Transportation Board (STB or Board) a Notice of Exemption to abandon and discontinue operations over the Bingham Industrial Lead from M. P. 6.60 near Bagley Spur to

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October 14, 2002  
Page 2

AB-33 (Sub No. 194X)

M.P. 11.81 near Lead Mine, a distance of 5.21 miles in Salt Lake County, Utah (the "Line"). The Line traverses U. S. Postal Service Zip Codes 84006, 84088, and 84095. Attached is a Combined Environmental and Historic Report which describes the proposed action and any expected environmental and historic effects, as well as a map of the affected area.

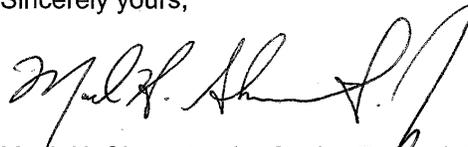
We are providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of this proceeding. If any of the information is misleading or incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Section of Environmental Analysis (SEA) at the following address, and refer to the above-referenced Docket Numbers:

Surface Transportation Board  
Section of Environmental Analysis (SEA)  
1925 K Street, N.W., Room 504  
Washington, D.C. 20423-0001  
Telephone (202) 565-1545

Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to SEA (with a copy to our representative) would be appreciated within three weeks.

Your comments will be considered by the Board in evaluating the environmental and/or historic preservation impacts of the contemplated action. If there are any questions concerning this proposal, please contact our representative directly at the address and telephone number indicated below.

Sincerely yours,



Mack H. Shumate, Jr., Senior General Attorney  
101 North Wacker Drive, Room 1920  
Chicago, Illinois 60606  
(312) 777-2055  
(312) 777-2065 FAX

Before the  
SURFACE TRANSPORTATION BOARD

---

Docket No. AB-33 (Sub-No. 194X)

UNION PACIFIC RAILROAD COMPANY  
-- ABANDONMENT EXEMPTION --  
IN SALT LAKE COUNTY, UTAH  
(BINGHAM INDUSTRIAL LEAD)

---

**COMBINED ENVIRONMENTAL AND HISTORIC REPORT**

UNION PACIFIC RAILROAD COMPANY  
Mack H. Shumate, Jr., Senior General Attorney  
101 North Wacker Drive, Room 1920  
Chicago, Illinois 60606  
(312) 777-2055  
(312) 777-2065 FAX

Dated: October 14, 2002  
Filed: October 15, 2002

00005

Before the  
SURFACE TRANSPORTATION BOARD

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Docket No. AB-33 (Sub-No. 194X)

UNION PACIFIC RAILROAD COMPANY  
-- ABANDONMENT EXEMPTION --  
IN SALT LAKE COUNTY, UTAH  
(BINGHAM INDUSTRIAL LEAD)

---

**COMBINED ENVIRONMENTAL AND HISTORIC REPORT**

Union Pacific Railroad Company ("UP") submits this Combined Environmental and Historic Report pursuant to 49 C.F.R. §1105.7(e) and 49 C.F.R. §1105.8(d), respectively, for an exempt abandonment from milepost 6.60 near Bagley Spur to milepost 11.81 near Lead Mine, a distance of 5.21 miles in Salt Lake County, Utah (the "Line").

The Line traverses U. S. Postal Service Zip Codes 84006, 84088, and 84095. A Notice of Exemption to abandon the Lines pursuant to 49 C.F.R. §1152.50 (no local traffic for at least two years) will be filed on or after November 3, 2002.

A map of the Line marked **Attachment No. 1** is attached hereto and hereby made part hereof. UP's letter to federal, state and local government agencies marked **Attachment No. 2** is attached hereto and hereby made a part hereof. Responses received to UP's letters to date are attached and sequentially numbered as indicated below.

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 the abandonment and discontinuance of operations over the Bingham Industrial Lead from M.P. 6.60 near Bagley

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Spur to M.P. 11.81 near Lead Mine, a distance of 5.21 miles in Salt Lake County, Utah (the "Line"). There are no shippers on the Line, and no commodities have moved over the Line for over two years.

The Line was constructed in 1873 by the Bingham Canyon & Camp Floyd Railroad. Line changes from M.P. 7.5 to the end of the Line were made by the successor, Denver and Rio Grande Western Railway in 1926 and 1965. The Line is constructed with 90-pound rail. There appears to be no reasonable alternative to the abandonment. The right-of-way and track structure has been sold to Utah Transit Authority for potential future commuter transportation use, with UP retaining an operating easement over the Line until receipt of abandonment authority. The right-of-way may be suitable for alternative public use such as a commuter line or recreational trail. No local traffic has moved over the Line in the past two years, and there is no overhead traffic on the Line.

Based on information in the UP's possession, the Line proposed for abandonment does contain federally granted right-of-way. Portions of the right-of-way are subject to reversionary interests. Any documentation in UP's possession regarding UP's real property interests in the Line will be made available upon request.

A map of the Line is attached as **Attachment No. 1**.

(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:** There will be no effect on regional or local transportation systems and patterns and no diversion of traffic to other transportation systems or modes. The subject Line has not been used for freight traffic for at least two years. After

abandonment, the closest rail service would be provided by UP at Bagley Spur, at the beginning of the abandonment. The immediate area of the Line is served by three highways - Route 111, a north-south route, and routes 48 and 177, which are east-west routes that reach Interstate 15 a few miles east at Midvale, Utah. The right-of-way and track structure has been purchased by the Utah Transit Authority for potential future commuter passenger transportation.

(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 effects 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. Salt Lake County officials have been contacted. Upon review the Planning and Development Services Division of the Salt Lake County Public Works Department concluded that the proposed abandonment and discontinuance of service did not impact current zoning and land use plans in the area and stated that the Salt Lake County Parks and Recreation Division would be interested in the future of the Line. The Planning and Development Services Division's response is attached hereto as **Attachment No. 3**, and hereby made a part hereof.

(ii) The Natural Resources Conservation Service has been contacted. The NCRS states that since the abandonment will take place within existing right-of-way, adjacent farmlands will not be impacted. The NCRS response is attached hereto as **Attachment No. 4**, and hereby made a part hereof.

(iii) The Line is not in a coastal zone.

(iv) The right-of-way is suitable for continued use as a public transportation corridor, including as a highway, trail, and all forms of mass transportation. The right-of-way is also suitable for energy transmission facilities. The surrounding area is generally rural interspersed with small communities served by local roads located parallel and generally adjacent to the railroad right-of-way.

(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 in view of the absence of rail shipments on the Line.

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

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

(iv)(A)(B) There will be no 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 §§(5)(i)(A) will apply.

**Response:** There is no such effect anticipated.

(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 material 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.

The agency provided a list of endangered, threatened, and candidate species, by county, that may occur in the area of the proposed abandonment and suggested UP provide the U. S. Fish and Wildlife Service a written determination of effects for the listed species. The U. S. Fish and Wildlife Service response is attached hereto as **Attachment No. 5.** and hereby made a part hereof.

(ii) The National Park Service has been contacted. To date UP has received no response.

(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 Utah Environmental Protection Agency has been contacted. To date UP has received no response.

(ii) The U.S. Army Corps of Engineers has been contacted. The Corps of Engineers responded that an Army permit is not required for the requested abandonment. The Army Corps of Engineers response is attached hereto as **Attachment No. 6**, and hereby made a part hereof.

(iii) It is not anticipated 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:** There are no railroad structures on the Line which are 50 years old or older. 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 width ranges from 20 feet to 200 feet but is generally 100 feet wide. The right-of-way is generally level and traverses both rural and urban areas, although most of the Line runs through high-density urban areas.

(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:

**Response:** There are no railroad structures on the Line which are 50 years old or older.

(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:** Not applicable.

(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 the preceding pages for a brief history and description. There have been no rail operations over the Line for at least two years. No changes in carrier operations are contemplated.

(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 believes there are no structures over fifty years old which can be found to be historic.

(7) An opinion (based on readily available information in the railroad'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:** At this time, UP knows of no historic sites or structures or archeological resources in the project area and believes that any archeological sites within the scope of the right-of-way would have been disturbed during the construction of the Line. Any salvage activities should not affect any previously undisturbed sites. Abandonment of the Line will have no impact on any prehistoric sites. The Utah State Historic Preservation Office has been notified of the proposed abandonment.

(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:

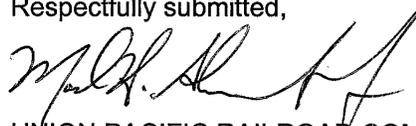
**Response:** Applicants do not have any such readily available information.

(9) Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specified nonrailroad 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.

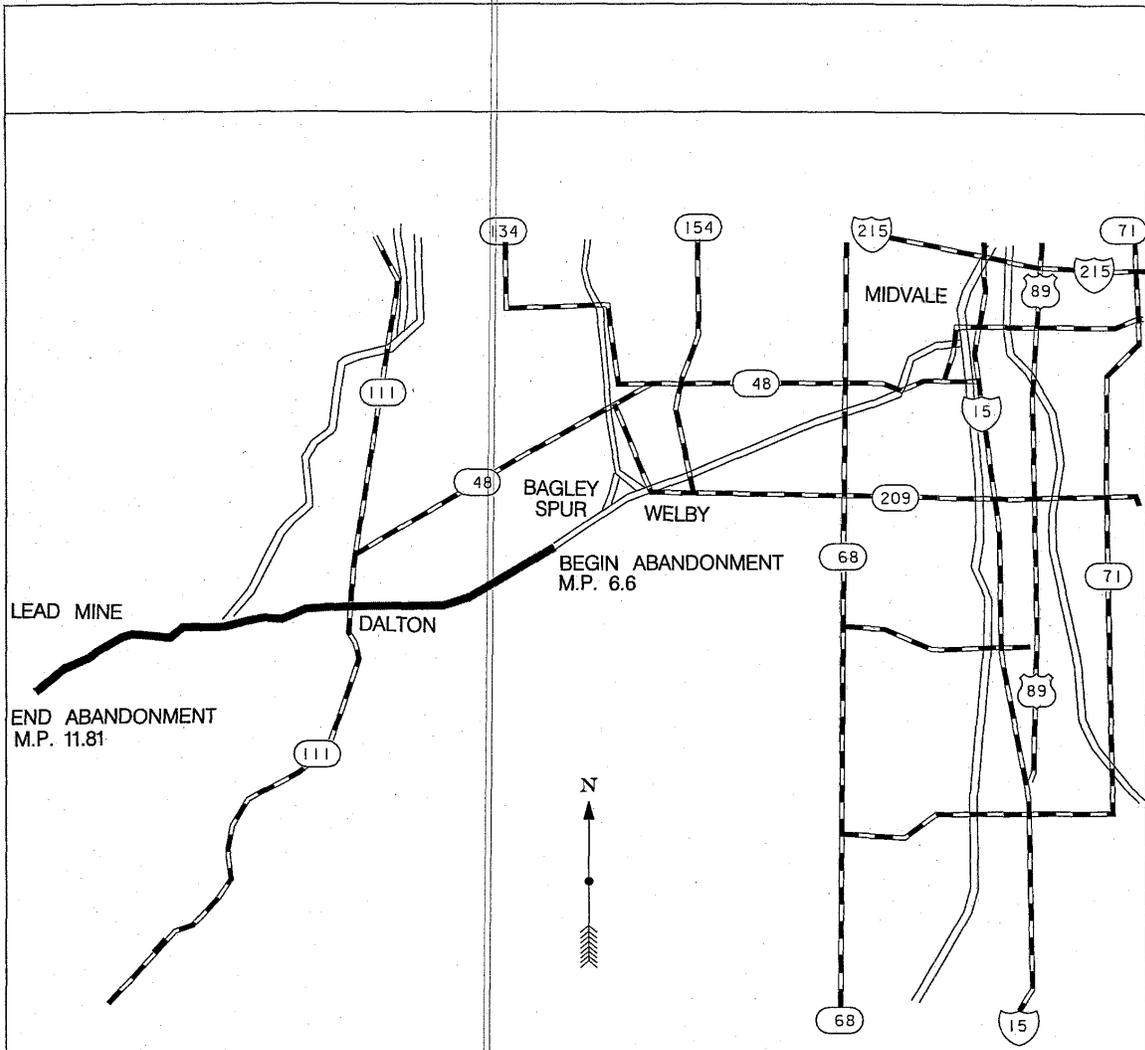
Dated this 14th day of October, 2002.

Respectfully submitted,



UNION PACIFIC RAILROAD COMPANY  
Mack H. Shumate, Jr., Senior General Attorney  
101 North Wacker Drive, Room 1920  
Chicago, Illinois 60606  
(312) 777-2055  
(312) 777-2065 FAX

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STATION	MILE POST	AGENCY
DALTON	7.50	NO
LEAD MINE	11.81	NO

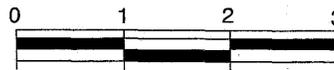
LEGEND

- RR LINES TO BE ABANDONED
- OTHER UPRR LINES
- OTHER RAILROADS
- 50+ YEAR OLD STRUCTURES
- PRINCIPAL HIGHWAYS
- OTHER ROADS

Bingham Industrial Lead  
 M.P. 6.6 TO M.P. 11.81  
 BINGHAM INDUSTRIAL LEAD A TOTAL OF 5.21 MILES  
 IN SALT LAKE COUNTY, UTAH

UNION PACIFIC RAILROAD CO.  
 BINGHAM INDUSTRIAL LEAD

NO 50+ YEAR OLD STRUCTURES  
 ON THIS SEGMENT



SCALE IN MILES

Revised: March 10, 2002

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CHARLES W. SAYLORS  
DIRECTOR-LEGAL SUPPORT SERVICES

UNION PACIFIC RAILROAD COMPANY

1416 DODGE STREET  
OMAHA, NEBRASKA 68179  
(402) 271-4861



April 5, 2002

**State Clearinghouse (or alternate):**

Utah State Clearinghouse  
Office of Planning and Budget  
Room 116, State capitol  
Salt Lake City, UT 84114

**State Environmental Protection Agency:**

Division of Environmental Health  
P.O. Box 16700  
Salt Lake City, UT 84116-0700

**State Coastal Zone Management Agency**

**(if applicable):**

Not applicable.

**Head of County (Planning):**

Salt Lake County Council  
County Government Center  
2001 South State Street, Suite N2100  
Salt Lake City, UT 84190-0001

**Environmental Protection Agency**

**(regional office):**

U.S. Environmental Protection Agency  
Region VIII  
999 18th Street, Suite 500  
Denver, CO 80202-2466

**U.S. Fish and Wildlife:**

U.S. Fish & Wildlife Service, Region 6  
Denver Federal Center  
Denver, CO 80225

**U.S. Army Corps of Engineers:**

U.S. Army Engineer District, Sacramento  
District Commander  
1325 J Street  
Sacramento, CA 95814-2922

**National Park Service:**

National Park Service  
William D. Shaddox  
Chief, Land Resources Division  
800 North Capitol Street, NE., Room 500  
Washington, D.C. 20002

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

Natural Resource Conservation Service  
4402 Bennett Federal Building  
125 South State Street  
Salt Lake City, UT 84147

**National Geodetic Survey:**

National Geodetic Survey  
Edward J. McKay, Chief  
Spatial Reference System Division  
NOAA N/NGS2  
1315 E-W Highway  
Silver Spring, MD 20910-3282

**State Historic Preservation Office:**

Utah State Historical Society  
300 Rio Grande  
Salt Lake City, UT 84101

**Other Agencies Consulted:**

None.

Re: Proposed Abandonment of the Bingham Industrial Lead from M. P. 6.60 near Bagley Spur to M. P. 11.81 near Lead Mine, a distance of 5.21 miles in Salt Lake County, Utah; STB Docket No. AB-33 (Sub-No. 194x)

00017

Dear Sirs:

Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to abandon and discontinue service on the Bingham Industrial Lead from M. P. 6.60 near Bagley Spur to M. P. 11.81 near Lead Mine, a distance of 5.21 miles in Salt Lake County, Utah. This is one of four abandonments proposed in the general vicinity. The other abandonments are the Salt Lake Subdivision Joint Line from M. P. 755.10 to M. P. 778.00 [AB-33 (Sub-No. 191X)], the Provo Industrial Lead from M. P. 772.0 to M. P. 775.23 [AB-33 (Sub-No. 192X)], and the Provo Industrial Lead from M. P. 753.27 to M. P. 757.25 [AB-33 (Sub-No. 193X)]. 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.

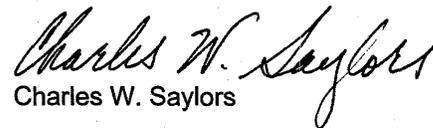
U. S. ARMY CORPS OF ENGINEERS. State (1) whether permits under Section 404 of the Clean Water Act (33 U.S. C. § 1344) are required for the proposed action and (2) whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

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 Union Pacific Railroad, Mr. Chuck Saylor, 1416 Dodge Street, Room 830, Omaha, NE, 68179. If you need further information, please contact me at (402) 271-4861.

Yours truly,

  
Charles W. Saylor

Attachment

**Salt Lake County Public Works Department  
Planning and Development Services Division**

Nancy Workman, *Mayor*  
F. David Stanley, *Department Director*  
Calvin K. Schneller, A.I.C.P., *Division Director*

May 2, 2002

Union Pacific Railroad Company  
c/o Mr. Charles W. Saylor  
Legal Support Services, Room 810  
1416 Dodge Street  
Omaha, Nebraska 68179



SALT LAKE COUNTY  
GOVERNMENT CENTER  
2001 S. State Street  
Suite N3600  
Salt Lake City  
Utah 84190-4200  
Tel (801) 468-2000  
Fax (801) 468-2169

Dear Mr. Saylor,

This letter is written in response to your request for assistance and information related to a proposed abandonment of Union Pacific Railroad lines described in your letter dated April 5, 2002. Two of the rail lines are located entirely and/or partially and within Salt Lake County and are discussed below.

The first segment is described as the Provo Industrial Lead [AB-33(Sub-No. 192X)]. Only a very small portion located at the north end of the section is located within Salt Lake County. Planning and zoning issues would be administered by Draper City and should be addressed with them.

The second segment is described as the Bingham Industrial Lead [AB-33(Sub-No. 194X)] This line is located in the west-central part of Salt Lake County. The section located west of Highway 111 runs near the Town of Copperton. The Copperton area is part of the unincorporated County jurisdiction. To the east, the tracks travel through both West Jordan and South Jordan Cities. Our office has concluded that the proposed action to abandon and discontinue service for the line would in no way impact current zoning and land use plans in the area. Salt Lake County has identified this corridor as a future regional trail alignment. Attached is a portion of the Salt Lake County Regional Trails Master Plan that was prepared by the county. The plan describes the West Jordan-Bingham Creek Trail as a major east-west trail for the west side of the Salt Lake Valley. Salt Lake County Parks and Recreation Division would be interested in the future of this segment.

Salt Lake County's interest of this rail line for future trails and recreation use is not immediate. However the long term goals that are represented in the Regional Trails Plan should be considered. I appreciate the opportunity to provide input into the decision that will soon be made. Additionally, I would like to provide you contacts with Salt Lake County in the event that further participation in this process is necessary. They are:

Thomas P. Roach, AICP  
Principal Planner  
Salt Lake County Planning and Development Services Division  
2001 South State Street, N-3600  
Salt Lake City, UT 84190-4050  
(801) 468-2074

00020

and

Emory Crook  
Salt Lake County Parks and Recreation Division  
2001 South State Street, N-4700  
Salt Lake City, UT 84190-2600  
(801) 468-2299

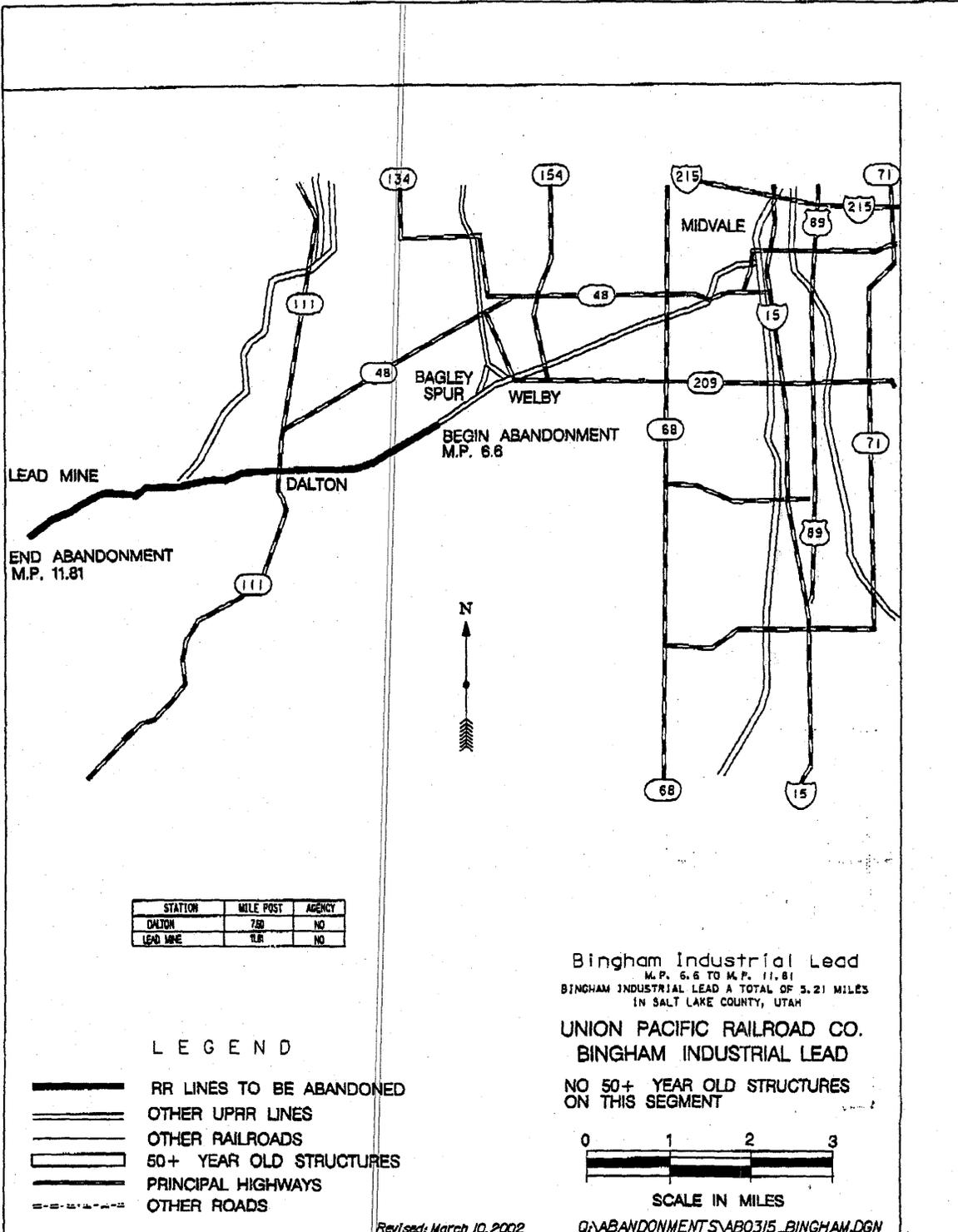
If you require additional information, please call me at the number listed below.

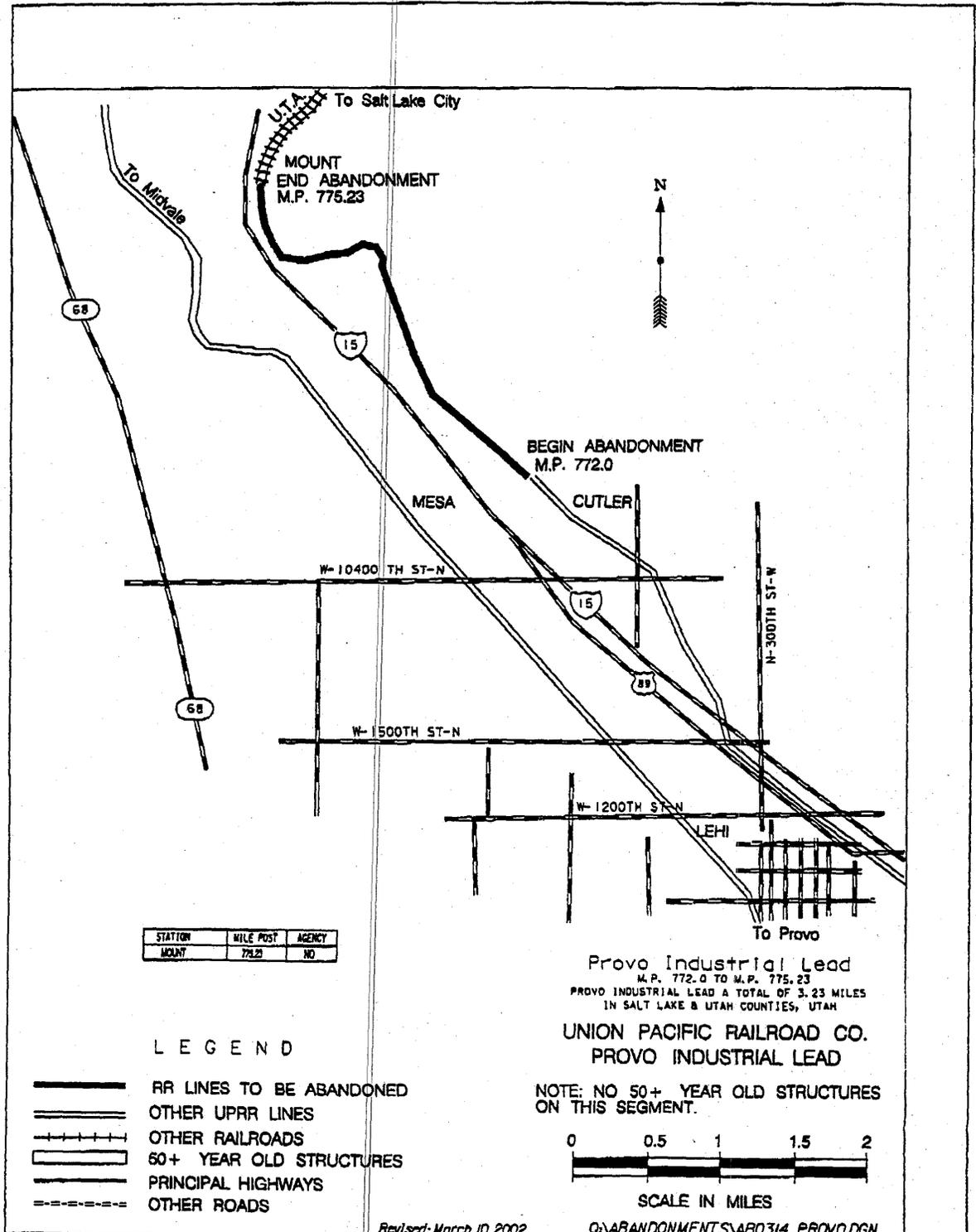
Sincerely,



Calvin K. Schneller, AICP  
(801) 468-2072

cc: David Marshall, Mayors Office  
Emory Crook, Parks and Recreation



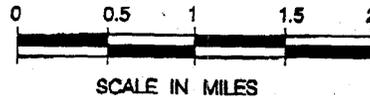


STATION	MILE POST	AGENCY
MOUNT	775.23	NO

LEGEND

Provo Industrial Lead  
 M.P. 772.0 TO M.P. 775.23  
 PROVO INDUSTRIAL LEAD A TOTAL OF 3.23 MILES  
 IN SALT LAKE & UTAH COUNTIES, UTAH  
 UNION PACIFIC RAILROAD CO.  
 PROVO INDUSTRIAL LEAD

NOTE: NO 50+ YEAR OLD STRUCTURES  
 ON THIS SEGMENT.



Revised: March 10, 2002

G:\ABANDONMENTS\AB0314\_PROVO.DGN

00023

## A VISION OF TRAILS IN SALT LAKE COUNTY

What would it be like to walk out of your front door and within fifteen minutes be on trails that wind throughout the Salt Lake Valley and lead you back to your home without retracing your steps? Along the way people could visit shops or restaurants, go to work, school or a park, visit a historic site or the zoo, and encounter natural outdoor environments without driving a car or bus. If the right path were followed, the trail could lead into the foothills or possibly link up with another trail whose terminus would be the Jordan River Parkway. Trail users could travel across Salt Lake County on trails that connect one community with another.

**Trail Infrastructure.** Such a network of trails was endorsed in 1987 by the President's Commission on American Outdoors, when it called for a nationwide system of green-ways within easy access of all Americans. However, the Commission also raised a major challenge when it noted, "Decisions made between now and the year 2000 will determine the fate of America's remaining land and water resources." The ability to create a regional system of trails depends on land-use decisions being made every day. To form a regional system, trails must be viewed as part of our whole infrastructure and be included along with highways, utility and sewer lines, airports, and other public facilities as a necessary part of community life. Trails must be seen in the larger context of the corridors and environments through which they pass; corridor protection must be the primary goal. And developing a system close-to-home must be the highest priority, particularly where resources are closest to population centers. To develop a system, all land and water-based resources must be assumed to have trail potential.

Trails and green-ways can satisfy the needs of a great number of people. They provide more recreation alternatives than a single parcel of land. Trails connect people with natural and community resources, and provide safe scenic routes from home to shopping areas, schools, business centers, and recreation facilities. Trails unite neighborhoods and link urban, suburban, and rural environments. Not only are these corridors multiple-use in nature, they are also cost-effective facilities.

planners are learning that trails provide more recreation alternatives than a single parcel of land and are valuable in connecting people with natural and community resources.

## PURPOSE OF THIS REGIONAL TRAILS PLAN

As part of its responsibility to plan and provide recreation opportunities, Salt Lake County has prepared this Regional Trails Plan. The purpose of this document is to present a conceptual plan for regional non-motorized, urban, pedestrian, bicycle, and equestrian trails within Salt Lake County. In order to advance this undertaking, potential major trail corridors within the County limits have been identified. These trails and corridors will act as the "Central Nervous System" for the regional trails system. Each community will then be able to connect their local network of trails into this central system. As linkage occurs, the overall trail system will grow in complexity and offer a greater opportunity for muscle-powered movement throughout the entire County.

Coordination between all communities and government agencies will be important if an effective, functional and practical regional trail system is to be provided for pedestrians, bicyclists and equestrians.

Since Salt Lake County has cross-jurisdictional responsibility County-wide, which the cities do not have, Salt Lake County is the logical body to carry out this level of planning.

## PLAN PREPARATION PROCESS

A great deal of research and field work has been carried out in the formulation of this planning document. Laying the ground work entailed evaluating and appraising numerous trail planning documents from all areas of the United States. Extensive field reconnaissance provided hard evidence that the creation of a regional trail system is a real possibility, but not without overcoming some obstacles.

Numerous trail planning meetings were held with agencies who will be directly involved and interested in the development of the regional trails system. Existing trail ordinances, policies, and legislation were studied. Trail user groups and organizations were conferred with in the early stages of the planning process to

understand their concerns. Additionally, most municipalities, the U.S. National Forest Service and other agencies were consulted for their input.

During preliminary planning, certain land uses were identified as being generally the most feasible for trail routes: utility rights of way, railroad rights of way, major vehicle rights of way, river and canal corridors, and undeveloped parcels of land that lend themselves as natural trail routes. The criteria used to select corridors as potential trail routes are: 1) quality of experience, 2) development feasibility, and 3) connections and geographic orientation.

## **FUTURE REGIONAL TRAIL ALIGNMENTS**

Five additional corridors are being identified as possible future regional trail alignments. The objective for doing this is to encourage right of way and land acquisitions at opportune times, and to interdict development encroachments that would deny completion of these trails.

### **WEST JORDAN-BINGHAM CREEK**

This trail begins near the Copperton Cemetery and follows a course along the 10200 South right of way. When the trail nears 6000 West, it intersects the Bingham Highway and the Denver & Rio Grande Railroad right of way. The trails course continues along this right of way and converges with the UP&L-Kearn River Pipeline Trail, Provo Canal Trail, Utah Lake Canal Trail, Utah-Salt Lake Canal Trail, and terminates when it reaches the Jordan River Parkway Trail. The approximate length of this trail is 9 miles.

### **UTA TRAIL**

This corridor follows the south bound Union Pacific Railroad right of way from the Union Pacific Train Station in downtown Salt Lake City to the Utah County line. The Utah Transit Authority has purchased this corridor in anticipation of a light rail commuter system being implemented. The recreation trail will be an integral part of the light rail corridor and will run parallel to the commuter rail tracks. Ultimately, this trail will connect Utah County with Salt Lake County as it passes south of the Jordan Narrows. The length of this trail is approximately 20 miles.

### **PROVO CANAL TRAIL**

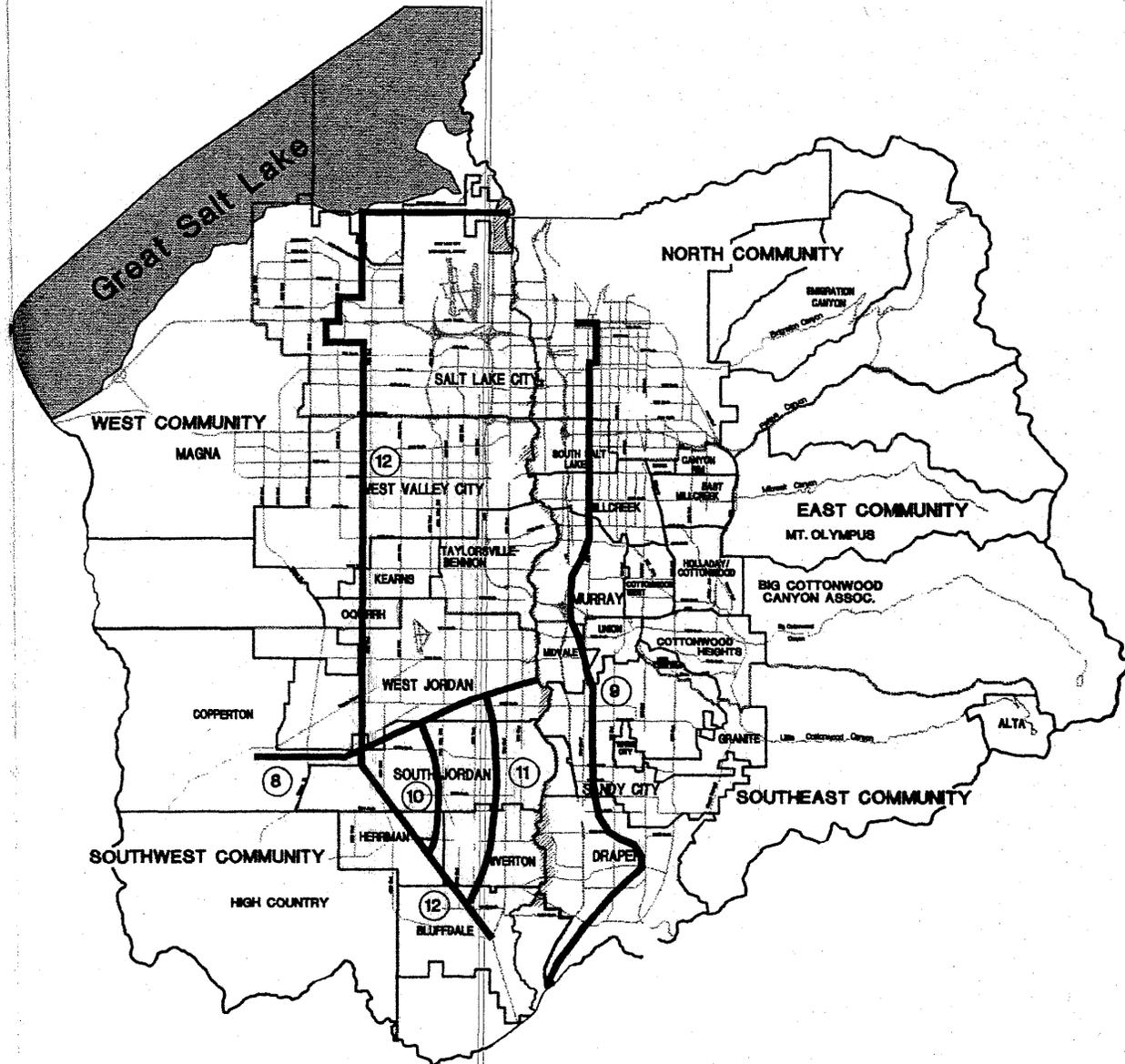
This trail originates at the junction of the West Jordan-Bingham Creek and the Provo Reservoir Canal at 8600 South and 3600 West. The trail corridor follows the Provo Reservoir Canal through the southwest quadrant of Salt Lake County, connecting with the UP&L-Kearn River Pipeline Trail and terminates at the Jordan Narrows. The length of this trail is approximately 12 miles.

### **UTAH LAKE CANAL TRAIL**

This trail corridor parallels the Utah Lake Canal. Beginning at the West Jordan-Bingham Creek, the trail traverses through the southwest quadrant of Salt Lake County until reaches the Jordan Narrows where it terminates. The length of this trail is approximately 11 miles.

### **UP&L-KEARN RIVER PIPELINE TRAIL**

This trail emanates from an area near the Off Highway Vehicle Park in the north quadrant of Salt lake County. The trail alignment takes advantage of the southbound linear open space corridor created by two utility companies, Utah Power & Light and the Kearn River Pipeline. A major segment of the trail traverses along 6000 West until it intersects the West Jordan-Bingham Creek Trail at 11000 South. Changing to a southeast course, the trail passes through Herriman and Bluffdale on its way to the Jordan Narrows. The length of this trail is approximately 32 miles.



- ⑧ BINGHAM CREEK TRAIL
- ⑨ UTA TRAIL
- ⑩ PROVO CANAL TRAIL
- ⑪ UTAH LAKE CANAL TRAIL
- ⑫ UPandL - KEARN RIVER PIPELINE TRAIL

- Salt Lake County Boundary
- Community Planning Area Boundary
- Neighborhood Planning Area Boundary



SCALE: 1"=20,000'

## Regional Trails Plan

### FUTURE REGIONAL TRAIL ALIGNMENTS

00028

# NRCS Natural Resources Conservation Service



NRCS *Utah*

United States  
Department of  
Agriculture

Natural  
Resources  
Conservation  
Service

Ray Grow  
Murray Field Office  
1030 W. 5370 S. #100  
Murray, Ut. 84123

Phone:  
801 623-3204  
Ext. 115

FAX  
801 263-3667

Union Pacific Railroad  
Chuck Saylor  
1416 Dodge Street, Rm. 830  
Omaha, NE. 68179  
Phone (402) 271-4861

Date: May 1, 2002

Dear Mr. Saylor,

We have received your request for Prime, Unique and Important farmland determinations for proposed abandonment sites of the Union Pacific Railroad Company in the Ogden, Salt Lake and Provo areas. Information from you about abandonment procedures was very helpful. Since the entire operation will take place within existing right of way, adjacent farmlands will not be impacted. Given this fact, there would not be a need for a Prime, Unique and Important farmland determination. Should you discover that any of the activities will be outside the right of way for any of the proposed abandonment sites, please let me know and I will search out any Prime, Unique or Important farmlands to be impacted.

Thank you,

*Ray Grow*

Ray Grow, Soil Scientist, NRCS, Murray, Utah  
Cc: Judy Henline, Technical Assistant, NRCS, Salt Lake City, Utah



United States Department of the Interior  
FISH AND WILDLIFE SERVICE

UTAH FIELD OFFICE  
2369 WEST ORTON CIRCLE, SUITE 50  
WEST VALLEY CITY, UTAH 84119

In Reply Refer To  
FWS/R6  
ES/UT

June 21, 2002

Mr. Charles W. Saylor  
Union Pacific Railroad Company  
1416 Dodge Street  
Omaha, Nebraska 68179

- RE: Threatened and Endangered Species Consultation Four Proposed Track Abandonments;
1. Provo Industrial Lead from M.P. 753.27 near Provo to M.P. 757.25 near Lakota Junction, a distance of 3.98 miles in Utah County; STB Docket No. AB-33 (Sub-No. 193x);
  2. Salt Lake Subdivision Joint Line from M.P. 755.10 near Valencia to M.P. 778.00 near Ogden, a distance of 22.9 miles in Davis and Weber County; STB Docket No. AB-33 (Sub-No. 191x);
  3. Bingham Industrial Lead from M.P. 6.60 near Bagley Spur to M.P. 11.81 near Lead Mine, a distance of 5.21 miles in Salt Lake County; STB Docket No. AB-33 (Sub-No. 194x); and
  4. Provo Industrial Lead from M.P. 772.00 near Cutler to M.P. 775.23 near Mount, a distance of 3.98 miles in Salt Lake County; STB Docket No. AB-33 (Sub-No. 192x).

Dear Mr. Saylor:

In response to your correspondence dated April 5, 2002, in reference to the proposed abandonment of the referenced Union Pacific tracks, below is a list of endangered (E), threatened (T), and candidate (C) species, by county, that may occur in the area of influence of your proposed action.

<u>Common Name</u>	<u>Scientific Name</u>	<u>Status</u>
Davis Bald Eagle <sup>1,3</sup>	<i>Haliaeetus leucocephalus</i>	T
Western Yellow-billed Cuckoo	<i>Coccyzus americanus occidentalis</i>	C

00030

<u>Common Name</u>	<u>Scientific Name</u>	<u>Status</u>
Salt Lake		
Slender Moonwort	<i>Botrychium lineare</i>	C
Ute Ladies'-tresses	<i>Spiranthes diluvialis</i>	T
June Sucker <sup>8</sup>	<i>Chasmistes liorus</i>	E
Bald Eagle <sup>1,3</sup>	<i>Haliaeetus leucocephalus</i>	T
Western Yellow-billed Cuckoo	<i>Coccyzus americanus occidentalis</i>	C
Canada Lynx	<i>Lynx canadensis</i>	T
Utah		
Clay Phacelia	<i>Phacelia argillacea</i>	E
Deseret Milkvetch	<i>Astragalus desereticus</i>	T
Ute Ladies'-tresses	<i>Spiranthes diluvialis</i>	T
Utah Valvata Snail <sup>6</sup>	<i>Valvata utahensis</i>	E
June Sucker <sup>4</sup>	<i>Chasmistes liorus</i>	E
Bald Eagle <sup>3</sup>	<i>Haliaeetus leucocephalus</i>	T
Western Yellow-billed Cuckoo	<i>Coccyzus americanus occidentalis</i>	C
Canada Lynx	<i>Lynx canadensis</i>	T
Weber		
Ute Ladies'-tresses	<i>Spiranthes diluvialis</i>	T
Ogden Rocky Mountainsnail	<i>Oreohelix peripherica wasatchensis</i>	C
June Sucker <sup>8</sup>	<i>Chasmistes liorus</i>	E
Bald Eagle <sup>3</sup>	<i>Haliaeetus leucocephalus</i>	T
Western Yellow-billed Cuckoo	<i>Coccyzus americanus occidentalis</i>	C
Canada Lynx	<i>Lynx canadensis</i>	T

It is the responsibility of the Federal agency, in consultation with the Service under section 7 of the Endangered Species Act (ESA), to review the proposed action and determine if the action may affect any listed species or their critical habitat. If it is determined by the Federal Agency, with the written concurrence of the Service, that the action is not likely to adversely affect listed species or critical habitat, the consultation process is complete, and no further action is necessary. A Federal agency may designate a non-Federal representative (i.e., Union Pacific) to conduct informal consultation or prepare a biological assessment. The ultimate responsibility for compliance with ESA section 7, however, remains with the Federal agency.

You should provide this office with your written determination of effects for the above listed species. In your determination of potential impacted to listed species, please consider any potential future effects of contamination that may have resulted from these rail lines (e.g., spills from transported materials, petroleum products associated with train traffic).

In addition, we have the following specific comments on threatened and endangered species and critical habitat for the proposed abandonment of the Provo Industrial Lead:

- This line crosses the Provo River within designated critical habitat for the June sucker, an endangered fish that is endemic to the Utah Lake system. In particular, the lower 5 miles of the Provo River has been designated as critical habitat for this fish. Currently, the June

sucker utilizes the lower Provo River for annual spawning in the spring. This is the only known spawning location and it is therefore critical to the survival of June sucker. The remainder of the year, June sucker inhabit Utah Lake with most individuals concentrated in Provo Bay. This project will require evaluation to determine if there are any adverse impacts to the June sucker or its habitat.

- This line crosses within potential habitat for the Ute Ladies'-tresses orchid. A survey for this species will be required along the length of the line.

Please contact Jessica Gourley, at (801) 975-3330 extension 133, this office at your earliest convenience to discuss surveys for the Ute Ladies'-tresses orchid and potential project impacts to the June sucker.

Sincerely,



Henry R. Maddux  
Utah Field Supervisor

00032

2002.50223

CHARLES W. SAYLORS  
DIRECTOR-LEGAL SUPPORT SERVICES

UNION PACIFIC RAILROAD COMPANY

Attachment 6

1416 DODGE STREET  
OMAHA, NEBRASKA 68179  
(402) 271-4861



APR 10 2002

April 5, 2002

DECEIVED  
AZ

**State Clearinghouse (or alternate):**

Utah State Clearinghouse  
Office of Planning and Budget  
Room 116, State capitol  
Salt Lake City, UT 84114

**U.S. Army Corps of Engineers:**

U.S. Army Engineer District, Sacramento  
District Commander  
1325 J Street  
Sacramento, CA 95814-2922

**State Environmental Protection Agency:**

Division of Environmental Health  
P.O. Box 16700  
Salt Lake City, UT 84116-0700

**National Park Service:**

National Park Service  
William D. Shaddox  
Chief, Land Resources Division  
800 North Capitol Street, NE., Room 500  
Washington, D.C. 20002

**State Coastal Zone Management Agency**

**(if applicable):**  
Not applicable.

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

Natural Resource Conservation Service  
4402 Bennett Federal Building  
125 South State Street  
Salt Lake City, UT 84147

**Head of County (Planning):**

Salt Lake County Council  
County Government Center  
2001 South State Street, Suite N2100  
Salt Lake City, UT 84190-0001

**National Geodetic Survey:**

National Geodetic Survey  
Edward J. McKay, Chief  
Spatial Reference System Division  
NOAA N/NGS2  
1315 E-W Highway  
Silver Spring, MD 20910-3282

**Environmental Protection Agency**

**(regional office):**  
U.S. Environmental Protection Agency  
Region VIII  
999 18th Street, Suite 500  
Denver, CO 80202-2466

**State Historic Preservation Office:**

Utah State Historical Society  
300 Rio Grande  
Salt Lake City, UT 84101

**U.S. Fish and Wildlife:**

U.S. Fish & Wildlife Service, Region 6  
Denver Federal Center  
Denver, CO 80225

**Other Agencies Consulted:**

None.

Re: Proposed Abandonment of the Bingham Industrial Lead from M. P. 6.60 near Bagley Spur to M. P. 11.81 near Lead Mine, a distance of 5.21 miles in Salt Lake County, Utah; STB Docket No. AB-33 (Sub-No. 194x)

Based on the information provided

A Department of the Army permit is not required

Project# 2002.50223

Signed Nancy Kang Date 6/10/07  
Utah Regulatory Office

00033

Dear Sirs:

Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to abandon and discontinue service on the Bingham Industrial Lead from M. P. 6.60 near Bagley Spur to M. P. 11.81 near Lead Mine, a distance of 5.21 miles in Salt Lake County, Utah. This is one of four abandonments proposed in the general vicinity. The other abandonments are the Salt Lake Subdivision Joint Line from M. P. 755.10 to M. P. 778.00 [AB-33 (Sub-No. 191X)], the Provo Industrial Lead from M. P. 772.0 to M. P. 775.23 [AB-33 (Sub-No. 192X)], and the Provo Industrial Lead from M. P. 753.27 to M. P. 757.25 [AB-33 (Sub-No. 193X)]. 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.

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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 Union Pacific Railroad, Mr. Chuck Saylor, 1416 Dodge Street, Room 830, Omaha, NE, 68179. If you need further information, please contact me at (402) 271-4861.

Yours truly,

*Charles W. Saylor*  
Charles W. Saylor

Attachment