

221199



Gabriel S Meyer  
Assistant General Attorney

January 3, 2008

**VIA UPS OVERNIGHT**

Surface Transportation Board  
395 E Street, SW  
Washington, DC 20024

ENTERED  
Office of Proceedings  
JAN 07 2008  
Part of  
Public Record

**Attention: Victoria Rutson**

**Re: Proposed Abandonment of the Lakewood Industrial Lead, from  
Milepost 16.2 to Milepost 16.5; STB Docket No. AB-33 (Sub-No. 259X)**

Dear Ms Rutson

Enclosed for filing in the above-referenced matter is the original and ten (10) copies of Union Pacific Railroad Company's Combined Environmental and Historic Report prepared pursuant to 49 C F R Sections 1105 7 and 1105 8, with a Certificate of Service and a transmittal letter pursuant to 49 C F R Section 1105 11

Union Pacific anticipates filing a Petition for Exemption in this matter on or after January 24, 2008 Please do not hesitate to contact me if you have any questions

Sincerely,

A handwritten signature in black ink that reads "Gabriel S Meyer".

Gabriel S Meyer

Enclosures

**BEFORE THE  
SURFACE TRANSPORTATION BOARD**

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**Docket No. AB-33 (Sub-No. 259X)**

**UNION PACIFIC RAILROAD COMPANY  
– ABANDONMENT EXEMPTION –  
IN LOS ANGELES COUNTY, CALIFORNIA  
(LAKEWOOD INDUSTRIAL LEAD)**

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**ENTERED  
Office of Proceedings**

**JAN 07 2008**

**Part of  
Public Record**

**Combined Environmental and Historic Report**

**UNION PACIFIC RAILROAD COMPANY**

**Gabriel S Meyer  
Assistant General Attorney  
1400 Douglas Street, Mail Stop 1580  
Omaha, Nebraska 68179  
(402) 544-1658  
(402) 501-3393 FAX**

**Dated January 3, 2008  
Filed January 4, 2008**

**BEFORE THE  
SURFACE TRANSPORTATION BOARD**

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Docket No AB-33 (Sub-No 259X)

**UNION PACIFIC RAILROAD COMPANY  
-- ABANDONMENT EXEMPTION --  
IN LOS ANGELES COUNTY, CALIFORNIA  
(LAKEWOOD INDUSTRIAL LEAD)**

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**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 its easement over a line of railroad from Milepost 16 2, at Carson Street, to Milepost 16 5, near Cover Street, a total distance of approximately 0 3 miles in Los Angeles County, California (the "Line") The Line traverses U S Postal Service Zip Code 90712 UP anticipates that it will file a Petition for Exemption to abandon its easement over the Line on or after January 24, 2008

A map of the Line, and UP's letter to federal, state and local government agencies are attached to this EHR as **Attachment No. 1** and **Attachment No. 2**, respectively To date, UP has not received any responses to its letter

**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 UP easement over the Line from Milepost 16 2, at Carson Street, to Milepost 16 5, near Cover Street, a total distance of approximately 0 3 miles in Los Angeles County, California. UP does not anticipate that the Line will be removed as the result of the abandonment of its easement.

The Line was constructed in 1891 by the Los Angeles Terminal Railway as part of a through route extending from Los Angeles to San Pedro, California. The Line was sold to Ganahl Lumber Company ("Ganahl") on August 11, 2006. The Line, which currently terminates at Milepost 16 5, is used by the new owner as a transload facility.

Of note, UP will continue to serve Ganahl's property following the Board's approval of the proposed action. The proposed action will simply give Ganahl complete control over its property as an industrial facility, by removing the encumbrance presented by UP's easement to use the Line. Accordingly, since UP is not abandoning service to Ganahl, it appears unnecessary to supply traffic information to the STB, as such information could be utilized by Ganahl's competitors. Furthermore, all of the UP-owned rail line abutting the Line over which UP proposes to abandon its easement will continue to operate under federal jurisdiction. After UP's proposed abandonment of its easement, rail service will continue to be available to other customers via the remaining portion of UP's Lakewood Industrial Lead.

It appears that the right-of-way over which UP proposes to abandon its easement is not suitable for other public purposes including roads or highways, mass transportation, energy production or transmission, or recreational use. The Line lies in the City of Lakewood, which is already served by numerous local streets and interstate highways. Moreover, because the Line is located on private property and UP will continue to use it to serve Ganahl, it would be impractical to use the Line for other public purposes. The removal of the encumbrance presented by UP's easement to use the Line will enable Ganahl to modify and expand its operations as necessary.

The only shipments that utilize the Line are those which either originate or terminate at Ganahl's transload facility. There is no overhead traffic on the Line. Based upon information in UP's possession, the Line contains no federally granted right-of-way and none of the adjacent property is reversionary. Any documentation in UP's possession will be made available promptly to those requesting it.

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, as UP will continue to utilize the Line to serve Ganahl, the Line's sole customer.

**(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:**

After the proposed abandonment of UP's easement, the Line will continue to be used as an industrial track associated with Ganahl's transload facility UP does not anticipate that the Line will be removed as a result of its abandonment of its easement

(i) UP is unaware of any adverse effects on local and existing land use plans The Los Angeles County Supervisors' Offices has been contacted To date UP has received no response

(ii) The Natural Resource Conservation Service has been contacted To date UP has received no response

(iii) Not Applicable

(iv) The property over which UP proposes to abandon its easement is not suitable for public purposes such as roads, highways, or other forms of mass transportation, conservation, energy production or transmission, or recreation because there is a fully developed grid of public streets surrounding the right-of-way and no additional streets are needed The area is also adequately served by public utilities Furthermore, the Line is located on private property and UP will continue to use it to serve Ganahl

As a result, it would be impractical to use the Line for other public purposes

**(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) 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 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 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 To date UP has received no response

(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 U S Environmental Protection Agency Regional Office has been contacted To date, UP has received no response

(ii) The U S Army Corps of Engineers has been contacted To date, UP has received no response

(iii) It is not anticipated 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, which is approximately eighty (80) feet wide, runs through the City of Lakewood and terminates on property owned by Ganahl Lumber Company**

**The area in which the line is located is industrialized and the topography is level**

**(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 structures of fifty (50) or more years in age affected by UP's proposed abandonment of its easement**

**(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 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:** Not applicable

**(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:** At this time, UP knows of no historic sites or structures or archeological resources in the project area The California Office of Historical Preservation has been contacted To date UP has received no response

**(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 January, 2008

Respectfully submitted,



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UNION PACIFIC RAILROAD COMPANY  
Gabriel S Meyer, Assistant General Attorney  
1400 Douglas Street, Mail Stop 1580  
Omaha, Nebraska 68179  
(402) 544-1658  
(402) 501-3393 FAX

**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 259X), the Lakewood Industrial Lead in Los Angeles County, California was served by first class mail on the 3rd day of January, 2008 on the following

**State Clearinghouse (or alternate):**

Office of Planning and Research  
1400 Tenth Street  
Sacramento, CA 95814

**State Environmental Protection Agency:**

California Environmental Protection Agency  
1001 I Street  
Sacramento, CA 95814

**State Coastal Zone Management Agency:**

California Coastal Commission  
45 Fremont Street  
Suite 2000  
San Francisco, CA 94105-2219

**Head of each County.**

Los Angeles County Supervisors  
500 W Temple Street, Ste 525  
Hall of Administration  
Los Angeles, CA 90012-2713

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

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

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

U S Fish & Wildlife Service, Region 1  
911 NE 11th Avenue  
Portland, OR 97232-4181

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

U S Army Corps of Engineers,  
Los Angeles District  
915 Wilshire Blvd , Ste 980  
Los Angeles, CA 90017

**National Park Service\***

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

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

State Conservationist  
Natural Resource Conservation Service  
430 G Street, #4164  
Davis, CA 95616-4164

**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

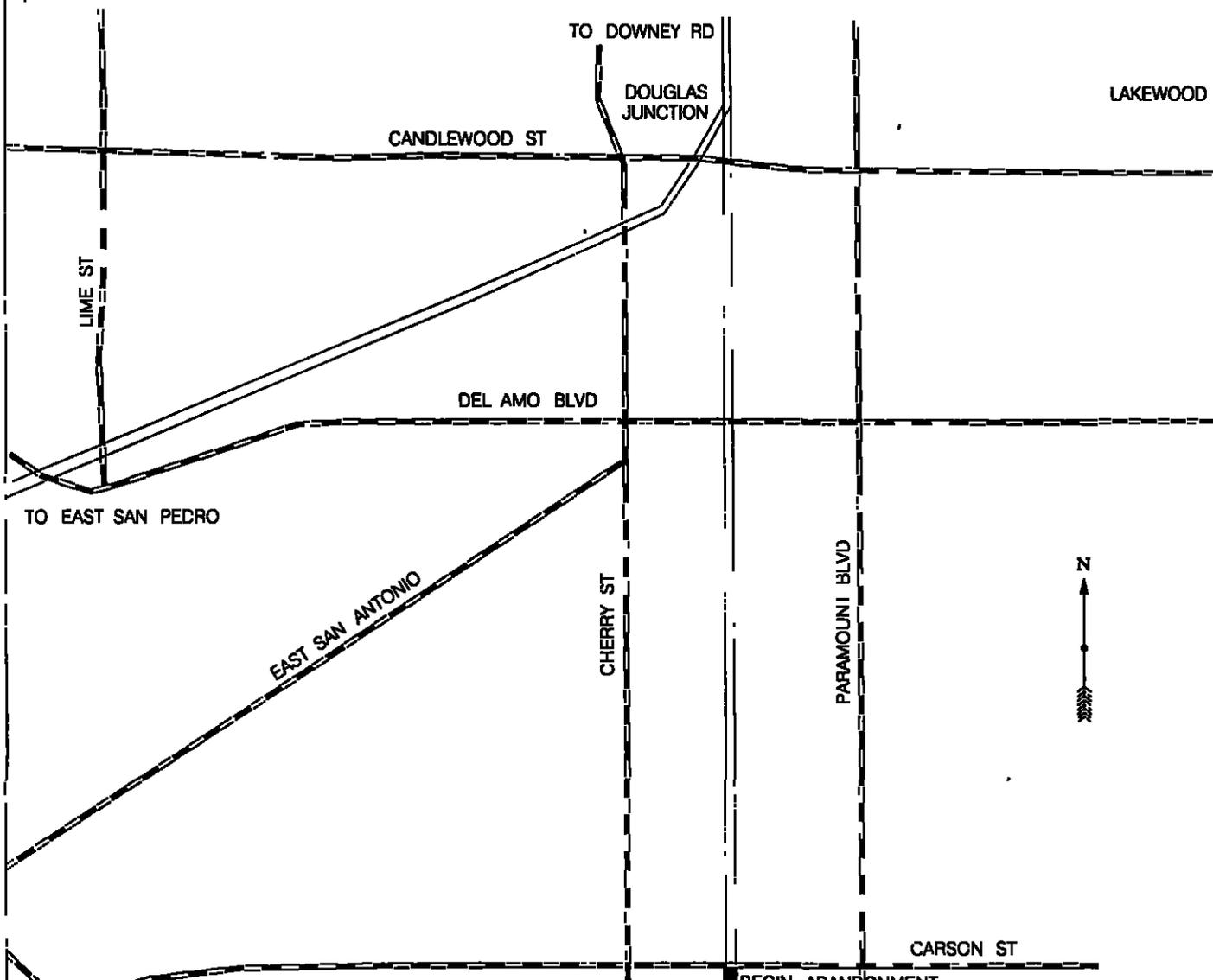
**State Historic Preservation Office:**

California Department of Parks and Recreation  
Office of Historic Preservation  
P O Box 942896  
Sacramento, CA 94296-0001

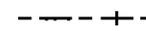
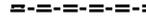
Dated this 3rd day of January, 2008



Gabriel S Meyer



L E G E N D

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

Lakewood Industrial Lead  
 M P 16.20 TO M P 16.50  
 SAN PEDRO SUBDIVISION A TOTAL OF 0.3 MILES  
 IN LOS ANGELES COUNTY, CALIFORNIA

UNION PACIFIC RAILROAD CO  
 LAKEWOOD INDUSTRIAL LEAD

NO 50+YEAR OLD STRUCTURES ON THIS LINE



SCALE IN MILES



Law Department

(402) 501-0127 (FAX)

September 12, 2007

**State Clearinghouse (or alternate):**

Office of Planning and Research  
1400 Tenth Street  
Sacramento, CA 95814

**State Environmental Protection Agency:**

California Environmental Protection Agency  
1001 I Street  
Sacramento, CA 95814

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

California Coastal Commission  
45 Fremont Street  
Suite 2000  
San Francisco, CA 94105-2219

**Head of each County:**

Los Angeles County Supervisors  
500 W Temple Street Ste 525  
Hall of Administration  
Los Angeles, CA 90012-2713

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

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

**U S. Fish and Wildlife:**

U S Fish & Wildlife Service, Region 1  
911 NE 11th Avenue  
Portland, OR 97232-4181

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

U S Army Corps of Engineers,  
Los Angeles District  
915 Wilshire Blvd Suite 980  
Los Angeles, CA 90017

**National Park Service:**

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

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

State Conservationist  
Natural Resource Conservation Service  
430 G Street, #4164  
Davis, CA 95616-4164

**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:**

California Department of Parks and Recreation  
Office of Historic Preservation  
P O Box 942896  
Sacramento, CA 94296-0001

Re Proposed Abandonment of the Lakewood Industrial Lead from Milepost 16 2 near Carson Street to Milepost 16 5 near Cover Street, a distance of 0 30 miles in the City of Los Angeles, Los Angeles County, California, STB Docket No AB-33 (Sub-No 259X)

Dear Sirs

Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to abandon and discontinue service on the Lakewood Industrial Lead from Milepost 16 2 near Carson Street to Milepost 16 5 near Carson Street, a distance of 0 30 miles in the City of Los Angeles, Los Angeles County, California 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 again 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

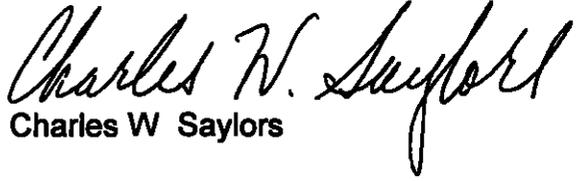
STATE WATER QUALITY OFFICIALS State whether the proposed action is consistent with applicable Federal, State or Local water quality standards Describe any inconsistencies

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

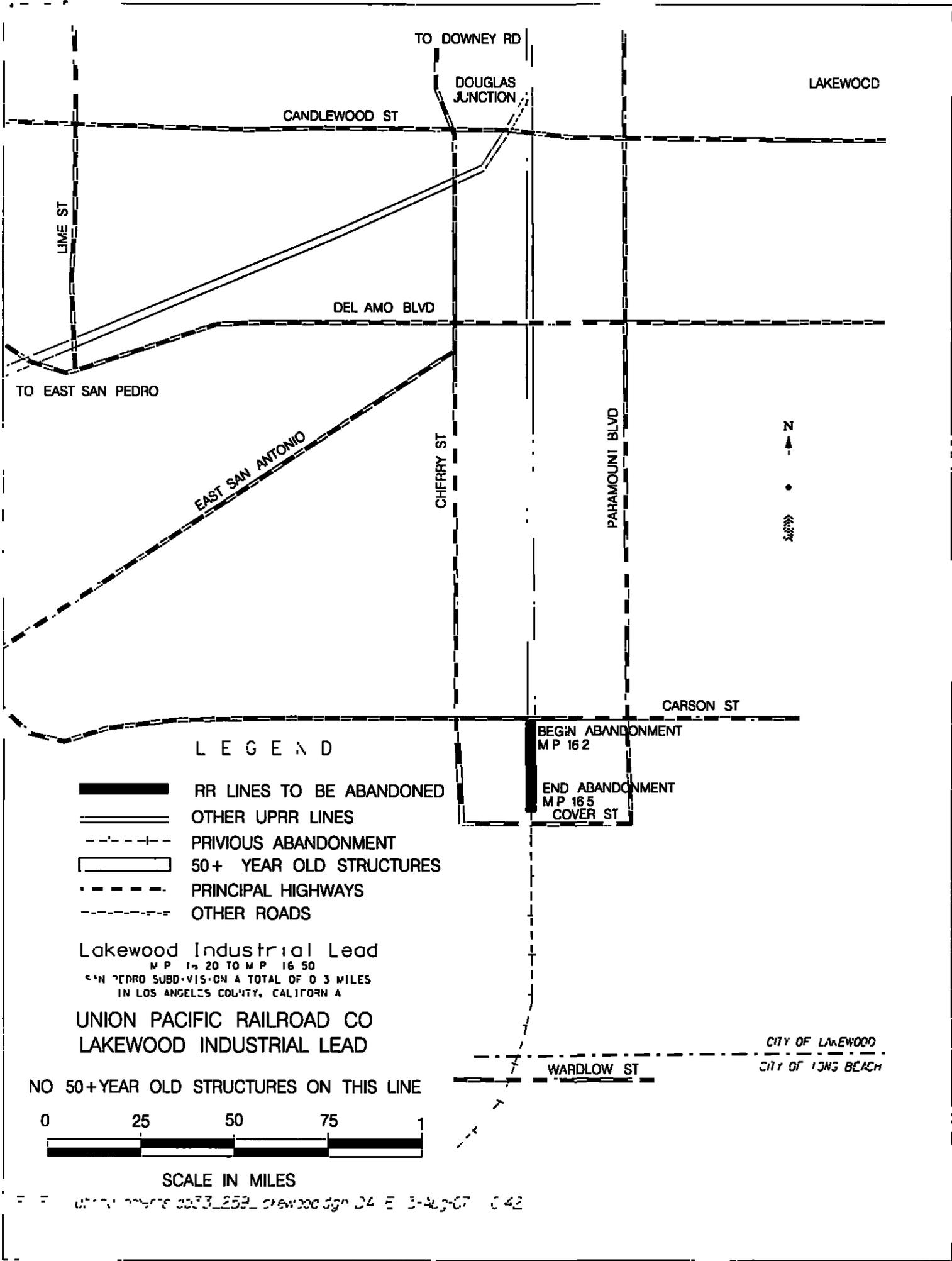
U S ENVIRONMENTAL PROTECTION AGENCY AND STATE ENVIRONMENTAL PROTECTION (OR EQUIVALENT AGENCY) (1) Identify any potential effects on the surrounding area, (2) identify the location of hazardous waste sites and known hazardous material spills on the right-of-way and list the types of hazardous materials 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, 1400 Douglas Street, Mail Stop 1580, Omaha, NE, 68179 If you need further information, please contact me at (402) 544-4861

Yours truly,

  
Charles W Saylor

Attachment



TO DOWNEY RD

DOUGLAS JUNCTION

LAKEWOOD

CANDLEWOOD ST

LIME ST

DEL AMO BLVD

TO EAST SAN PEDRO

EAST SAN ANTONIO

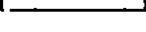
CHERRY ST

PARAMOUNT BLVD



CARSON ST

LEGEND

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

BEGIN ABANDONMENT  
M P 16 2

END ABANDONMENT  
M P 16 5  
COVER ST

Lakewood Industrial Lead  
M P 16 20 TO M P 16 50  
SAN PEDRO SUB-DIVISION A TOTAL OF 0 3 MILES  
IN LOS ANGELES COUNTY, CALIFORNIA

UNION PACIFIC RAILROAD CO  
LAKEWOOD INDUSTRIAL LEAD

NO 50+ YEAR OLD STRUCTURES ON THIS LINE



SCALE IN MILES

CITY OF LAKEWOOD  
CITY OF LONG BEACH

WARDLOW ST