

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-33 (Sub-No. 296X)

UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN RIVERSIDE AND SAN BERNADINO COUNTIES, CA
(RIVERSIDE INDUSTRIAL LEAD)

Combined Environmental and Historic Report

UNION PACIFIC RAILROAD COMPANY

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Dated: December 14, 2010
Filed: December 14, 2010

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(RIVERSIDE INDUSTRIAL LEAD)

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 the Riverside Industrial Lead (the "Line"). The abandonment requested is in two segments separated by a portion of the Line that will continue to receive rail service. The north segment commences at Milepost 540.15 near Colton and ends at Milepost 543.88 near Riverside, a distance of 3.73 miles. The south segment commences at Milepost 544.56 and ends at the end of the Line at Milepost 545.83 near Riverside, a distance of 1.27 miles, for a total abandonment length of 5.0 miles in Riverside and San Bernardino Counties, CA. The Line traverses U.S. Postal Service Zip Codes 92324, 92313, 92507 and 92506. UP anticipates that it will file a Petition for Exemption to abandon the Line on or after January 3, 2011.

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. Responses, if any, 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 UP's Riverside Industrial Lead. The abandonment requested is in two segments. The north segment commences at Milepost 540.15 near Colton and ends at Milepost 543.88 near Riverside, a distance of 3.73 miles. The south segment commences Milepost 544.56 and ends at the end of the Line at Milepost 545.83 near Riverside, a distance of 1.27 miles, for a total abandonment length of 5.0 miles in Riverside and San Bernardino Counties, CA. A map of the Line is attached as **Attachment No. 1**.

The Line was originally constructed in 1889 by the Southern California Motor Road. It was acquired by the Southern Pacific Railroad Company in 1898 and converted to standard gauge. The Line is currently constructed with second-hand 133 pound welded rail installed in 2004.

The surrounding areas along the Line are well developed with existing streets and portions of this right of way could improve local transportation. Cities would benefit mostly at locations where the Line parallels, or is within public streets. Consideration for trail purposes is unlikely due to the industrial nature of uses along the Line and the fact that the corridor will be served by continued railroad operations. The Line is not suitable for conservation or energy production. The Line does not contain reversionary property.

Based upon information in UP's possession, the Line does not contain any federally granted right-of-way. Any documentation concerning the Line in UP's possession will be made available to those requesting it.

After the proposed abandonment, the closest available UP rail service will be available at the north end of the Line at Colton, California or between the north and south segments of the Line at Riverside, California. Riverside is also served by BNSF. Amtrak intercity and regional authority commuter operations are available in the general area.

In addition, the area from Colton south to and including Riverside contains numerous local streets connecting to the following major area highways, Interstate 215, which crosses the Line, and the Riverside Freeway (State Route 91).

There has been no local traffic for at least two years on either the north or south segment of the Line. However, there is overhead traffic on the north segment, which will be sent over an efficient alternate railroad route in the vicinity. Though at first glance both the north and south segments appear to qualify for an out of service exemption, the rationale for using a petition format is that removal of the overhead traffic from the north segment cannot and will not occur until completion of the construction of a connector between a line of railroad owned by the Riverside County Transportation Commission and the UP track at Riverside that falls outside the limits of the Line being abandoned. The connector will complete the alternate route for the overhead traffic currently moving on the north segment. UP does not anticipate any new users of rail service locating along the Line. The area has been changing from a concentration of industrial uses to mixed use including commercial and public educational purposes.

One of the factors encouraging the abandonment of the Line is that Interstate Highway 215 is being substantially widened by the governmental road authority. This lengthening will cause the need to replace and lengthen the existing railroad bridge at substantial cost to the taxpayers. This cost is not justified based on the level of traffic

on the Line and the available alternative to reroute the overhead traffic via the aforementioned connector.

(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 local traffic uses the Line and overhead traffic will be rerouted over an alternate route, 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 Riverside and San Bernardino County Board of Supervisors' Offices have 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 surrounding areas along the Line are well developed with existing streets. Portions of the Line could be used to improve local transportation in the area of the Line. Cities would benefit mostly at locations where the Line parallels, or is within public streets. Consideration for trail use is unlikely due to the industrial nature of uses along the Line and the fact that the corridor will be served by continued railroad operations. The Line is not suitable for conservation or energy production.

(4) Energy.

- (i) Describe the effect of the proposed action on transportation of energy resources.
- (ii) Describe the effect of the proposed action on recyclable commodities.
- (iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.
- (iv) If the proposed action will cause diversions from rail to motor carriage of more than:
 - (A) 1,000 rail carloads a year, or
 - (B) an average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given.

Response:

- (i) There are no effects on the transportation of energy resources.
- (ii) There are no recyclable commodities moved over the Line.
- (iii) There will be no change in energy consumption from the proposed action.
- (iv)(A)(B) UP does not anticipate that there will be any rail-to-motor diversion.

- (5) **Air.** (i) If the proposed action will result in either:
- (A) an increase in rail traffic of at least 100% (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or
 - (B) an increase in rail yard activity of at least 100% (measured by carload activity), or
 - (C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. §10901 (or §10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in subsection (5)(i)(A) will apply.

Response: UP does not anticipate any such effects.

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

- (A) an increase in rail traffic of at least 50% (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, or
- (B) an increase in rail yard activity of at least 20% (measured by carload activity), or
- (C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S.C. §10901 (or 49 U.S.C. §10505), or a case involving the reinstatement of service over a previously abandoned line, only the three train a day threshold in this item shall apply.

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

- (5) **Air.** (iii) If transportation of ozone depleting materials (such as nitrogen oxide and Freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record

(to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

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

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

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

Response: Not applicable.

(7) Safety.

- (i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).
- (ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.
- (iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

Response:

- (i) The proposed action will have no detrimental effects on public health and safety.
- (ii) The proposed action will not affect the transportation of hazardous materials.

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

(8) Biological resources.

- (i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.
- (ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

Response:

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

(9) Water.

- (i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.
- (ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under Section 404 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.
- (iii) State whether permits under Section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action. (Applicants should contact the U.S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required.)

Response:

- (i) The U. S. Environmental Protection Agency Regional Office and California Environmental Protection Agency have been contacted. To date, UP has not received a response.

- (ii) The U. S. Army Corps of Engineers has been contacted. To date, UP has not received a response.
- (iii) UP does not anticipate that there will be any requirement 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 Line is located in Riverside and San Bernardino Counties and traverses through the cities of Colton, Grand Terrace, Highgrove and Riverside. Most of the surrounding land along the right of way is developed and located in an urban characteristic. Adjacent land uses include residential, a public school, some vacant land and a small number of commercial buildings. Most uses include some type of industrial operation (outside storage to large warehouses). The width of the right of way varies from 15 feet to 150 feet with portions of the Line being within a public street. The terrain is generally level to gently sloping.

(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: The California Historic Preservation Agency has been provided with photographs of each of the structures on the Line that are 50 years old or older. Copies of the letters to the Deputy State Historic Preservation Officer and photographs are attached as **Attachment Nos. 3 and 4.** While to-date UP has not received a response, UP is diligently seeking such responses and is offering whatever assistance it can to the California SHPO. While the map attached to the initial letter, **Attachment No. 3,** shows two (2) bridge structures that are 50 years old or older, it was subsequently determined

that the bridge over Interstate 215 was constructed in 1959 and also qualifies for review by the California Historic Preservation Agency. Photographs, basic details and the location map for this structure were delivered to the California Historic Preservation Agency on December 2, 2010, see **Attachment No. 4**.

(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: See **Attachment No. 1**.

(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: At this time, UP knows of no historic sites or structures or archeological resources on the Line or in the project area. UP is of the opinion that there is nothing in the scope of the proposed abandonment or discontinuance of service that merits historical comment and that any archeological sites within the scope of the right-of-way would have previously been disturbed during the construction and maintenance of the Line.

(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.

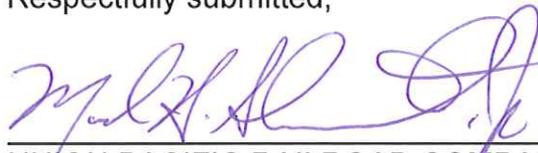
Response: UP does not have any such readily available information.

(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 14th day of December, 2010.

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)

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. 296X), the Riverside Industrial Lead in Riverside and San Bernardino Counties, CA. was served by First Class U.S. Mail, postage prepaid, on the 14th day of December, 2010, on the following parties:

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:

Riverside County Administration Center
4080 Lemon Street
Riverside, CA 92501

Laura Welch, Clerk of the Board of Supervisors
385 N. Arrowhead Avenue, 2nd Floor
San Bernardino, CA 92415-0130

**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 8
2800 Cottage Way W-2606
Sacramento, CA 95825

U.S. Army Corps of Engineers:

U.S. Fish & Wildlife Service, Region 8
2800 Cottage Way W-2606
Sacramento, CA 95825

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
4625 W Jennifer Ave., Ste. 109
Fresno, CA 93722

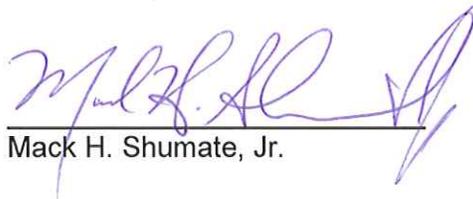
National Geodetic Survey:

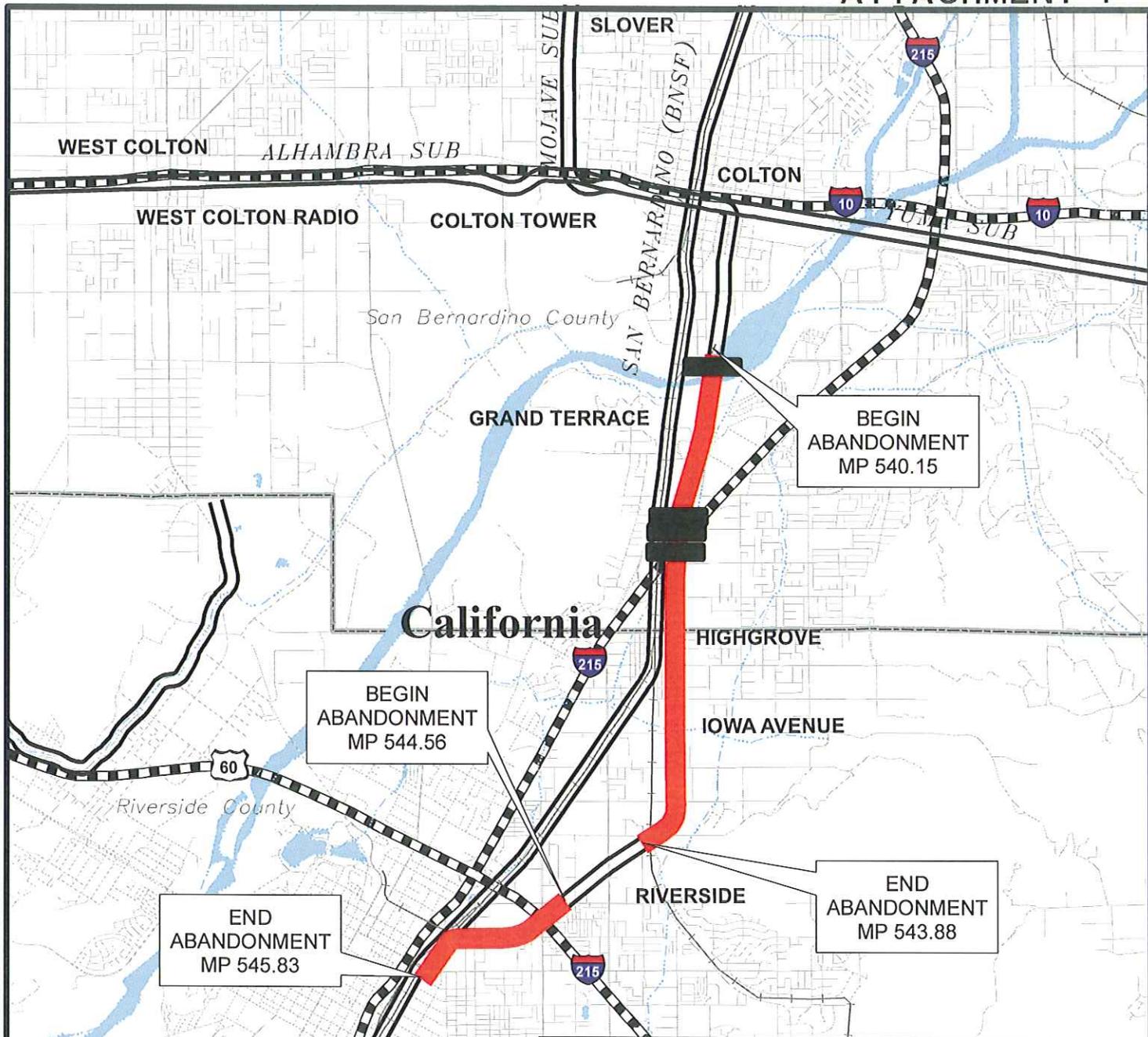
National Geodetic Survey
Geodetic System Division
Information Services
NOAA/NGS12
1315 E-W Highway
Silver Spring, MD 20910-3282

State Historic Preservation Office:

Office of Historic Preservation
1416 9th Street, Room 1442
P. O. Box 942896
Sacramento, CA 94296-0001

Dated this 14th day of December, 2010.


Mack H. Shumate, Jr.



BRIDGE NO.	BRIDGE TYPE	TOTAL LENGTH	DATE
540.24	25 - SPAN TIMBER PILE TRESTLE OPEN DECK (TSTOD)	893.56	1980
	13 - PRESTRESSED CONCRETE BOX (PCB)		
	9 - SPAN TIMBER PILE TRESTLE OPEN DECK (TSTOD)		
541.5	4 - SPAN THROUGH PLATE GIRDER (TPG)	258	1959
541.63	1 - TIMBER STRINGERS (TST)	23.17	1895
541.79	1 - RAIL TOP	10	1908

Legend

- UPRR TO BE ABANDONED
- OTHER UPRR LINES
- OTHER RAILROADS
- PRINCIPAL HIGHWAYS
- OTHER ROADS
- STRUCTURES

RIVERSIDE INDUSTRIAL LEAD

MP 540.15 TO MP 543.88 - MP 544.56 TO MP 545.83
 2.73 MILES IN RIVERSIDE COUNTY AND
 2.27 MILES IN SAN BERNARDINO COUNTY
 TOTAL OF 5 MILES
 IN CALIFORNIA

**UNION PACIFIC RAILROAD CO.
 RIVERSIDE INDUSTRIAL LEAD
 CALIFORNIA**



October 18, 2010

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:

Riverside County Administration Center
4080 Lemon Street
Riverside, CA 92501

Laura Welch, Clerk of the Board of Supervisors
385 N. Arrowhead Avenue, 2nd Floor
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75 Hawthorne Street
San Francisco, CA 94105

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service, Region 8
2800 Cottage Way W-2606
Sacramento, CA 95825

U.S. Army Corps of Engineers:

U. S. Army Corps of Engineers,
Sacramento District
1325 J Street
Sacramento, CA 95814

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
4625 W Jennifer Ave., Ste. 109
Fresno, CA 93722

National Geodetic Survey:

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

State Historic Preservation Office:

Office of Historic Preservation
1416 9th Street, Room 1442
P. O. Box 942896
Sacramento, CA 94296-0001

Re: STB Docket No. AB-33 (Sub-No. 296X). Proposed Abandonment of two segments of the Riverside Industrial Lead in California totaling 5.0 miles. The first segment begins at Milepost 540.15 near Colton and ends at Milepost 543.88 near Riverside, 3.73 miles, of which 2.27 miles are in San Bernardino County and 1.46 miles are in Riverside County. The second segment begins at Milepost 544.56 and ends at Milepost 545.83, the end of the line, 1.27 miles near Riverside, Riverside County, California.

To Whom It May Concern:

Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to abandon and discontinue service of two segments of the Riverside Industrial Lead in California totaling 5.0 miles. The first segment begins at Milepost 540.15 near Colton and ends at Milepost 543.88 near Riverside, 3.73 miles, of which 2.27 miles are in San Bernardino County and 1.46 miles are in



Riverside County. The second segment begins at Milepost 544.56 and ends at Milepost 545.83, the end of the line, 1.27 miles near Riverside, Riverside County. A map of the proposed track abandonment shown in black is attached.

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

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

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

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

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

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

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

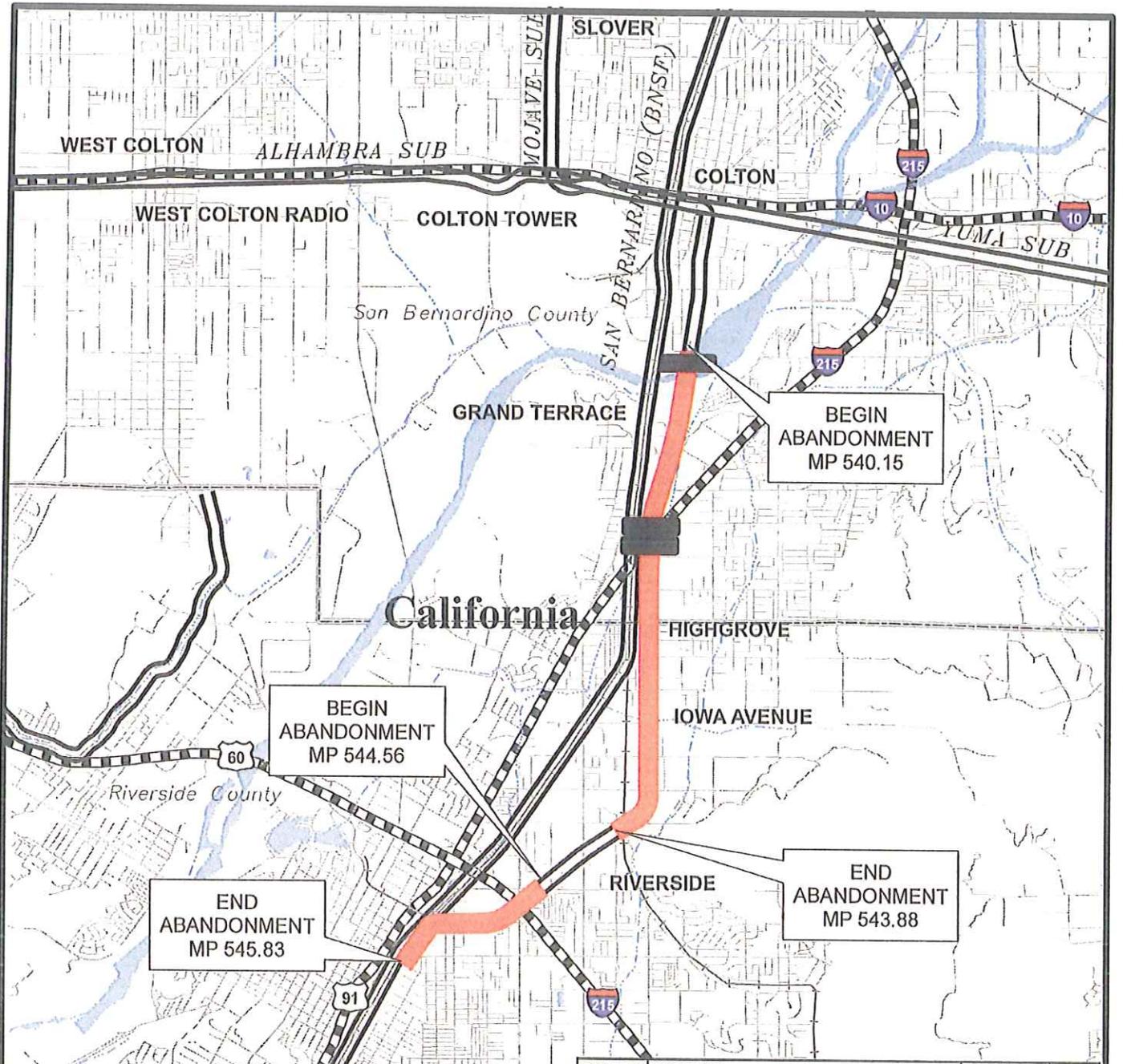
Thank you for your assistance. Please send your reply to the undersigned.

Sincerely,



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

CKG/
Enclosure(s)



Legend

-  UPRR TO BE ABANDONED
-  OTHER UPRR LINES
-  OTHER RAILROADS
-  PRINCIPAL HIGHWAYS
-  OTHER ROADS
-  STRUCTURES

BRIDGE NO.	BRIDGE TYPE	TOTAL LENGTH	DATE
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RIVERSIDE INDUSTRIAL LEAD

MP 540.15 TO MP 543.88 - MP 544.56 TO MP 545.83
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 TOTAL OF 5 MILES
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UNION PACIFIC RAILROAD CO.
 RIVERSIDE INDUSTRIAL LEAD
 CALIFORNIA

0 0.4 0.8 1.6



October 18, 2010

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2800 Cottage Way W-2606
Sacramento, CA 95825

U.S. Army Corps of Engineers:

U. S. Army Corps of Engineers,
Sacramento District
1325 J Street
Sacramento, CA 95814

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
4625 W Jennifer Ave., Ste. 109
Fresno, CA 93722

National Geodetic Survey:

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

State Historic Preservation Office:

Office of Historic Preservation
1416 9th Street, Room 1442
P. O. Box 942896
Sacramento, CA 94296-0001

Re: STB Docket No. AB-33 (Sub-No. 296X). Proposed Abandonment of two segments of the Riverside Industrial Lead in California totaling 5.0 miles. The first segment begins at Milepost 540.15 near Colton and ends at Milepost 543.88 near Riverside, 3.73 miles, of which 2.27 miles are in San Bernardino County and 1.46 miles are in Riverside County. The second segment begins at Milepost 544.56 and ends at Milepost 545.83, the end of the line, 1.27 miles near Riverside, Riverside County, California.

To Whom It May Concern:

Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to abandon and discontinue service of two segments of the Riverside Industrial Lead in California totaling 5.0 miles. The first segment begins at Milepost 540.15 near Colton and ends at Milepost 543.88 near Riverside, 3.73 miles, of which 2.27 miles are in San Bernardino County and 1.46 miles are in



Riverside County. The second segment begins at Milepost 544.56 and ends at Milepost 545.83, the end of the line, 1.27 miles near Riverside, Riverside County. A map of the proposed track abandonment shown in black is attached.

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

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

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

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

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

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

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

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

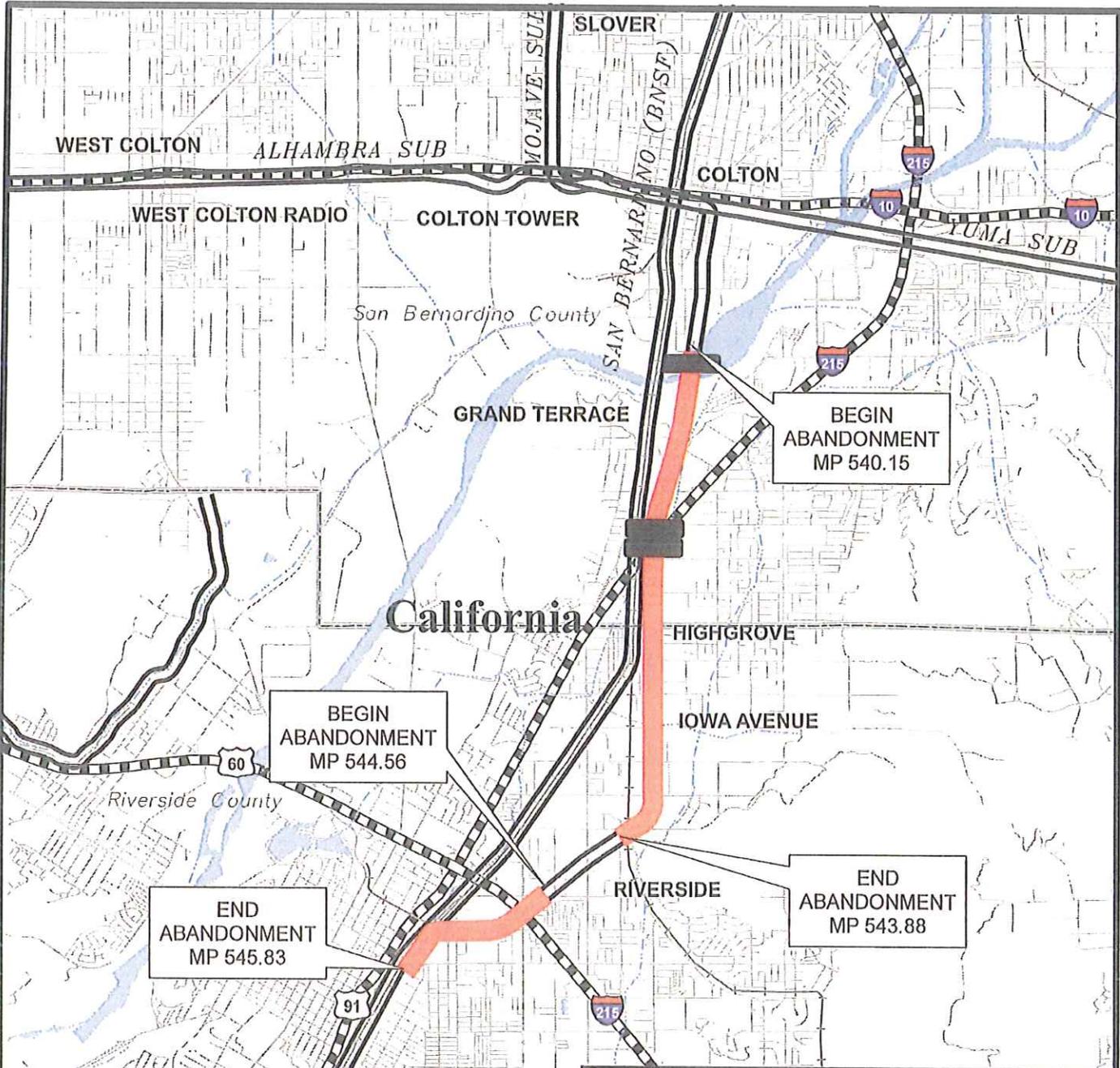
Sincerely,



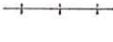
Colleen K. Graham
Paralegal
Union Pacific Railroad
Law Department
1400 Douglas St., Stop 1580
Omaha, NE 68179
(w) 402-544-1643
cgraham@up.com

CKG/
Enclosure(s)





Legend

-  UPRR TO BE ABANDONED
-  OTHER UPRR LINES
-  OTHER RAILROADS
-  PRINCIPAL HIGHWAYS
-  OTHER ROADS
-  STRUCTURES

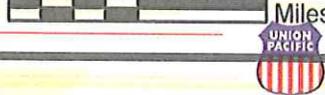
BRIDGE NO.	BRIDGE TYPE	TOTAL LENGTH	DATE
540.24	25 - SPAN TIMBER PILE TRESTLE OPEN DECK (TSTOD) 13 - PRESTRESSED CONCRETE BOX (PCB) 9 - SPAN TIMBER PILE TRESTLE OPEN DECK (TSTOD)	893.55	1980
541.63	1 - TIMBER STRINGERS (TST)	23.17	1895
541.79	1 - RAIL TOP	10	1908

RIVERSIDE INDUSTRIAL LEAD

MP 540.15 TO MP 543.88 - MP 544.56 TO MP 545.83
 2.73 MILES IN RIVERSIDE COUNTY AND
 2.27 MILES IN SAN BERNARDINO COUNTY
 TOTAL OF 5 MILES
 IN CALIFORNIA

**UNION PACIFIC RAILROAD CO.
 RIVERSIDE INDUSTRIAL LEAD
 CALIFORNIA**

0 0.4 0.8 1.6



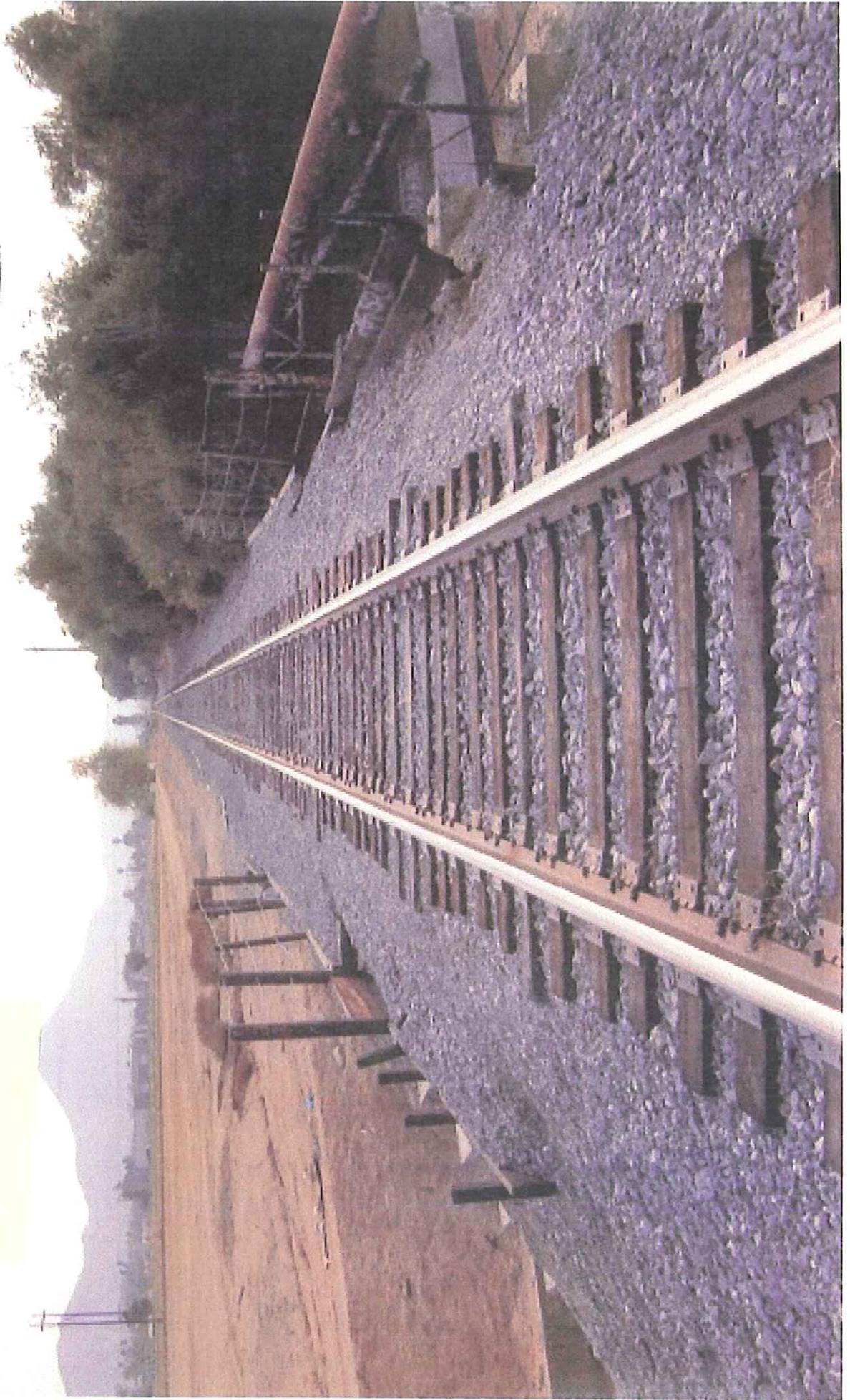
Q:\abandonmentslab33_296x_riverside_Indl.mxd



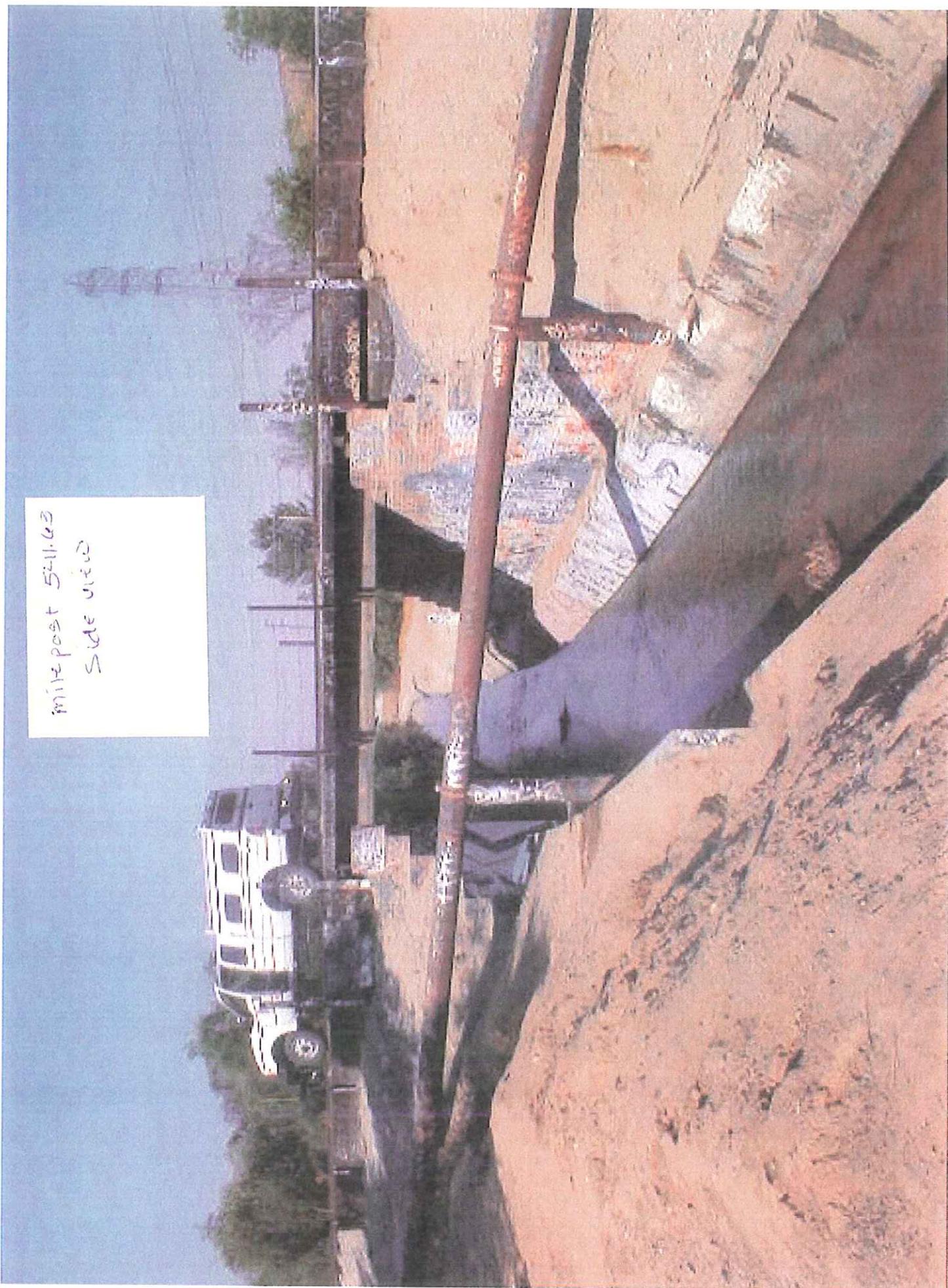
Milepost

541.63

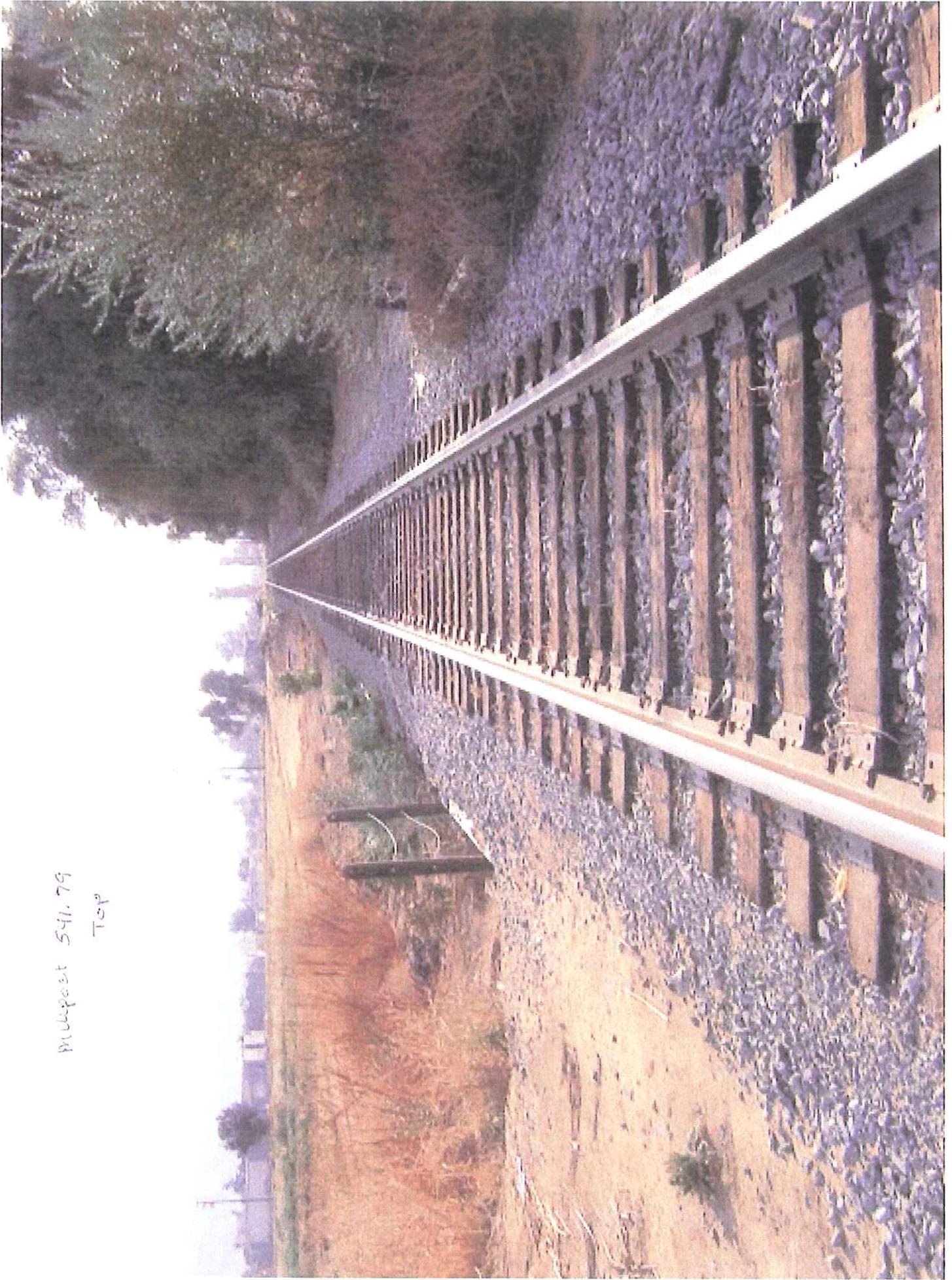
Top



Milepost 541.63
Side view



Milepost 541.79
Top



mile post 541.79
side

W. HOLTSKOPF ST. 0.5 MI





Law Department

Office of Historic Preservation
1416 9th Street, Room 1442
P. O. Box 942896
Sacramento, CA 94296-0001

December 2, 2010

Dear Sir/Madam:

Here are photographs for a bridge on Union Pacific's proposed Riverside Industrial Lead abandonment, AB-33 (Sub-No. 296X), that was omitted from our October 18 letter. The structure is a 258 foot through plate girder built in 1959. It is important to note, however, that even if the abandonment were not progressed, the structure would be replaced in 2012 to accommodate the expansion of Interstate 215.

Due to the benefits of avoiding a new bridge structure, the proposed abandonment is supported by the San Bernardino Associated Governments (SANBAG) and further information could be obtained from Garry Cohoe, SANBAG's Director of Project Delivery, at 909-884-8276.

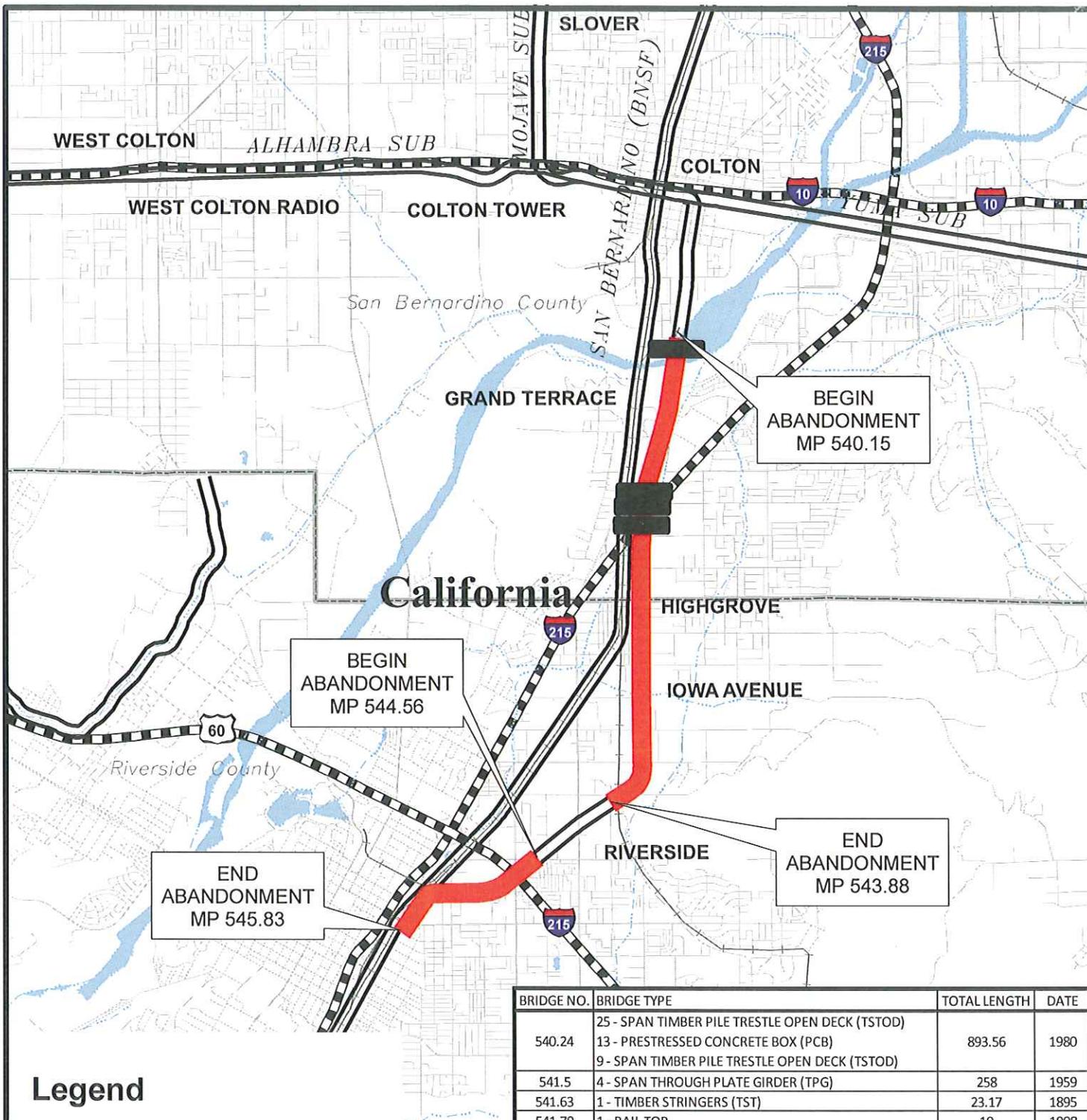
For your convenience, I have attached a copy of our original letter.

Sincerely,

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

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

CKG/mk
Enclosure(s)



BEGIN ABANDONMENT
MP 544.56

BEGIN ABANDONMENT
MP 540.15

END ABANDONMENT
MP 545.83

END ABANDONMENT
MP 543.88

BRIDGE NO.	BRIDGE TYPE	TOTAL LENGTH	DATE
540.24	25 - SPAN TIMBER PILE TRESTLE OPEN DECK (TSTOD) 13 - PRESTRESSED CONCRETE BOX (PCB) 9 - SPAN TIMBER PILE TRESTLE OPEN DECK (TSTOD)	893.56	1980
541.5	4 - SPAN THROUGH PLATE GIRDER (TPG)	258	1959
541.63	1 - TIMBER STRINGERS (TST)	23.17	1895
541.79	1 - RAIL TOP	10	1908

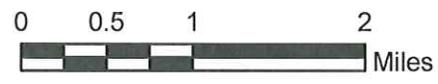
Legend

- UPRR TO BE ABANDONED
- OTHER UPRR LINES
- OTHER RAILROADS
- PRINCIPAL HIGHWAYS
- OTHER ROADS
- STRUCTURES

RIVERSIDE INDUSTRIAL LEAD

MP 540.15 TO MP 543.88 - MP 544.56 TO MP 545.83
2.73 MILES IN RIVERSIDE COUNTY AND
2.27 MILES IN SAN BERNARDINO COUNTY
TOTAL OF 5 MILES
IN CALIFORNIA

**UNION PACIFIC RAILROAD CO.
RIVERSIDE INDUSTRIAL LEAD
CALIFORNIA**



Top
541.5



Side
541.5

