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84458

STATE OF WISCONSIN
DEPARTMENT OF ADMINISTRATION
101 East Wilson Street, Madison, Wisconsin

TOMMY G. THOMPSON
GOVERNOR
MES R. KLAUSER
SECRETARY



84458

2/20/96 4:38:58 PM

Mailing Address:
Post Office Box 7868
Madison, WI 53707-7868

February 15, 1996

ENVIRONMENTAL DOCUMENT

Elaine K. Kaiser
UP/SP Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
12th and Constitution Avenue, Room 3219
Washington, D.C. 20423-0001

Re: Control and Merger Application between the Union Pacific and Southern Pacific Railroads
(Finance Docket No. 32760)

Dear Ms. Kaiser:

The Wisconsin Coastal Management Program (WCMP) has received notification of the above activity. We are concerned about potential impacts to coastal resources, primarily rivers, waterways or wetlands feeding in to Lake Michigan. However, the WCMP has no specific comments at this time, as no information has been provided regarding the location of rail line segments which may undergo modifications or improvements.

Please provide this information in the Environmental Assessment. In addition, we request a risk-analysis on the likelihood of hazardous material spills due to the increase in traffic volume, and what the policies of the merged Union Pacific Railroad Company will be for dealing with such situations.

If you have any questions, please feel free to call me at 608-266-8269.

Sincerely,

A handwritten signature in dark ink, appearing to read "Mary E. Frazer".

Mary E. Frazer, Federal Consistency Coordinator
Wisconsin Coastal Management Program



cc: Oscar Herrera, Chief
Wisconsin Coastal Management Program

c:mef/jc/1-96

STB

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2-20-96

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ENVIRONMENTAL

H MATERIAL

83-812

Item No. _____

Linn County

Page Count

3

Management Agency

Feb # 154

and Avenue Bridge

Cedar Rapids, Iowa 52401-1256

LINN

Phone: (319) 363-2671 Day or Night • Fax: (319) 398-5316

12 February 1996

Elaine K. Kaiser

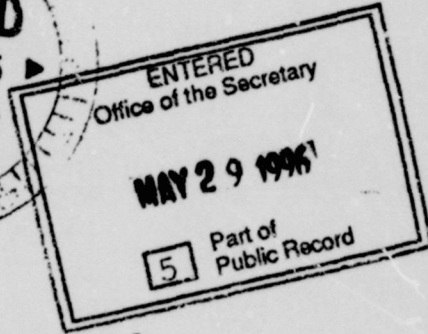
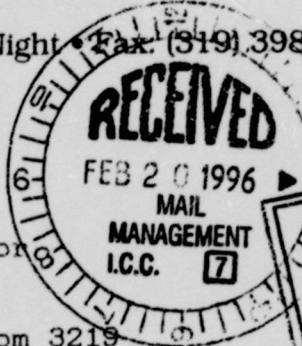
UP/SP Environmental Project Director

Section of Environmental Analysis

Surface Transportation Board

12th and Constitutional Avenue, Room 3219

Washington, DC 20423-0001



SUBJECT: Comments on Finance Docket No 32760, Merger of
Union Pacific and Southern Pacific Railroads

Dear Elaine;

This letter is to provide comments on the Linn County Emergency Management Agency's concerns over the merger between Union and Southern Pacific Railroads and its environmental impact on the residents of Linn County, Iowa.

The railroad merger will greatly increase the rail traffic through Linn County and its respective municipalities of Lisbon, Mount Vernon, Bertram, Cedar Rapids, and Fairfax. The concerns that have been brought to my attention include:

- a. Increased noise especially in the late evening and early morning time periods (8:00 PM to 8:00 AM).
- b. Rail Traffic congestion which causes trains to idle within a jurisdiction, especially in the 8:00 PM to 8:00 AM periods.
- c. Increased amounts of large quantity hazardous material shipments not scheduled for a Linn County destination.

The primary concern is focused on shipment of hazardous material through Linn County and its municipalities. Our concerns are focused on the current railway's ability to handle the increased traffic load safely, especially within five miles and inside municipal boundaries. The approximate population of Linn County that could be affected by a hazardous material incident along the rail line is;

Serving the Communities of:

- | | | | | | |
|----------------|----------------|------------|----------------|---------------|---------------|
| • Alburnett | • Center Point | • Ely | • Lisbon | • Palo | • Springville |
| • Bertram | • Central City | • Fairfax | • Marion | • Prairieburg | • Walker |
| • Cedar Rapids | • Coggon | • Hiawatha | • Mount Vernon | • Robins | • Walford |

SUBJECT: Comments on Finance Docket No 32760, Merger of Union
Pacific and Southern Pacific Railroads, 12 February 1996
Page 2

Lisbon	1,800
Mount Vernon	4,000
Bertram	250
Cedar Rapids	40,000
Fairfax	900
Total	46,950

Our major concerns in relation to hazardous material include:

- a. the state of track and rail bed maintenance to meet this increased traffic demand while transporting large quantities of hazardous material,
- b. the capability of the railroad to quickly respond to a hazardous material spill or release,
- c. the capability of the railroad to provide timely public warning to the affected population in the event of a spill or release,
- d. what level of technical training the railroad will provide to the two Hazardous Material Response Teams in Linn County and the County's volunteer fire departments,
- e. what immediate response and/or monitoring equipment the railroad will provide or make available to the Hazard Material Response Teams.
- f. in what manner the railroad will reimburse the County and its respective or affected municipalities for related costs of responding to a hazardous material spill or release, and any associated costs of any public evacuation and temporary sheltering of any population caused by a hazardous material spill or release,
- g. how quickly will the railroad clear any right-of-way and or road-railway intersection of any derailed equipment or spilled cargo after an accident,

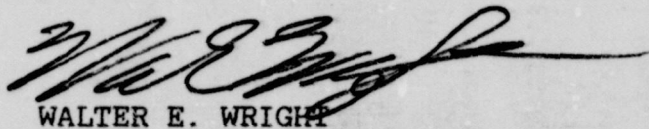
SUBJECT: Comments on Finance Docket No 32760, Merger of Union
Pacific and Southern Pacific Railroads, 12 February 1996
Page 3

It is not the intention of the Linn County Emergency Management
Agency to attempt to curtail or hinder any business venture by the
respective railroad. Our only objective is to provide for the
safety of the residents of Linn County.

If you have any questions please contact me.

Thank you for this opportunity to provide comments on this action.

Respectfully;

A handwritten signature in dark ink, appearing to read 'Walter E. Wright', with a stylized, flowing script.

WALTER E. WRIGHT
Director of Emergency Management
Chairman, Linn County Emergency Planning Committee

STB

FD

32760

2-16-96

K

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86246

2/14/96 5:42:34 PM

Item No. _____

Page Count 21February 1996

P.O. BOX 1000 • BRYAN, TEXAS 77805 • (409) 361-3600



February 13, 1996

ENVIRONMENTAL DOCUMENT

Ms. Elaine K. Kaiser
 UP/SP Environmental Project Director
 Section of Environmental Analysis
 Surface Transportation Board
 12th and Constitution Avenue, Room 3219
 Washington, D.C. 20423-0001

RE: Finance Docket No. 32760 - Comments

Dear Ms. Kaiser:

In response to your solicitation for comments on the above referenced project, I would like to offer the following input relative to impact to the City of Bryan, should the rail abandonment for UP/SP system lines be approved. Potential impacts are as follows:

- An increase of truck traffic will manifest on local streets and State Highways which will create an environmental impact on circulation and safety.
- Rail service to local industrial properties will be discontinued, resulting in an impact to land use, which could possibly result in promoting blight.

These two environmental issues represent the most evident impacts to Bryan should this abandonment occur. I would respectfully request the opportunity to provide additional input as the environmental assessment progresses.

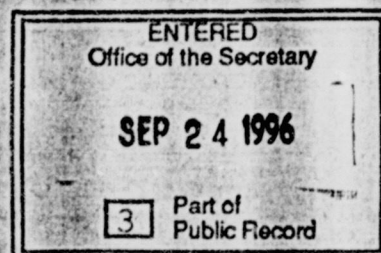
Thank you in advance for your consideration of these comments.

Sincerely,

Tom Coyle
 Development Services Director
 City of Bryan

TC:aj

CC: Mike Conduff, City Manager
 BBC (Read File)
 Gary Basinger, B/CS Chamber of Commerce



FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request	
Name Of Project <u>Control & Merger - Union & Southern Pacific RA</u>		Federal Agency Involved <u>Surface Transportation Board</u>	
Proposed Land Use		County And State	
PART II (To be completed by SCS)		Date Request Received By SCS <u>1-31-96</u>	
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form).		Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Major Crop(s) <u>None</u>		Farmable Land In Govt. Jurisdiction Acres: %	Acres Irrigated Average Farm Size
Name Of Land Evaluation System Used <u>NRCS</u>		Name Of Local Site Assessment System	Amount Of Farmland As Defined in FPPA Acres: %
			Date Land Evaluation Returned By SCS <u>2-5-96</u>
PART III (To be completed by Federal Agency)		Alternative Site Rating	
		Site A	Site B
		Site C	Site D
A. Total Acres To Be Converted Directly			
B. Total Acres To Be Converted Indirectly			
C. Total Acres In Site			
PART IV (To be completed by SCS) Land Evaluation Information		<div style="border: 2px solid black; padding: 5px; text-align: center;"> ENTERED Office of the Secretary JUN 1 1996 3 Part of Public Record </div>	
A. Total Acres Prime And Unique Farmland			
B. Total Acres Statewide And Local Important Farmland			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value			
PART V (To be completed by SCS) Land Evaluation Criterion			
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)			
PART VI (To be completed by Federal Agency)		Maximum Points	
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))			
1. Area In Nonurban Use			
2. Perimeter In Nonurban Use			
3. Percent Of Site Being Farmed			
4. Protection Provided By State And Local Government			
5. Distance From Urban Builtup Area			
6. Distance To Urban Support Services			
7. Size Of Present Farm Unit Compared To Average			
8. Creation Of Nonfarmable Farmland			
9. Availability Of Farm Support Services			
10. On-Farm Investments			
11. Effects Of Conversion On Farm Support Services			
12. Compatibility With Existing Agricultural Use			
TOTAL SITE ASSESSMENT POINTS		160	
PART VII (To be completed by Federal Agency)			
Relative Value Of Farmland (From Part V)		100	
Total Site Assessment (From Part VI above or a local site assessment)		160	
TOTAL POINTS (Total of above 2 lines)		260	
Site Selected:		Was A Local Site Assessment Used?	
Reason For Selection:		Yes <input type="checkbox"/> No <input type="checkbox"/>	

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• 32760

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ENVIRONMENTAL DOCUMENT

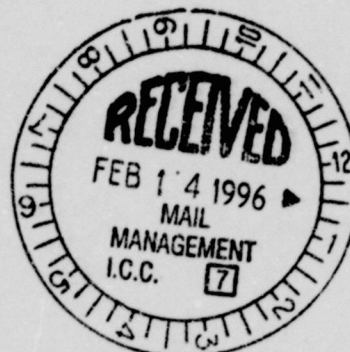
84489

RAILROAD COMMISSION OF TEXAS

CAROLE KEETON RYLANDER, CHAIRMAN
BARRY WILLIAMSON, COMMISSIONER
CHARLES R. MATTHEWS, COMMISSIONER

February 13, 1996

Ms. Elaine K. Kaiser
UP/SP Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
12th and Constitution Avenue, Room 3219
Washington, D.C. 20423-0001



Re: Surface Transportation Board Request for Environmental Comments on the Potential Impacts of the Control and Merger Application between the Union Pacific and the Southern Pacific Railroads (Finance Docket No. 32760)

Dear Ms. Kaiser:

Governor George W. Bush has asked the Railroad Commission of Texas (the "Commission") to coordinate the State of Texas' response to the proposed merger of the Union Pacific and Southern Pacific Railroads (the "Proposed Rail Merger").

To develop a reasoned response for the State of Texas, the Commission has conducted three public hearings, received written comments from numerous interested parties, and contracted with the University of North Texas for an independent analysis of the impact of the Proposed Rail Merger on the State of Texas. In addition, the Commission is actively working with the Governor's Office, the Texas Department of Transportation, the Attorney General's Office and other state agencies in the coordination process.

In response to your letter to Mr. Albert Hawkins, Director, Governor's Office of Budget and Planning, requesting comments on the potential environmental impacts of the proposed merger, we are enclosing a complete copy of the responses to an earlier request for comments to Dames & Moore, Inc. from the following agencies:

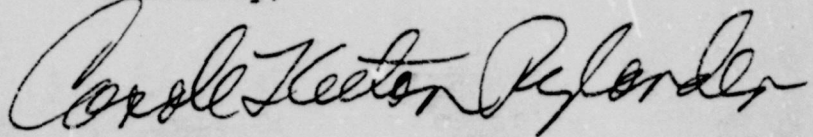
Texas Department of Transportation
Texas Historical Commission
Texas Natural Resource Conservation Commission
Texas Parks and Wildlife Department
Railroad Commission of Texas
Brazos Valley Development Council
East Texas Council of Governments
Houston-Galveston Area Council

Ms. Elaine K. Kaiser
February 13, 1996
Page 2

Should the Commission receive additional comments on the environmental impact of the Proposed Rail Merger as a result of the Commission's ongoing analysis and coordination efforts, we will forward them to you promptly.

Please feel free to contact us if you have further questions. The Commission's General Counsel Assistant Director for General Law, Ken Nordeman, is coordinating the Commission's response on behalf of the State of Texas, and he can be reached at (214) 463-7155.

Sincerely,

A handwritten signature in cursive script, reading "Carole Keeton Rylander".

Carole Keeton Rylander, Chairman

cc: Mr. Albert Hawkins, Director
Governor's Office of Budget and Planning



STATE OF TEXAS
OFFICE OF THE GOVERNOR

GEORGE W. BUSH
GOVERNOR

December 5, 1995

Ms. Julie Donsky - (Scientist)
Dames & Moore
1701 Golf Road, Suite 100
Rolling Meadows, Illinois 60008

RE: TX-R-95-09-29-0002-50-00 / EA-MERGER OF UNION PACIFIC & SOUTHERN PACIFIC RLRD

Dear Ms. Donsky:

Your environmental impact statement for the project referenced above has been reviewed. The comments received are summarized below and are attached.

The Brazos Valley Council of Governments (BVCOGs) voted to give this project favorable review with the following comment: "Provided no environmental problems are found on the abandonment and construction sites, first consideration for disposition of the properties be given to a county or municipal governmental agency." The Texas Natural Resource Conservation Commission (TNRCC) cited the need to include general conformity to the state implementation plan in the air quality sections of the proposed merger Environmental Report. General Conformity regulations require that both direct and indirect air emissions be considered when determining the applicability of general conformity. Also, regulations require that federal actions be considered as a whole rather than a series of separate, but related, actions. For that reason, the actions which deal with changes in rail activity should be combined with construction actions within each nonattainment area to determine the net emissions as well as the increase/decrease for conformity purposes. (Continued on next page...)

We appreciate the opportunity afforded to review this document. Please let me know if we can be of further assistance.

Sincerely,

A handwritten signature in dark ink, appearing to read "T. C. Adams", written over a horizontal line.

T. C. Adams, State Single Point of Contact

TCA//yjj

Enclosures

Ms. Julie Donsky - (Scientist)
Dames & Moore
December 5, 1995
Page 2

RE: TX-R-09-29-0002-50-00/EA-MERGER OF UNION PACIFIC &
SOUTHERN PACIFIC RLRD

The Texas Park & Wildlife Department (TPWD) commented that the referenced project should have no apparent adverse impacts upon departmental facilities or the fish and wildlife resources that TPWD protects. TPWD appreciates the opportunity to provide comments for the planning of the Environmental Report. Please refer to the attached document entitled, "Texas Parks and Wildlife Department Suggested Guidelines for Preparation of Environmental Assessments Documents" for detailed information outlining requirements and expectations of the Department. The Texas Historical Commission (THC) requested specific descriptions (nature, horizontal and vertical extent, impacts) of new construction activities that will occur as a result of the proposed merger. Accordingly, THC would like to also receive the construction areas plotted on USGS topographic maps. THC looks forward to reviewing this project upon receipt of the requested additional information. The Texas Department of Transportation (TxDOT) commented that it appears that TxDOT's involvement in this project will be the construction of an at grade railroad crossing at F.M. 1492, and possibly at some county roads. A survey for historic structures by TxDOT would be necessary at these locations but would be secondary to the historic structure survey and coordination to be performed by ICC. In addition, the environmental document states that an archaeological survey was conducted and that THC concurred with the findings. However, appropriate coordination with the State Historic Preservation Officer must be completed to satisfy the environmental process as outlined by the National Environmental Policy Act. If this coordination has already been completed, then the report as well as the coordination letters should be included in the environmental assessment. The East Texas Council of Governments (ETCOG) has determined that after consulting with the city managers of both of the affected communities, that there will be no adverse economic consequences from the proposed abandonment. ETCOG also encourages both county and city officials to contact the Interagency Abandoned Rail Corridor Committee (IARCC) in Austin to consider other public uses of the corridor that would be compatible with the goals and objectives of the ETCOG Land Resource Management Plan. No other comments were received.

TEXAS REVIEW AND COMMENT SYSTEM
REVIEW NOTIFICATION

Applicant/Originating Agency: Dames & Moore

Contact Name and Phone: Ms. Julie Donsky (E. Scientist) / (708) 228-0707

Project Title: EA-MERGER OF UNION PACIFIC & SOUTHERN PACIFIC RLRD

Funding Agency: ICC

SAI/EIS#: TX-R-95-09-29-0002-50-00

Date Received: September 25, 1995

Date Comments Due BPO: 11/06/95

REVIEW PARTICIPANTS

Texas Attorney General's Office
Texas Historical Commission
Texas Parks and Wildlife Department
Railroad Commission of Texas
Texas Natural Resource Conservation Commission
Brazos Valley Development Council
East Texas Council of Governments
Golden Crescent Regional Planning Commission
Houston-Galveston Area Council

Special Notes/Comments: Subject application was provided to reviewers listed above per receipt of this notification by SPOC. Please contact the applicant above directly if you need more information.

☐ No Comment.

Review Agency

Signature

Return Comments to:

for D. C. Adams
D. C. Adams, State Single Point of Contact
Texas Office of State-Federal Relations
P.O. Box 13005
Austin, TX 78711
(512) 463-1771

Texas Attorney General's Office
Mr. Paul Elliott
Chief, Environmental Protection Div.
300 W. 15th Street, 10th Floor
Austin, Texas 78711

Texas Historical Commission
Dr. James Bruseth
TRACS Coordinator
1511 Colorado Street
Austin, Texas 78711

Texas Parks and Wildlife Department
Mr. Robert W. Spain, Chief
Habitat Assessment Branch
4200 Smith School Road
Austin, Texas 78744

Railroad Commission of Texas
Mr. Brian Schaible
Director, Office of Information Services
William B. Travis Building
Austin, Texas 78711

Texas Natural Resource Conservation Commission
Ms. Sidney Wheeler
Executive Director's Office
P. O. Box 13087
Austin, Texas 78711-3087

Brazos Valley Development Council
Mr. Tom Wilkinson, Jr.
Executive Director
P.O. Drawer 4128
Bryan, Texas 77805-4128

East Texas Council of Governments
Mr. Glynn J. Knight
Executive Director
3800 Stone Road
Kilgore, Texas 75662

Golden Crescent Regional Planning Commission
Mr. Patrick J. Kennedy
Executive Director
P.O. Box 2028
Victoria, Texas 77902

Houston-Galveston Area Council
Ms. Rowena Ballas
Admin. Asst., Programs
P.O. Box 22777
Houston, Texas 77227



Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

October 13, 1995

Mr. T. C. Adams
State Single Point of Contact
Governor's Office of Budget and Planning
Attention: Ms. Judy Young
P.O. Box 12428
Austin, Texas 78711

OCT 17 1995
GOVERNOR'S BUDGET OFFICE

Re: Proposed 10.5 Mile Rail Line for Union Pacific Railroad TX-R-95-09-29-002-50-20

Dear Mr. Adams:

The Environmental Affairs Division of the Texas Department of Transportation (TxDOT) has reviewed the environmental assessment prepared by the Interstate Commerce Commission (ICC), and transmitted by your office, for the proposed construction of a new 10.5 mile rail line between McNair, Texas and Belview, Texas. We have the following comments to offer regarding this project.

It appears that TxDOT's involvement in this project will be the construction of an at grade railroad crossing at E.M. 1492, and possibly at some county roads. A survey for historic structures by TxDOT would be necessary at these locations but would be secondary to the historic structure survey and coordination to be performed by ICC. In addition, the environmental document states on pages 3-13 and 5-6 that an archaeological survey was conducted and that the Texas Historical Commission (THC) concurred with the findings. However, the THC letters in Appendix A direct Burns and McDonnell to undertake an archaeological survey. This survey and the appropriate coordination with the State Historic Preservation Officer must be completed in order to satisfy the environmental process as outlined by the National Environmental Policy Act. If this coordination has already been completed, then the survey report as well as the coordination letters should be included in the environmental assessment.

We appreciate the opportunity to review the environmental documentation for this project.

Sincerely,

Kenneth C. Bohuslav, P.E.
TRACS Coordinator



TEXAS
HISTORICAL
COMMISSION

George W. Bush • Governor
John L. Nau, III • Chairman
Curtis Tunnell • Executive Director

The State Agency for Historic Preservation

October 9, 1995

RECEIVED

OCT 13 1995

Ms. Julie Donsky
Environmental Scientist
Dames & Moore
One Continental Towers
1701 Golf Road, Suite 1000
Rolling Meadows, Illinois 60008

Re: Union Pacific and Southern Pacific Railroad merger (ICC, F2, F10) *Tx-R-95-09-29-0002-50-02*

Thank you for the opportunity to review the project referenced above. Our office needs more information before we can comment on this project under Section 106 of the National Historic Preservation Act. Specifically, please provide descriptions (nature, horizontal and vertical extent, impacts) of new construction activities that will occur as a result of the proposed merger. Accordingly, please also provide proposed construction areas plotted on USGS topographic maps.

We look forward to reviewing this project upon receipt of the requested additional information. If you have any questions, please contact the reviewer of this project, Sergio Iruegas of our staff, at 512/463-5865.

Sincerely,

Tim Perttula

for James E. Bruseth, Ph.D.
Deputy State Historic Preservation Officer
Review

Tim Perttula

Timothy K. Perttula, Ph.D.
Assistant Director for Antiquities

JEB/TKP/SI

cc: T. C. Adams - State Single Point of Contact ✓

Barry R. McBee, Chairman
R. B. "Ralph" Marquez, Commissioner
John M. Baker, Commissioner
Dan Pearson, Executive Director



8

TEXAS NATURAL RESOURCE CONSERVATION COMMISSION

Protecting Texas by Reducing and Preventing Pollution

November 3, 1995

RECEIVED
FEB 07 1996

Ms. Julie Donsky
Environmental Scientist
Dames & Moore
One Continental Towers
1701 Golf Road, Suite 1000
Rolling Meadows, Illinois 60008

Re: Request for Comments on Environmental Report for the Merger of the Union Pacific and Southern Pacific Railroads

Dear Ms. Donsky:

The staff of the Texas Natural Resource Conservation Commission has reviewed the environmental report for the merger of the Union Pacific and Southern Pacific Railroads and the construction projects associated with it. We offer the following comments:

Agriculture and Watershed Management Division:

The staff of the Watershed Planning and Assessments Section has no comments pertaining to any water quality effects of the project.

However, during construction, runoff of storm water can affect surface water quality. This so-called nonpoint source pollution can have an impact on water quality and aquatic life by carrying sediment and chemical contaminants into nearby streams.

These impacts can be minimized by the use of construction and post-construction water quality protection practices, and we urge you to use such practices as you undertake this project.

If you have any questions regarding comments on water quality, please feel free to contact Mr. Tom Remaley, Watershed Planning and Assessments Section, at (512) 239-4576.

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November 3, 1995

Office of Policy and Regulatory Development:

A review by our Office of Policy and Regulatory Development revealed the need for you to include general conformity of the state implementation plan in the air quality sections of the proposed merger Environmental Report. General Conformity regulations require that both direct and indirect air emissions be considered when determining the applicability of general conformity. The proposed merger potentially impacts three ozone, one carbon monoxide, and one respirable particulate matter (PM₁₀) nonattainment areas within the state of Texas. The merger also impacts one ozone maintenance area (Victoria County) within the state. A map of current Texas nonattainment areas and a copy of the state general conformity regulations are enclosed for your use.

The Houston/Galveston area (Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, and Waller Counties) is classified as a severe ozone nonattainment area with a level of significance for ozone precursor emissions increases of 25 tons/year. The El Paso (El Paso County) ozone nonattainment area is classified as a serious area with a level of significance for precursor increases of 50 tons/year. The Dallas/Fort Worth (Collin, Dallas, Denton, and Tarrant Counties) area is classified as a moderate ozone nonattainment area with a level of significance for precursor increases of 100 tons/year. Victoria County is classified as an ozone maintenance area, with a level of significance of 250 tons/year.

The CO nonattainment area and the PM₁₀ nonattainment areas are both located in El Paso County. The CO area consists of a small area within the city limits of El Paso which essentially follows Interstate 10 and the Rio Grande River. The PM₁₀ area is contained within the city limits of El Paso. The levels of significance for both pollutants are 100 tons/year.

General Conformity regulations require that Federal actions be considered as a whole rather than a series of separate, but related, actions. For that reason, the actions which deal with changes in rail activity should be combined with construction actions within each nonattainment area in order to determine the net emissions increase/decrease for conformity purposes. For example, an increase in emissions from increased rail activity in Tarrant County may be offset by the retirement of the Southern Pacific's Broadway and CJ yards in Fort Worth. Although conformity regulations do not require that general conformity evaluations be included within the National Environmental Policy Act (NEPA) documents, the air quality impact section of the NEPA documents is an appropriate location for general conformity reporting.

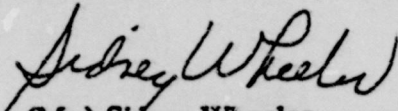
Ms. Julie Donsky
Page 3

November 3, 1995

If you have any questions regarding comments from the Office of Policy and Regulatory Development, please feel free to contact Mr. Buddy Henderson at (512) 239-1510.

Thank you for the opportunity to review your documents. Please address any future requests for comments to my attention.

Sincerely,



(Ms.) Sidney Wheeler
Program Administrator
Intergovernmental Relations Division

Enclosures

cc: Mr. John Behnam, EPA Region VI (w/o encl.)
Mr. Tom Adams, Office of State-Federal Relations (w/o encl.)

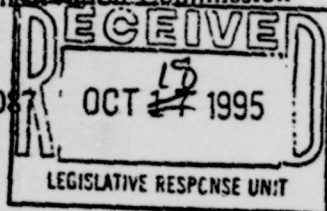
DAMES & MOORE

ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 60008
(708) 228-0707 FAX: (708) 228-1115

October 11, 1995

Jo: Jon R.
Buddy H.

Mr. Dan Pearson
Executive Director
Natural Resources Conservation Commission
12100 Park 35 Circle
P.O. Box 13087
Austin, TX 78711-3087



OCT 18 1995

Dear Mr. Pearson:

Dames & Moore is preparing the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail segments, identified within your state, which may see an increase in rail activity (increase in the number of trains per day) due to the proposed merger. In some states there will also be construction which will occur as a result of the proposed merger. We will advise you if and when they are identified in your state.

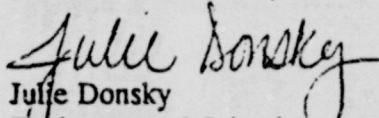
To prepare our Environmental Report, we are requesting that you inform us of any concerns you have and provide information regarding:

- protected species information (State; Federal) within 5 miles of each site.
- listing of critical habitats within 5 miles of each site.
- locations of parks and refuges in proximity to the proposed projects.
- citations to any permitting/approval authority which you believe your state has over the actions identified.
- any other information you would like to provide regarding environmental matters or local concerns at these sites.

We would appreciate receiving the requested information at your earliest convenience. We would further appreciate it if the information could be supplied in writing or orally to the undersigned at the address and phone/fax numbers on this letterhead. The railroads will be filing our Environmental Report with their application to the Interstate Commerce Commission ("ICC") on or before December, and thus your prompt reply will ensure that our report, which the ICC will consider in preparing its own environmental assessment of the above-described project, includes consideration of your views.

We very much appreciate your assistance.

Very truly yours,
DAMES & MOORE, INC.


Julie Donsky
Environmental Scientist

857
due 11/8

LIST OF RAIL SEGMENTS - ACTIVITY INCREASES

- Colton, California to El Paso, Texas - This rail segment, which is currently owned by Southern Pacific, runs from Colton, California (located just southwest of the City of San Bernardino) to El Paso, Texas. Preliminary information indicates that the Colton to El Paso rail segment may see an increase in rail activity in the number of trains per day moving along the rail segment. The rail segment is approximately 800 miles in length and runs across the states of California, Arizona, New Mexico, and the far west corner of Texas.

A R I Z O N A

N E W M E

G U L F
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HERNANDEZ

LA JANTA

EL PASO

Ciudad Juárez

Trinidad

Amador

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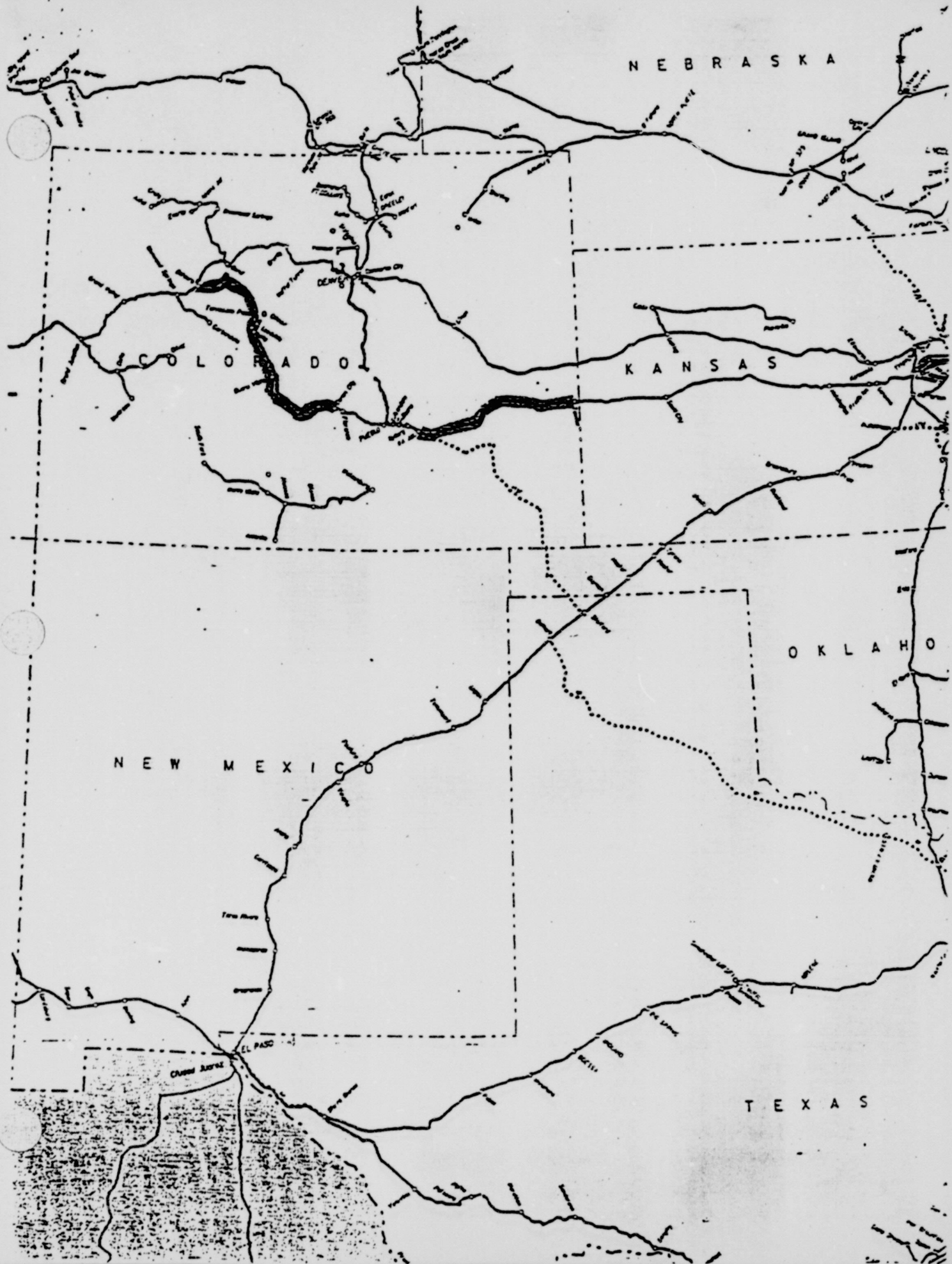
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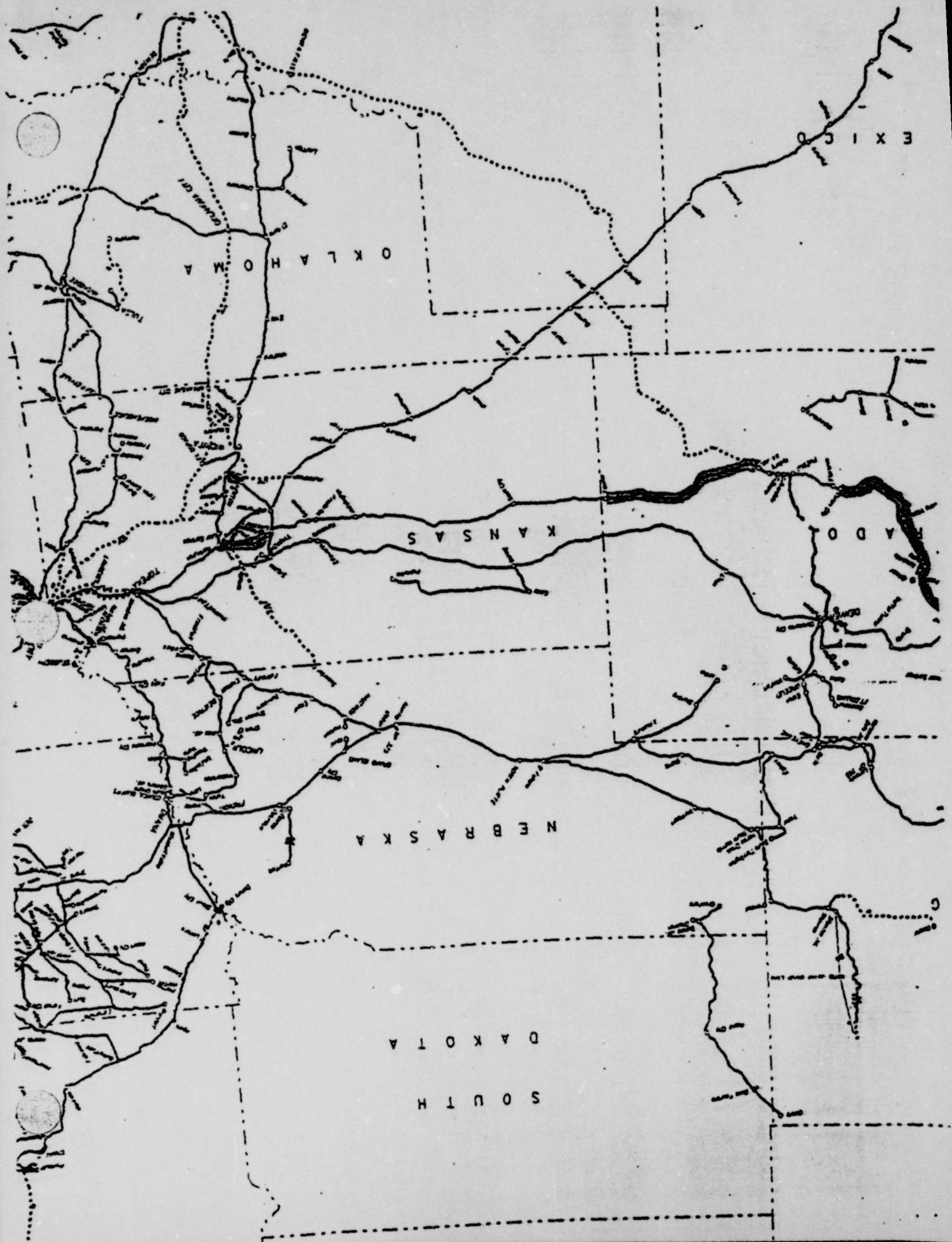
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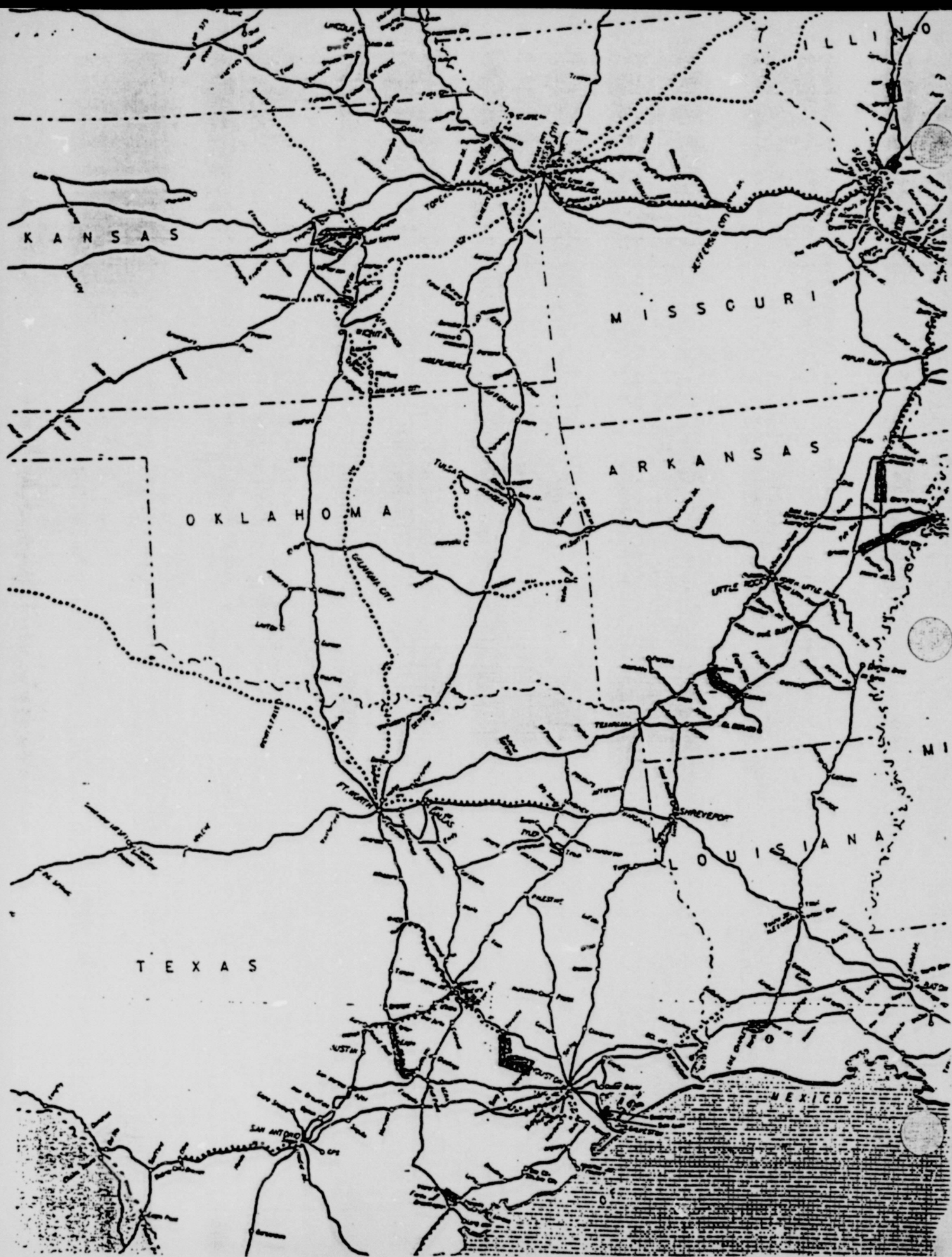
LIST OF RAIL SEGMENTS - ACTIVITY INCREASES

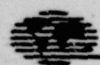
- Hutchinson, Kansas to El Paso, Texas - This rail segment, which is currently owned by Southern Pacific, runs from Hutchinson, Kansas (located southwest of the City of Topeka and northwest of Wichita) to El Paso, Texas. Preliminary information indicates that the Hutchinson to El Paso rail segment may see an increase in rail activity in the number of trains per day moving along the rail segment. The rail segment is approximately 760 miles in length and runs across the states of Kansas, Oklahoma, New Mexico and the far west corner of Texas.
- Denver, Colorado to Topeka, Kansas - This rail segment, which is currently owned by Union Pacific, runs from Denver, Colorado to Topeka, Kansas. Preliminary information indicates that the Denver to Topeka rail segment may see an increase in rail activity in the number of trains per day moving along the rail segment. The rail segment is approximately 540 miles in length and runs across the states of Colorado and Kansas.
- Herington, Kansas to Fort Worth, Texas - This rail segment, which is currently owned by Union Pacific, runs from Herington, Kansas (located north of Wichita) to Ft. Worth, Texas. Preliminary information indicates that the Herington to Ft. Worth rail segment may see an increase in rail activity in the number of trains per day moving along the rail segment. The rail segment is approximately 400 miles in length and runs across the states of Kansas, Oklahoma and Texas.
- Fort Worth, Texas to Dallas, Texas - This rail segment, which is currently owned by Union Pacific, runs from Fort Worth to Dallas, Texas. Preliminary information indicates that the Ft. Worth to Dallas rail segment may see an increase in rail activity in the number of trains per day moving along the rail segment. The rail segment is approximately 30 miles in length.











DAMES & MOORE

ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 60008
(708) 228-0707 FAX: (708) 228-1115

October 16, 1995

(7)
To: John R.
Buddy H.

Mr. Dan Pearson, Executive Director
The Natural Resources Conservation Commission
12100 Park 35 Circle
P.O. Box 13087
Austin, Texas 78711-3087

OCT 19 1995

Dear Mr. Pearson:

Dames & Moore is preparing the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show construction projects which are currently identified within your state. In some states there may be additional construction projects and/or rail segments which will be affected by the proposed merger. We will advise you if and when these additional projects become identified.

To prepare our Environmental Report, we are requesting that you inform us of any concerns you have and provide information regarding:

- protected species information (State; Federal) within 5 miles of each site.
- listing of critical habitats within 5 miles of each site.
- locations of parks and refuges in proximity to the proposed projects.
- citations to any permitting/approval authority which you believe your state has over the actions identified.
- any other information you would like to provide regarding environmental matters or local concerns at these sites.

We would appreciate receiving the requested information at your earliest convenience. We would further appreciate it if the information could be supplied in writing or orally to the undersigned at the address and phone/fax numbers on this letterhead. The railroads will be filing our Environmental Report with their application to the Interstate Commerce Commission ("ICC") on or before December, and thus your prompt reply will ensure that our report, which the ICC will consider in preparing its own environmental assessment of the above described project, includes consideration of your views.

We very much appreciate your assistance.

Very truly yours,
DAMES & MOORE, INC.

Julie Donsky
Julie Donsky
Environmental Scientist

(858)

Due 11/8

LIST OF PROPOSED MERGER RELATED RAIL CONSTRUCTION
TEXAS

- Fort Worth, Texas - The proposed project is to retire SP's Broadway Yard. The proposed project is located in Tarrant County. No map is available at this time.
- Fort Worth, Texas - The proposed project is to retire SP's CJ Yard. The proposed project is located in Tarrant County. No map is available at this time.
- Victoria, Texas - The proposed project is to close SP's Victoria Yard. The proposed project is located in Victoria County.
- Brownsville, Texas - The proposed project is to close SP's Brownsville Yard. The proposed project is located in Cameron County.
- Saginaw, Texas - The proposed project is to extend the existing siding approximately 3640 feet. The proposed project is located in Tarrant County. No map is available at this time.
- Hicks, Texas - The proposed project is to extend the existing siding approximately 3800 feet. The proposed project is located in Tarrant County.
- Boyd, Texas - The proposed project is to construct a new 9300-foot siding from Psw to Psw. The proposed project is located in Wise County.
- Chico, Texas - The proposed project is to extend the existing siding approximately 7900 feet. The proposed project is located in Wise County.
- Stoneburg, Texas - The proposed project is to extend the existing siding approximately 5950 feet. The proposed project is located in Montague County.
- Mineola, Texas - The proposed project is to be able to hold four trains. The proposed project is located in Weed County.
- Willis Point, Texas - The proposed project is to extend an existing siding approximately 7700 feet. The proposed project is located in Kaufman County.
- Miller, Texas - The proposed project is to extend an existing siding approximately 7200 feet. The proposed project is located in Tarrant County.
- Grand Prairie, Texas - The proposed project is to install a universal crossover. The proposed project is located in Dallas County.
- Iona, Texas - The proposed project is to extend the existing siding approximately 1050 feet. The proposed project is located in Tarrant County.

**LIST OF PROPOSED MERGER RELATED RAIL CONSTRUCTION
TEXAS**

- Preble, Texas - The proposed project is to extend the existing siding approximately 1950 feet. The proposed project is located in Parker County.
- Brazos, Texas - The proposed project is to extend the existing siding approximately 1850 feet. The proposed project is located in Palo Pinto County.
- Strawn, Texas - The proposed project is to extend the existing siding approximately 4400 feet. The proposed project is located in Palo Pinto County.
- Tiffin, Texas - The proposed project is to extend the existing siding approximately 2270 feet. The project is located in Eastland County.
- Javell, Texas - The proposed project is to extend the existing siding approximately 1850 feet. The project is located in Callahan County.
- Holder, Texas - The proposed project is to construct P.O. 2 T.O.'s. The proposed project is located in Taylor County. We will advise you if and when more information becomes available on this construction project.
- Merkel, Texas - The proposed project is to extend the existing siding approximately 1162 feet. The proposed project is located in Taylor County.
- Sweetwater, Texas - The proposed project is to extend an existing siding approximately 5860 feet and install a crossover. The proposed project is located in Nolan County.
- Loraine, Texas - The proposed project is to construct a new 9300-foot siding. The proposed project is located in Mitchell County.
- Iatan, Texas - The proposed project is to extend an existing siding approximately 1478 feet. The proposed project is located in Mitchell County.
- Big Spring, Texas - The proposed project is to install No. 14 P.O.T.O. The proposed project is located in Howard County. We will advise you if and when more information becomes available on this construction project.
- Morita, Texas - The proposed project is to extend an existing siding approximately 1236 feet. The proposed project is located in Howard County.
- Pegasus, Texas - The proposed project is to extend the existing siding approximately 2060 feet. The proposed project is located in Midland County.

LIST OF PROPOSED MERGER RELATED RAIL CONSTRUCTION TEXAS

- Monahans, Texas - The proposed project is to extend the existing siding approximately 1425 feet. The proposed project is located in Ward County.
- Pecos, Texas - The proposed project is to construct a new 9300-foot siding. The proposed project is located in Reeves County.
- Toyah, Texas - The proposed project is to extend an existing siding (distance not known at this time) and construct a crossover. The proposed project is located in Reeves County.
- San Martine, Texas - The proposed project is to construct a new 9300-foot siding. The proposed project is located in Reeves County.
- Wild Horse, Texas - The proposed project is to extend an existing siding approximately 5544 feet. The proposed project is located in Culberson County.
- Clyde to Big Spring, Texas - The proposed project is a CTC Clyde to Big Spring. The proposed project may be located in the following Counties: Callahan, Taylor, Nolan, Mitchell and Howard. We will update you of this construction project if and when more information becomes available.
- Strauss to Anapra, Texas - The proposed project is to construct a second main track from Strauss to Anapra, Texas. We will update you of this construction project if and when more information becomes available.
- Waco, Texas - The proposed project is to close the SP yard. The proposed project is located in McLennan County.
- Corsicana, Texas - The proposed project is to close to SP SSW Hill Yard. The proposed project is located in Navarro County.
- El Paso, Texas - The proposed project is to close the UP yard in El Paso, Texas. The proposed project is located in El Paso County.
- Kelton, Texas - The proposed project is to extend the middle bowl tract at SP's Eaglewood Yard. We will update you of this construction project if and when more information becomes available.
- Dayton, Texas - The proposed project is to extend tracks 3 and 4 near the Main Line in Dayton, Texas. The proposed project is located in Liberty County.

Barry R. McBee, *Chairman*
R. B. "Ralph" Marquez, *Commissioner*
John M. Baker, *Commissioner*
Dan Pearson, *Executive Director*



TEXAS NATURAL RESOURCE CONSERVATION COMMISSION

Protecting Texas by Reducing and Preventing Pollution

November 27, 1995

RECEIVED
R.D.D. OFFICE

FEB 07 1996

Ms. Julie Donsky
Dames & Moore
1701 Golf Road, Suite 1000
Rolling Meadows, Illinois 60008

Re: Environmental Report/merger of Union Pacific and Southern Railroads; Texas construction sites.

Dear Ms. Donsky:

The following staff of the Texas Natural Resource Conservation Commission (TNRCC) has reviewed the above-referenced project and offer the following comments:

Office of Policy and Regulatory Development:

The staff of the Air Policy and Regulations Division has reviewed the referenced project for General conformity impacts in accordance with 40 CFR Part 93 and Chapter 101.30 of the TNRCC General Rules. Of the four proposed construction projects, one is located in El Paso County, Texas, which is nonattainment of the National Ambient Air Quality Standard (NAAQS) for ozone, with a classification of serious for: respirable particulate matter within the city limits of El Paso; carbon monoxide, with a classification of moderate, within a small portion of the city limits of El Paso. Therefore, general conformity does apply. The major source threshold for ozone precursors is 50 tons per year, and 100 tons per year for carbon monoxide and particulate matter. The area has a NOx exemption in accordance with Section 182(f) of the Federal Clean Air Act; therefore, only the volatile organic compound (VOC) precursors must be considered for general conformity purposes regarding ozone.

General Conformity regulations require that Federal actions be considered as a whole rather than a series of separate, but related, actions. For that reason, the actions which deal with changes in rail activity should be combined with construction actions within each nonattainment area in order to determine the net emissions increase/decrease for conformity purposes. For example, an increase in emissions from increased rail activity in El Paso County may be offset by the retirement of a rail yard or line somewhere else in the nonattainment area. Although conformity regulations do not require that general conformity

November 27, 1995

evaluations be included with the National Environmental Policy Act (NEPA) documents, the air quality impact section of the NEPA documents is an appropriate location for general conformity reporting.

If you have any questions regarding air quality comments, please feel free to contact Mr. Buddy Henderson, Air Policy and Regulations Division, at (512) 239-1510.

Agriculture and Watershed Management Division:

The staff of the Water Planning and Assessment Division has reviewed the above-referenced project, and at this time, has no comments pertaining to any water quality effects of the project.

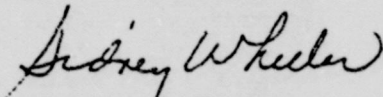
However, during construction, runoff of storm water can affect surface water quality. This so-called nonpoint source pollution can have an impact on water quality and aquatic life by carrying sediment and chemical contaminants into nearby streams.

These impacts can be minimized by the use of construction and post-construction water quality protection practices, and we urge you to use such practices as you undertake this project.

If you have questions regarding water quality comments, please feel free to contact Mr. Tom Remaley, Research and Environmental Assessment Section, at (512) 239-4576.

Thank you for the opportunity to review this project.

Sincerely,



(Ms.) Sidney Wheeler
Program Administrator
Intergovernmental Relations Division

Madison

 **DAMES & MOORE**

ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 60008
(708) 228-0707 FAX: (708) 228-1115

(8)
*To: Tom Rensley
Buddy H.*

October 31, 1995

NOV 07 1995

Dan Pearson, Executive Director
Natural Resources Conservation Commission
12100 Park 35 Circle
P.O. Box 13087
Austin, TX 78711-3087

Dames & Moore is preparing the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached maps show, in detail, the location of construction sites in your state. These maps are supplements to the information sent in prior letters.

To prepare our Environmental Report, we are requesting that you inform us of any concerns you have and provide information regarding:

- protected species information (State; Federal) within 5 miles of each site.
- listing of critical habitats within 5 miles of each site.
- locations of parks and refuges in proximity to the proposed projects.
- citations to any permitting/approval authority which you believe your state has over the actions identified.
- any other information you would like to provide regarding environmental matters or local concerns at these sites.

We would appreciate receiving the requested information at your earliest convenience. We would further appreciate it if the information could be supplied in writing or orally to the undersigned at the address and phone/fax numbers on this letterhead. The railroads will be filing our Environmental Report with their application to the Interstate Commerce Commission ("ICC") on or before December, and thus your prompt reply will ensure that our report, which the ICC will consider in preparing its own environmental assessment of the above-described project, includes consideration of your views.

We very much appreciate your assistance.

Very truly yours,
DAMES & MOORE, INC.

Julie Donsky
Julie Donsky
Environmental Scientist

(878)
due 11/28

Barry R. McBee, Chairman
R. B. "Ralph" Marquez, Commissioner
John M. Baker, Commissioner
Dan Pearson, Executive Director



(8)

TEXAS NATURAL RESOURCE CONSERVATION COMMISSION

Protecting Texas by Reducing and Preventing Pollution

November 27, 1995

RECEIVED
REG. OFF.

FEB 07 1996

TELETYPE
UNITED STATES
AUSTIN, TX

Mr. T.C. Adams
Governor's Office of Budget & Planning
P.O. Box 12428
Austin, Texas 78711

Re: Merger of Union Pacific and Southern Pacific Railroads/abandonment exemptions.
TX-R-95-11-14-0001-50-00

Dear Mr. Adams:

The following staff of the Texas Natural Resource Conservation Commission (TNRCC) has reviewed the above-referenced project and offer the following comments:

Office of Policy and Regulatory Development:

The staff of the Air Policy and Regulations Division has reviewed the referenced project for General Conformity impacts in accordance with 40 CFR Part 93 and Chapter 101.30 of the TNRCC General Rules. Of the two proposed abandonment projects, one is located in Galveston and Harris Counties, Texas, which are nonattainment of the National Ambient Air Quality Standard (NAAQS) for ozone, with a classification of severe. Therefore, general conformity does apply. The major source threshold for ozone precursors is 25 tons per year. The area has a NOx exemption in accordance with Section 182(f) of the Federal Clean Air Act; therefore, only the volatile organic compound (VOC) precursors must be considered for general conformity purposes regarding ozone.

General Conformity regulations require that Federal actions be considered as a whole rather than a series of separate, but related, actions. For that reason, the actions which deal with changes in rail activity should be combined with construction actions within each nonattainment area in order to determine the net emissions increase/decrease for conformity purposes. For example, an increase in emissions from increased rail activity in Harris County may be offset by the abandonment of a rail line somewhere else in the nonattainment area. Although conformity regulations do not require that general conformity evaluations be included with the National Environmental Policy Act (NEPA) documents, the air quality impact section of the NEPA documents is an appropriate location for general conformity reporting.

9/15

Mr. T.C. Adams
Page 2

November 27, 1995

If you have any questions regarding air quality comments, please feel free to contact Mr. Buddy Henderson, Air Policy and Regulations Division, at (512) 239-1510.

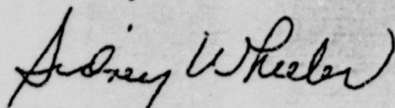
Agriculture and Watershed Management Division:

The staff of the Water Planning and Assessment Division has reviewed the above-referenced project and offer that practices such as those identified on Page 543 of your environmental report should be sufficient to protect water quality.

If you have questions regarding water quality comments, please feel free to contact Mr. Tom Remaley, Research and Environmental Assessment Section, at (512) 239-4576.

Thank you for the opportunity to review this project.

Sincerely,



(Ms.) Sidney Wheeler
Program Administrator
Intergovernmental Relations Division

Law Department

UNION PACIFIC RAILROAD COMPANY

1416 DODGE STREET
ROOM 830
OMAHA, NEBRASKA 68179-0001
FAX (402) 271-5610



November 9, 1995

RECEIVED

NOV 14 1995

ADMINISTRATIVE SERVICES

Tom Adams
Governor's Office of Budget and Planning
P. O. Box 12428
Austin, TX 78711

Re: Docket No. AB-3 (Sub-No. 134X), Missouri Pacific Railroad Company
— Abandonment Exemption — Troup - Whitehouse Line in
Smith County, TX

Docket No. AB-12 (Sub-No. 187X), Southern Pacific Transportation
Company — Abandonment Exemption — Galveston Line in Galveston
and Harris Counties, TX

Dear Mr. Adams:

The Troup - Whitehouse Line (Missouri Pacific) and the Galveston Line between Seabrook and San Leon (Southern Pacific) are abandonment exemptions, pursuant to 49 C.F.R. § 1152.50, which will be filed at the ICC on or about November 30, 1995, as part of the application in Finance Docket No. 32760, Union Pacific Corporation, Union Pacific Railroad Company and Missouri Pacific Railroad Company — Control and Merger — Southern Pacific Rail Corporation, Southern Pacific Transportation Company, St. Louis Southwestern Railway Company, SPCSL Corp., and The Denver and Rio Grand Western Railway Company. At least 20 days prior to filing the notice of exempt abandonments at the ICC, the railroads are required to furnish the environmental report information at 49 C.F.R. § 1105.7(e)(1) to the state clearinghouse (or alternate). (See, 49 C.F.R. § 1105.7(b)(10).)

The Environmental Report, which will be filed in Finance Docket 32760, contains the § 1105.7(e)(1) information, but in order to comply with the 20-day notice requirement, I am enclosing relevant pages for the above-referenced abandonment exemptions in the State of Texas.

Sincerely,

Jeanna L. Regier
Registered ICC Practitioner
Tel. (402) 271-4835

(4)

Barry R. McBee, *Chairman*
R. B. "Ralph" Marquez, *Commissioner*
John M. Baker, *Commissioner*
Dan Pearson, *Executive Director*

TEXAS NATURAL RESOURCE CONSERVATION COMMISSION

Protecting Texas by Reducing and Preventing Pollution

December 28, 1995

Ms. Julie Donsky
Dames & Moore
1701 Golf Road, Suite 1000
Rolling Meadows, Illinois 60008

RECEIVED
REG. OFF. TEXAS

FEB 07 1996

Re: Union Pacific and Southern Pacific Railroads/Merger
Intermodal and Automotive Facilities in Texas/increase in truck activity
Rail Yards in Texas/increase in rail activity

Dear Ms. Donsky:

The following staff of the Texas Natural Resource Conservation Commission (TNRCC) has reviewed the above-referenced project and offer the following comments:

Office of Policy and Regulatory Development:

The Office of Policy and Regulatory Development has reviewed the above-referenced project for General Conformity impacts in accordance with 40 CFR Part 93 and Chapter 101.30 of the TNRCC General Rules. Of the two proposed projects, the increased rail yard activity project impacts El Paso County, Texas, which is nonattainment of the National Ambient Air Quality Standard (NAAQS) for ozone, with a classification of serious; for respirable particulate matter within the city limits of El Paso; and for carbon monoxide, with a classification of moderate, within a small portion of the city limits of El Paso. The major source threshold in El Paso for ozone precursors is 50 tons per year, and 100 tons per year for carbon monoxide and particulate matter. The increased rail yard activity project and the intermodal facility project impacts the Dallas/Fort Worth ozone nonattainment area, which has a classification of moderate and a major source threshold for ozone precursors of 100 tons per year. Therefore, general conformity does apply to these projects. The areas have a NOx exemption in accordance with Section 182(f) of the Federal Clean Air Act, therefore, only the volatile organic compound (VOC) precursors must be considered for general conformity purposes regarding ozone.

General Conformity regulations require that Federal actions be considered as a whole rather than a series of separate, but related, actions. For that reason, the actions which deal with changes in rail and/or intermodal activity should be combined with construction actions

Ms. Julie Donsky
Page 2

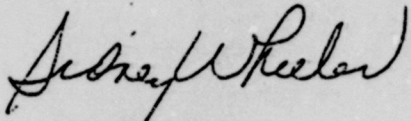
December 28, 1995

within each nonattainment area in order to determine the net emissions increase/decrease for conformity purposes. For example, an increase in emissions from increased rail activity in El Paso County may be offset by the retirement of a rail yard or line somewhere else in the nonattainment area. Although conformity regulations do not require that general conformity evaluations be included within the National Environmental Policy Act (NEPA) documents, the air quality impact section of the NEPA documents is an appropriate location for general conformity reporting.

If you have any questions regarding air quality comments, please feel free to contact Mr. Buddy Henderson, Air Policy & Regulations Section, at (512) 239-1510.

Thank you for the opportunity to review this project. If I may be of further service, please call me at (512) 239-3503.

Sincerely,



(Ms.) Sidney Wheeler
Program Administrator
Intergovernmental Relations Division

(8)

DAMES & MOORE

ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 60008
(708) 228-0707 FAX: (708) 228-1115

November 9, 1995

Dan Pearson, Executive Director
Natural Resources Conservation Commission
12100 Park 35 Circle
P.O. Box 13087
Austin, TX 78711-3087

To:
Buddy
Anderson

Dames & Moore is preparing the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show rail yards, identified within your state, which may see an increase in rail activity (increase in the number of trains per day). In some states there will also be rail segments and intermodal facilities which will be affected by the proposed merger. We will advise you if and when they are identified in your state.

To prepare our Environmental Report, we are requesting that you inform us of any concerns you have and provide information regarding:

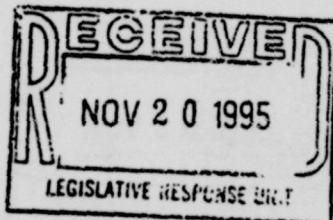
- protected species information (State; Federal) within 5 miles of each site.
- listing of critical habitats within 5 miles of each site.
- locations of parks and refuges in proximity to the proposed projects.
- citations to any permitting/approval authority which you believe your state has over the actions identified.
- any other information you would like to provide regarding environmental matters or local concerns at these sites.

We would appreciate receiving the requested information at your earliest convenience. We would further appreciate it if the information could be supplied in writing or orally to the undersigned at the address and phone/fax numbers on this letterhead. The railroads will be filing our Environmental Report with their application to the Interstate Commerce Commission ("ICC") on or before December, and thus your prompt reply will ensure that our report, which the ICC will consider in preparing its own environmental assessment of the above-described project, includes consideration of your views.

We very much appreciate your assistance.

Very truly yours,
DAMES & MOORE, INC.

Julie Donsky
Julie Donsky
Environmental Scientist



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93
due 12/13

DAMES & MOORE

ONE CONTINENTAL TOWERS, 1701 GOLF ROAD, SUITE 1000, ROLLING MEADOWS, ILLINOIS 60008
(708) 228-0707 FAX: (708) 228-1115

November 9, 1995

Dr. Buddy Henderson

Dan Pearson, Executive Director
Natural Resources Conservation Commission
12100 Park 35 Circle
P.O. Box 13087
Austin, TX 78711-3087

Dames & Moore is preparing the Environmental Report for the application for merger of the Union Pacific and Southern Pacific Railroads. The attached list and maps show intermodal and automotive facilities, identified within your state, which may see an increase in truck activity (increase in the number of trucks entering and leaving the facility per day). In some states there will also be rail segments and rail yards which will be affected by the proposed merger. We will advise you if and when they are identified in your state.

To prepare our Environmental Report, we are requesting that you inform us of any concerns you have and provide information regarding:

- protected species information (State; Federal) within 5 miles of each site.
- listing of critical habitats within 5 miles of each site.
- locations of parks and refuges in proximity to the proposed projects.
- citations to any permitting/approval authority which you believe your state has over the actions identified.
- any other information you would like to provide regarding environmental matters or local concerns at these sites.

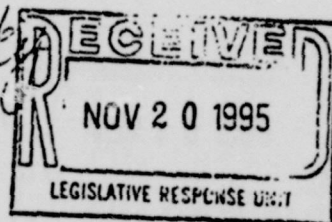
We would appreciate receiving the requested information at your earliest convenience. We would further appreciate it if the information could be supplied in writing or orally to the undersigned at the address and phone/fax numbers on this letterhead. The railroads will be filing our Environmental Report with their application to the Interstate Commerce Commission ("ICC") on or before December, and thus your prompt reply will ensure that our report, which the ICC will consider in preparing its own environmental assessment of the above-described project, includes consideration of your views.

We very much appreciate your assistance.

Very truly yours,
DAMES & MOORE, INC.

Julie Donsky
Julie Donsky
Environmental Scientist

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932
due 12/18

Barry R. McBee, *Chairman*
R. B. "Ralph" Marquez, *Commissioner*
John M. Baker, *Commissioner*
Dan Pearson, *Executive Director*



TEXAS NATURAL RESOURCE CONSERVATION COMMISSION

Protecting Texas by Reducing and Preventing Pollution

January 31, 1996

Mr. Jerry L. Martin
Director, Transportation/Gas Utilities Division
Railroad Commission of Texas
P.O. Box 12967
Austin, Texas 78711-2967

Dear Mr. Martin:

This letter is in response to your letter entitled "Proper Response of the State of Texas to Union Pacific's Proposed Acquisition of Southern Pacific." The Texas Natural Resource Conservation Commission (TNRCC) has no comment regarding the proposed merger and its effect on the preservation of the rail competition within our state; however, the TNRCC will determine if the ultimate merger action complies with the environmental laws and regulations of the state. The TNRCC staff has been reviewing the environmental issues associated with the proposed merger as part of the National Environmental Policy Act (NEPA) process. In addition, wherever the proposed merger appears to impact an area of the state which is nonattainment for one or more criteria air pollutants, the TNRCC staff has been reviewing the projects to ensure they conform to the State Implementation Plan.

As part of the NEPA process, the Union Pacific and Southern Pacific Railroads hired a consultant to prepare the Environmental Report which was to be filed with the application for merger to the Interstate Commerce Commission (ICC) in December 1995. The TNRCC staff commented on several occasions (see enclosures) to submittals from the consultant. The ICC will use this Environmental Report to prepare the official Environmental Assessment/Environmental Impact Statement (EA/EIS). The EA/EIS will be distributed in draft form for public review and comment early in 1996. The TNRCC will review the draft EA/EIS and provide comments to the ICC before the EA/EIS is finalized. My staff will forward copies of future merger correspondence to you.

I hope this response adequately addresses the request expressed in your letter. If you have any questions about this response or need additional information, please contact Ms. Sidney Wheeler, Intergovernmental Relations Division, at (512) 239-3503.

Sincerely,

A handwritten signature in black ink, appearing to read "Dan Pearson".

Dan Pearson
Executive Director

Enclosures

cc: Mr. Barry R. McBee, Chairman
Mr. R. B. "Ralph" Marquez, Commissioner
Mr. John M. Baker, Commissioner
Ms. Sidney Wheeler, Intergovernmental Relations Division



TEXAS
PARKS AND WILDLIFE DEPARTMENT
 4200 Smith School Road • Austin, Texas 78744 • 512-389-4800

RECEIVED

NOV 23 1995

ANDREW SANSOM
Executive Director

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Ft. Worth

November 28, 1995

Ms. Julie Donsky
 Dames & Moore
 One Continental Towers
 1701 Golf Road, Suite 1000
 Rolling Meadows, Illinois 60008

Re: Merger of the Union Pacific and Southern Pacific Railroads
 Preliminary Information for Preparation of Environmental Report

Dear Ms. Donsky:

This letter is in response to your request for information concerning the impacts upon fish, wildlife, plant, and public resources associated within the proximity of the project referenced above. The referenced project should have no apparent adverse impacts upon departmental facilities or the fish and wildlife resources that this agency protects.

The Department appreciates the opportunity to provide comments for the planning of your Environmental Report. Please refer to the attached document entitled, "Texas Parks and Wildlife Department Suggested Guidelines for Preparation of Environmental Assessments Documents" for detailed information outlining requirements and expectations of the Department.

Thank you for coordinating with this agency in your planning activities.

Sincerely,

M. Melissa Parker
 Habitat Assessment Branch
 Resource Protection Division

MMP:dab

Attachment



Texas Parks and Wildlife Department Suggested Guidelines for Preparation of Environmental Assessment Documents

Following is an outline of categories of information needed to evaluate a proposed project or action. Every effort should be made to supply quantified data. If subjective data is all that can be supplied, documentation verifying the credentials of the data collector should be provided.

Categories considered essential for adequate biological review by this agency are noted by an asterisk (*). Depending on the complexity and scope of the proposed project or action, or requirements by other agencies, all the items listed below may be required.

Whenever practical, environmental documents should be supported by aerial photography, topographic maps, schematics, charts, tables, etc. with minimum narrative sufficient to describe, quantify, and qualify the data.

A. Project Description

- * ● Identify who is proposing the project.
- * ● Identify who is conducting the assessments and provide credentials of this person(s).
- * ● Describe the purpose of the project.
- * ● Define the scope of work.
- * ● Identify the project area and study area (total acres, miles of r-o-w, etc.)
- * ● Identify the time table projected for the entire project.
- * ● Describe any required coordination and review for the project.
- * ● List or describe any required public input.
- Provide historical information significant to the project.

B. Description of the Affected Environment

1. Natural Resources

- Describe the geology within the study area.
- * ● Describe the soils present and their characteristics.
- * ● Describe the landform (topography) and the natural processes impacting the present landform.
- Describe the climatic factors affecting the study area.
- * ● Describe the supply and quality of surface water resources in the study area.
- * ● Describe the supply and quality of groundwater resources including aquifer recharge zones occurring within the study area.
- * ● Describe natural hazards affecting the study area, i.e. tidal influences, flood activity, etc.).
- Describe the quality of the air in the study area.
- * ● Describe the vegetation communities (cover type) specifically impacted by the project to include: dominant plant species, estimated height of trees, woody shrubs or brush; and estimated canopy coverage of woody vegetation. Total acreage of each cover type disturbed by the project should also be listed.
- * ● Describe the fauna that would be associated with the dominant vegetation cover types identified above.

- * ● Identify "sensitive" ecosystems which occur in the study area such as: springs, streams, rivers, floodplains, vegetation corridors, bottomland hardwoods, wetlands, bays, estuaries, native grasslands, etc.
- * ● Describe the occurrence of threatened/endangered species (or their habitats) and unique or rare natural communities which occur in the study area.
 - a. On site inspection of the study area for permanent or seasonal occurrence.
 - b. On site inspection of the study area for occurrence of habitat.
 - c. Interviews with recognized experts on all species with a potential of occurrence.
 - d. Literature review of data applicable to a potential occurring species concerning species distribution, habitat needs, and biological requirements.

2. Cultural Resources

- * ● Identify public use and open space areas in the vicinity of the proposed project such as parks, natural areas, wildlife preserves and management areas.
- Identify previous, present, and proposed land uses within the study area.
- Identify significant archeological features within the study area.
- Identify significant historical features in the study area with special consideration of "National Register of Historic Places" properties.
- Identify rights-of-ways, easements, public utilities, and transportation features within the study area.
- Identify noise pollution sources and current noise levels within the study area.
- Identify existing and proposed public health and hazardous waste facilities which exist in the study area such as land fills, hazardous waste sites, wastewater treatment facilities, septic tanks, etc.
- Identify socioeconomic factors, if applicable.

*C. Project Alternatives

List and describe project alternatives (including "no action") and associated impacts (direct and indirect) to described resources. If the project is potentially large in scope, cumulative effects with other similar projects may be required.

*D. Mitigation

A major responsibility of TPWD is to conserve and protect the state's fish, wildlife, and plant resources. Certain categories of these biotic resources warrant special consideration. These include habitats that are locally and regionally scarce, habitats supporting unique species or communities, stream and river ecosystems, bays, estuaries, wetlands, bottomland hardwoods, and native grasslands. All projects which could adversely affect these resources should be fully evaluated, and where possible, implementation of less damaging alternatives undertaken. If it is determined that a project or action will potentially affect fish, wildlife or plant resources, a process for adverse impact reduction should be initiated. Mitigation measures should be developed and implemented sequentially as follows:

1. **AVOIDANCE:** Avoiding adverse impacts through changes in project location, design, operation, or maintenance procedures, or through selection of other less damaging alternatives to the project or action.

2. **MINIMIZATION:** Minimizing impacts and by project modification or rectification to restore or improve impacted habitat to pre-project condition; or through reducing the impacts over time by preservation and maintenance operations during the life of the project or action.
3. **COMPENSATION:** Compensating for unavoidable impacts by providing replacement or substitute resources (including appropriate management) for losses caused by project construction, operation, or maintenance.

Mitigation should be an integral part of any action or project which adversely affects fish, wildlife, and habitats upon which they depend. Failure to adequately avoid or minimize adverse impacts or to adequately compensate for unavoidable losses of natural resources is a serious deficiency in any project plan and may cause delays in this Department's review and assessment of the adverse impacts upon fish & wildlife resources. In assessing project impacts, reasonable foreseeable secondary and cumulative impacts should be included.

***E. Coordination**

Provide copies of pertinent coordination correspondence.

***F. Document Preparers and Their Qualifications**

***G. Bibliography**

(references: 40 CFR Parts 1500-1508 and various EPA handouts concerning Environmental Assessment documentation.)

TEXAS REVIEW AND COMMENT SYSTEM
REVIEW NOTIFICATION

Applicant/Originating Agency: Dames & Moore
Contact Name and Phone: Ms. Julie Donsky (E. Scientist) / (708) 228-0707

Project Title: EA-MERGER OF UNION PACIFIC & SOUTHERN PACIFIC RLRD

Funding Agency: ICC

SAI/EIS#: TX-R-95-09-29-0002-50-00

Date Received: September 25, 1995

Date Comments Due BPO: 11/06/95

REVIEW PARTICIPANTS

Texas Attorney General's Office
Texas Historical Commission
Texas Parks and Wildlife Department
Railroad Commission of Texas
Texas Natural Resource Conservation Commission
Brazos Valley Development Council
East Texas Council of Governments
Golden Crescent Regional Planning Commission
Houston-Galveston Area Council

RECEIVED

OCT 3 1995

GOVERNMENT RELATIONS OFFICE

Special Notes/Comments: Subject application was provided to reviewers listed above per receipt of this notification by SPOC. Please contact the applicant above directly if you need more information.

☒ No Comment.

Texas Railroad Commission
Review Agency

Bryan W. Schaefer
Signature

Return Comments to:

for D. C. Adams State Single Point of Contact
Texas Office of State-Federal Relations
P.O. Box 13005
Austin, TX 78711
(512) 463-1771

RECEIVED
TEXAS REVIEW AND COMMENT SYSTEM
REVIEW NOTIFICATION

GOVERNMENT BUDGET OFFICE

OCT - 3 1995

Applicant/Originating Agency: Dames & Moore
Contact Name and Phone: Ms. Julie Donsky (E. Scientist) / (708) 228-0707

Project Title: EA-MERGER OF UNION PACIFIC & SOUTHERN PACIFIC RLRD

Funding Agency: ICC

SAI/EIS#: TX-R-95-09-29-0002-50-00

Date Received: September 25, 1995

Date Comments Due BPO: 11/06/95

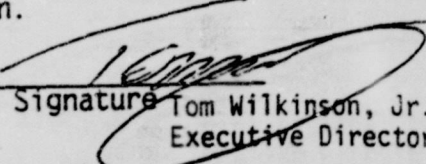
REVIEW PARTICIPANTS

Texas Attorney General's Office
Texas Historical Commission
Texas Parks and Wildlife Department
Railroad Commission of Texas
Texas Natural Resource Conservation Commission
Brazos Valley Development Council
East Texas Council of Governments
Golden Crescent Regional Planning Commission
Houston-Galveston Area Council

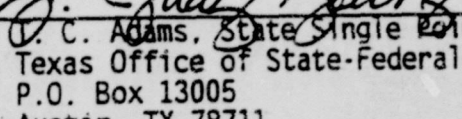
Note: At their meeting on 10/11/95, the Executive Committee of the Brazos Valley Development Council voted to give this project favorable review with the following comment: "Provided no environmental problems are found on the abandonment and construction sites, first consideration for disposition of the properties be given to a county or municipal governmental agency."

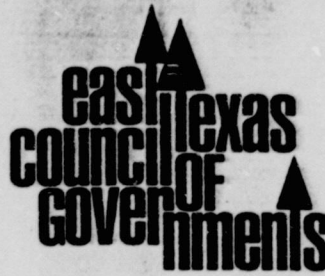
Special Notes/Comments: Subject application was provided to reviewers listed above per receipt of this notification by SPOC. Please contact the applicant above directly if you need more information.

(See comments above.)
[] No Comment. Brazos Valley Development Council
Review Agency

Signature 
Tom Wilkinson, Jr.
Executive Director

Return Comments to:


C. C. Adams, State Single Point of Contact
Texas Office of State-Federal Relations
P.O. Box 13005
Austin, TX 78711
(512) 463-1771



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OCT 27 1995

3800 STONE ROAD
KILGORE, TEXAS 75662 • 903/984-8641 • FAX 903/983-1440

GOVERNMENTAL BUDGET
SERVING A FOURTEEN-COUNTY REGION

October 24, 1995

Ms. Judy Young
T. C. Adams, State Single Point of Contact
Texas Office of State-Federal Relations
P. O. Box 13005
Austin, TX 78711

RE:SAI# TX-R-95-09-29-0002-50-06

Dear Ms. Young:

The East Texas Council of Governments (ETCOG) has reviewed the application for the merger of the Union Pacific and Southern Pacific Railroads as submitted to the Interstate Commerce Commission (ICC). This merger will result in the abandonment of the Missouri Pacific Rail Line located within Smith County. The line to be abandoned extends approximately eight miles between the Cities of Whitehouse and Troup.

After consulting with the City Managers of both of the affected communities, ETCOG has determined that there will be no adverse economic consequences from the proposed abandonment. ETCOG also encourages both county and city officials to contact the Interagency Abandoned Rail Corridor Committee (IARCC) in Austin to consider other public uses of the corridor that would be compatible with the goals and objectives of the ETCOG Land Resource Management Plan.

Sincerely,

Glynn J. Knight
Executive Director

GJK/MWS/bc

cc: Commissioner Derrell Cooper, Smith County
Mayor S. R. McCugh, City of Bullard
Tom Smyser, City Manager, City of Whitehouse
Jyl Moose, City Manager, City of Troup
Julie Donsky, Environmental Scientist, Dames & Moore, Inc.

TEXAS REVIEW AND COMMENT SYSTEM
REVIEW NOTIFICATION

Applicant/Originating Agency: Dames & Moore

Contact Name and Phone: Ms. Julie Donsky (E. Scientist) / (708) 228-0707

OCT 18 1995
GOVERNOR'S BUDGET OFFICE

Project Title: EA-MERGER OF UNION PACIFIC & SOUTHERN PACIFIC RLRD

Funding Agency: ICC

SAI/EIS#: TX-R-95-09-29-0002-50-00

Date Received: September 25, 1995

Date Comments Due BPO: 11/06/95

REVIEW PARTICIPANTS

Texas Attorney General's Office
Texas Historical Commission
Texas Parks and Wildlife Department
Railroad Commission of Texas
Texas Natural Resource Conservation Commission
Brazos Valley Development Council
East Texas Council of Governments
Golden Crescent Regional Planning Commission
Houston-Galveston Area Council

RECEIVED

OCT 04 1995

PROGRAM OPERATIONS

Special Notes/Comments: Subject application was provided to reviewers listed above per receipt of this notification by SPOC. Please contact the applicant above directly if you need more information.

X

No Comment. Houston-Galveston Area Council

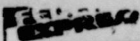
Review Agency

Signature
R. Ballas

10/12/95

Return Comments to:

for D. C. Adams, State Single Point of Contact
Texas Office of State-Federal Relations
P.O. Box 13005
Austin, TX 78711
(512) 463-1771



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QUESTIONS? CALL 800-238-5355 TOLL FREE.

TRACKING NUMBER

8904251854

RECIPIENT'S COPY

Date 12/13/92		To (Recipient's Name) Please Print Ms. Elaine K. Kaiser		Recipient's Phone Number (Very Important) 602 1227-2212	
Your Name (Please Print) Neth W. Nordeman		Your Phone Number (Very Important) 610 462-7155		Department/Floor No. Room 3210	
Company Surface Transportation Board		City Washington, D.C.		State D.C.	
Street Address 12th and Constitution Avenue		City Washington, D.C.		State D.C.	
ZIP Required 20423		City Washington, D.C.		State D.C.	
ZIP Required 20423		City Washington, D.C.		State D.C.	
YOUR INTERNAL BILLING REFERENCE INFORMATION (optional) (First 24 characters will appear on invoice) 8000		IF HOLD AT FEDEX LOCATION, Print FEDEX Address Here Street Address City State ZIP Required			
PAYMENT <input type="checkbox"/> Bill Sender <input type="checkbox"/> Bill Recipient's FedEx Acct. No. <input type="checkbox"/> Bill 3rd Party FedEx Acct. No.		Emp. No.		Date	
<input type="checkbox"/> Cash <input type="checkbox"/> Check		<input type="checkbox"/> Cash Received <input type="checkbox"/> Return Shipment <input type="checkbox"/> Third Party <input type="checkbox"/> Chg. To Del. <input type="checkbox"/> Chg. To Hold		Federal Express Use: Base Charge: Declared Value Charge: Other: Total Charge:	
SERVICES (Check only one box) 11 <input type="checkbox"/> OTHER PACKAGING 16 <input type="checkbox"/> FEDEX LETTER 12 <input type="checkbox"/> FEDEX PAK 13 <input type="checkbox"/> FEDEX BOX 14 <input type="checkbox"/> FEDEX TUBE 51 <input type="checkbox"/> OTHER PACKAGING 56 <input checked="" type="checkbox"/> FEDEX LETTER 52 <input type="checkbox"/> FEDEX PAK 53 <input type="checkbox"/> FEDEX BOX 54 <input type="checkbox"/> FEDEX TUBE		DELIVERY AND SPECIAL HANDLING (Check services required) 1 <input type="checkbox"/> HOLD AT FEDEX LOCATION WEEKDAY 2 <input checked="" type="checkbox"/> DELIVER WEEKDAY 3 <input type="checkbox"/> HOLD AT FEDEX LOCATION SATURDAY 4 <input type="checkbox"/> DELIVER SATURDAY 5 <input type="checkbox"/> SATURDAY PICK-UP 6 <input type="checkbox"/> DANGEROUS GOODS (Extra charge) 7 <input type="checkbox"/> DRY ICE 8 <input type="checkbox"/> HOLIDAY DELIVERY (if offered) 9 <input type="checkbox"/> SPECIAL HANDLING 10 <input type="checkbox"/> DIM SHIPMENT (Chargeable Weight) 11 <input type="checkbox"/> REGULAR STOP 12 <input type="checkbox"/> DROP STOP 13 <input type="checkbox"/> ON-CALL STOP		Total: Total: Total: L x W x H Regular Stop: Drop Stop: On-Call Stop: Station:	
Economy Two-Day (Delivery by next business day) 30 <input type="checkbox"/> ECONOMY Government Overnight (Delivery by next business day) 46 <input type="checkbox"/> GOVT LETTER 41 <input type="checkbox"/> GOVT PACKAGE Freight Service (for packages over 150 lbs.) 70 <input type="checkbox"/> OVERNIGHT FREIGHT 80 <input type="checkbox"/> TWO-DAY FREIGHT		DIM SHIPMENT (Chargeable Weight) L x W x H Regular Stop: Drop Stop: On-Call Stop: Station:		REVISION DATE 12/92 PART #137204 FXEM 12/92 FORMAT #158 158 1992-93 FEDEX PRINTED IN	

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2-12-96

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Item No. _____

Page Count _____

File # 92

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TERIAL

FD 32760

84193

United States
Department of
Agriculture

Natural Resources
Conservation
Service

Soil Survey Office
655 Parfet St., Rm E200C
Lakewood, CO 80215-5517

Subject: LU - 310

Date: 2-5-96

To: Elaine K Kaiser
Chief, Section of Environmental Analysis
Surface Transportation Board
Washington, D.C. 20423-0001

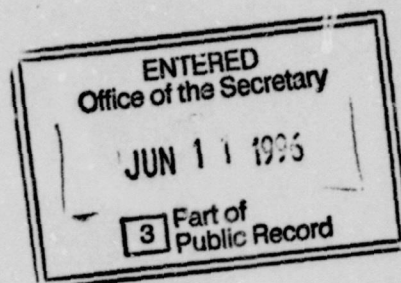
File Code: 290-11-11

No apparent impact on prime farmland or farmland of statewide importance would occur as a result of the proposed Control and Merger of the Union and Southern Pacific railroads.

Duane L. Johnson, Acting

Duane Johnson
State Conservationist

Attachment(s): AD-1006



STB

FD

32760

2-5-96

K

84194

BEFORE THE SURFACE TRANSPORTATION BOARD

84194

The Denver and Rio Grand. Western
Railroad Company -- Discontinuance
of Trackage -- Hope-Bridgeport Line
in Dickinson and Saline Counties, KS

AB-8 (Sub-no. 37)

Missouri Pacific Railroad Company --
Abandonment -- Hope-Bridgeport Line
in Dickinson and Saline Counties, KS

AB-3 (Sub-no. 131)



[merger-related: Finance Dkt. 32760, UP/SP]

Statement of Willingness to Assume
Financial Responsibility

In order to establish interim trail use and rail banking under 16 U.S.C. 1247(d) and 49 CFR 1152.29, the Serenata Farms Equestrian Therapy Foundation (hereinafter "SFETF" or "interim Trail User"), is willing to assume full responsibility for management of, for any legal liability arising out of (unless the user is immune from liability, in which case it need only indemnify the railroad against any potential liability), and for the payment of any and all taxes that may be levied or assessed against the right-of-way owned and operated by Missouri Pacific Railroad Company ("Railroad"), with trackage rights held by The Denver and Rio Grande Western Railroad Company ("DRG") The property extends from MP 459.20 near Hope to MP 491.20 near Bridgeport, a distance of approximately 31.24 miles (an equation at MP 478.05 = 478.81) in Dickinson and Saline counties, Kansas. The right of way is part of a line proposed for abandonment in Docket AB-3 (Sub-no. 131), and for discontinuance of trackage rights in Docket AB-6 (Sub-no. 37).

A map depicting the property is attached.

SFETF acknowledges that use of the right-of-way is subject to the user's continuing to meet its responsibilities described above and subject to possible future reconstruction and reactivation of the right-of-way for rail service. A copy of this statement is being served on the Railroads on the same date it is being served on the Commission.

Bud Newell
Serenata Farms Equestrian Therapy Foundation
1895 E. 56 Rd.
Lecompton, KS 66050
(913) 887-6422

ENTERED	
Office of the Secretary	
JUN - 6 1996	
5	Part of Public Record

Counsel:

Charles H. Montange, Esq.
426 NW 162d St.
Seattle, WA 98177
(206) 546-1936

cc. Robert Opal, Esq.
Union Pacific Railroad
1416 Dodge St.
Omaha, NE 68179

STB

FD

~~32760~~

12-18-95

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ENVIRONMENTAL MATERIAL

5/23/96 3:15:14 PJB
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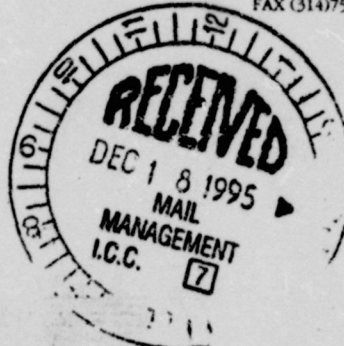
STATE OF MISSOURI
DEPARTMENT OF NATURAL RESOURCES

Mel Carnahan, Governor • David A. Shorr, Director

DIVISION OF STATE PARKS
P.O. Box 176 Jefferson City, MO 65102-0176 (314)751-2479
FAX (314)751-8656

December 11, 1995

Julie Donsky
Environmental Specialist
Dames & Moore
One Continental Towers
1701 Golf Road, Suite 1000
Rolling Meadows, IL 60008



FD 32760

RE: Environmental Report for merger of Union Pacific and Southern Pacific as it concerns Poplar Bluff, Butler County, Missouri

Dear Ms. Donsky:

Thank you for submitting information on the above referenced project for our review pursuant to Section 106 of the National Historic Preservation Act (P.L. 89-665, as amended).

Enclosed is information about sites listed in the National Register of Historic Places in Poplar Bluff and Butler County. Several of these sites are near the rail line which will see increased traffic. However, since train movement is an existing activity in the area, and was actually more frequent in the past, an increase in rail traffic will have no effect on these sites. If rail realignment or expansion is planned, however, information specific to each project should be submitted in order to determine possible effects on historic, architectural and archaeological resources.

Thank you for the opportunity to comment. If you have any questions, please contact Ms. Laura Sparks at 314/751-9501.

Sincerely,

HISTORIC PRESERVATION PROGRAM

Claire F. Blackwell
Director and Deputy State
Historic Preservation Officer

CFB:ls

Enclosure

c Interstate Commerce Commission

ENTERED	
Office of the Secretary	
MAY 29 1996	
5	Part of Public Record

5/23/96 3:15:14 PM

ENVIRONMENTAL DOCUMENT
STATE OF MISSOURI
DEPARTMENT OF NATURAL RESOURCES

DIVISION OF STATE PARKS
P.O. Box 177 Jefferson City, MO 65117

December 11, 1995

Item No. _____

Page Count 3

December 1995 #122

Julie Donsky
Environmental Specialist
Dames & Moore
One Continental Towers
1701 Golf Road, Suite 1000
Rolling Meadows, IL 60008

RE: Environmental Report for merger of Union Pacific and Southern Pacific as it concerns Poplar Bluff, Butler County, Missouri

Dear Ms. Donsky:

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Thank you for the opportunity to comment. If you have any questions, please contact Ms. Laura Sparks at 314/751-9501.

Sincerely,

HISTORIC PRESERVATION PROGRAM

Mark A. Miles

to Claire F. Blackwell
Director and Deputy State
Historic Preservation Officer

CFB:lls

Enclosure

c Interstate Commerce Commission

ENVIRONMENTAL DOCUMENT

MISSOURI PROPERTIES IN THE NATIONAL REGISTER OF HISTORIC PLACES
(03/01/95)

ADAIR COUNTY

ADAIR COUNTY COURTHOUSE, Washington St., Kirksville (8/11/78)
 BEAR CREEK BAPTIST CHURCH, Kirksville vic., (S30, T63N, R15W) (3/29/84)
 CABINS HISTORIC DISTRICT, Novinger vic. (7/17/79)
 DOCKERY HOTEL, (LESLIE HOTEL), Elson & McPherson Sts., Kirksville (2/10/83)
 (destroyed 1991)
 GRIM BUILDING, 113-115 E. Washington St., Kirksville (6/27/79)
 HARRIS, CAPT. THOMAS C., HOUSE, (PARRISH PLACE), 1308 N. Franklin St.,
 Kirksville (10/15/73)
 ST. MARY'S CHURCH, MO 11, Adair (12/16/74)
 THOUSAND HILLS STATE PARK PETROGLYPHS ARCHAEOLOGICAL SITE, (23AD45),
 Kirksville vic. (1/23/70)

ANDREW COUNTY

ANDREW COUNTY COURTHOUSE, 4th & Main Sts., Savannah (9/11/80)

ATCHISON COUNTY

ATCHISON COUNTY MEMORIAL BUILDING, 417 S. Main Street, Rock Port (12/22/87)
 BROWNVILLE BRIDGE, (Highway Bridges in Nebraska MPS), U.S. 136 over the
 Missouri R., Phelps City vic., (6/17/93)
 DOPP, JOHN DICKINSON, MANSION, 407 Cass St., Rock Port (2/08/84)
 GIBBS SITE, THE, (23AT11), Watson vic. (2/23/72)
 MULE BARN THEATRE, (DAVID RANKIN MULE BARN), 10th & Park Sts., Tarkio
 (10/15/70) (destroyed by fire 2/89)
 ST. OSWALD'S PROTESTANT EPISCOPAL CHURCH, MO EE S of jct. with MO 46, Skidmore
 vic. (1/13/92)
 WALNUT INN, (HANNA, HUNTER & CO.; HANNA TRAVIS & CO.; WILLIAMSON & TRAVIS),
 224 Main St., Tarkio (4/12/82)

AUDRAIN COUNTY

ROSS HOUSE, (AUDRAIN COUNTY HISTORICAL MUSEUM), 501 S. Muldrow St., Mexico
 (7/26/78)

BARRY COUNTY

CAMP SMOKEY/COMPANY 1713 HISTORIC DISTRICT (ECW ARCHITECTURE IN MISSOURI STATE
 PARKS 1933-1942 TR), Roaring River State Park, Cassville vic. off Park
 Road (2/26/85) (also see: Buchanan, Camden, Dallas, Dent, Franklin,
 Grundy, Johnson, Laclede, Lincoln, Miller, Monroe, St. Louis, Saline,
 Washington, & Wayne Counties)
 COURDIN HOUSE, OLD, (DAVID W. COURDIN WALDENSIAN HOMESTEAD), 2.4 miles SE of
 Monett, (S5, T25N, R27W) (11/05/71)
 NATURAL BRIDGE ARCHAEOLOGICAL SITE, (23BY5), Cassville vic. (5/05/72)
 ROARING RIVER STATE PARK BATH HOUSE (ECW ARCHITECTURE IN MISSOURI STATE PARKS
 1933-1942 TR), Cassville vic. off Park Road (3/04/85) (also see:
 Buchanan, Camden, Dallas, Dent, Franklin, Grundy, Johnson, Laclede,
 Lincoln, Miller, Monroe, St. Louis, Saline, Washington, & Wayne Counties)
 ROARING RIVER STATE PARK DAM/SPILLWAY (ECW ARCHITECTURE IN MISSOURI STATE
 PARKS, 1933-1942 TR), Cassville vic. off Park Road (2/28/85) (also see:
 Buchanan, Camden, Dallas, Dent, Franklin, Grundy, Johnson, Laclede,

ROBIDOUX SCHOOL, (JUNIOR COLLEGE ARCHIVE BLDG.), 201 S. 10th St., St. Joseph (8/11/83)
 ST. JOSEPH CITY HALL (FREDERICK AVENUE MRA), Frederick at 11th St., St. Joseph (10/25/85)
 ST. JOSEPH PARK AND PARKWAY SYSTEM (ST. JOSEPH MPS), Roughly, along Northwest, Northeast, Corby Grove, Southwest and A Pkwy. and Noyes Blvd. from Krug Park to Hyde Park, St. Joseph (1/20/95)
 ST. JOSEPH PUBLIC LIBRARY, (FREE PUBLIC LIBRARY; PUBLIC MUSEUM; PUBLIC LIBRARY; BOARD OF EDUCATION BLDG.), 10th & Felix Sts., St. Joseph (9/20/82)
 SOUTH FOURTH STREET COMMERCIAL HISTORIC DISTRICT (ST. JOSEPH MPS), roughly bounded by S. 3rd, S. 5th, Charles and Messanine Sts., St. Joseph (3/08/91)
 SUGAR LAKE (LEWIS AND CLARK) STATE PARK OPEN SHELTER (BCW ARCHITECTURE IN MISSOURI STATE PARKS 1933-1942 TR), Rushville vic. off MO 138 (2/28/85) (also see: Barry, Camden, Dallas, Dent, Franklin, Grundy, Johnson, Laclede, Lincoln, Miller, Monroe, St. Louis, Saline, Washington, & Wayne Counties)
 THOMPSON-BROWN-SANDUSKY HOUSE, (JESS MARRIOTT HOUSE), 207 E. Cliff St., St. Joseph (2/10/83)
 VIRGINIA FLATS, 516-518 and 520-528 N. 10th St., St. Joseph (5/21/92)
 VOSTEEN-HAUCK HOUSE, 913 N. 2nd St., St. Joseph (9/23/82)
 WHOLESALE ROW, bounded by Jules, 3rd, 4th & Francis Sts., St. Joseph (9/19/77)
 WYETH FLATS (FREDERICK AVENUE MRA), San Regis Apartments, 1015-1031 Faraon, St. Joseph (10/25/85)

BUTLER COUNTY

BUTLER COUNTY COURTHOUSE (POPLAR BLUFF MPS), Public Sq., Poplar Bluff (12/01/94)
 HARGROVE PIVOT BRIDGE, CR 159 over Black River, Poplar Bluff vic., (S15, T23N, R7E) (10/15/85)
 KOEHLER FORTIFIED ARCHAEOLOGICAL SITE, (POWER'S FORT), (23BU10), Naylor vic. (12/18/70)
 LITTLE BLACK RIVER ARCHAEOLOGICAL DISTRICT, Naylor vic. (4/21/75) (also in Ripley County)
 MOORE-DALTON HOUSE (MARGARET HARWELL MUSEUM) (POPLAR BLUFF MPS), 421 N. Main St., Poplar Bluff (12/01/94)
 POPLAR BLUFF COMMERCIAL HISTORIC DISTRICT (POPLAR BLUFF MPS), Roughly, S. Broadway from Cedar St. to Vine St., and Vine from Fifth St. to S. Broadway, Poplar Bluff (12/01/94)
 POPLAR BLUFF PUBLIC LIBRARY (POPLAR BLUFF MPS), 318 N. Main St., Poplar Bluff (12/01/94)
 ST. LOUIS, IRON MOUNTAIN AND SOUTHERN RAILROAD DEPOT (POPLAR BLUFF MPS), 400 S. Main St., Poplar Bluff (12/01/94)
 ST. LOUIS-SAN FRANCISCO RAILROAD DEPOT (POPLAR BLUFF MPS), 303 Moran St., Poplar Bluff (12/01/94)
 WILBORN-STEINBERG SITE, (23BU77), Neelyville vic. (11/09/72)
 ZEHE BUILDING (POPLAR BLUFF MPS), 203 Poplar St., Poplar Bluff (12/01/94)

CALDWELL COUNTY

CALDWELL COUNTY COURTHOUSE, Main St., Kingston (1/13/72)
 FAR WEST, 5.5 miles W. of Kingston by CR D & H, (S10, 14, 15, T56N, R29W) (9/22/70)

CALLAWAY COUNTY

COTE SANS DESSEIN ARCHAEOLOGICAL SITE, (23CY35), Tebbetts vic. (5/27/71)
 HOCKADAY, JOHN AUGUSTUS, HOUSE, 105 Hockaday Ave., Fulton (9/17/80)
 MEALY MOUNDS ARCHAEOLOGICAL SITE, (23CY202), Mokane vic. (1/25/71)
 RESEARCH CAVE, (23CY64), Portland vic. (10/15/66) (NATIONAL LANDMARK: 7/19/64)

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COVINGTON & BURLING

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BRUSSELS CORRESPONDENT OFFICE

44 AVENUE DES ARTS

BRUSSELS 1040 BELGIUM

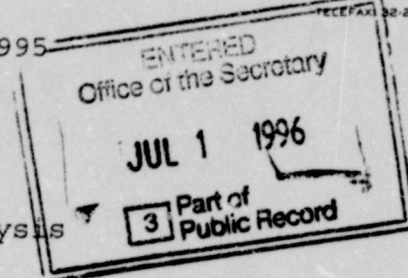
TELEPHONE: 32-2-512-9890

TELEFAX: 32-2-502-1598

October 13, 1995

BY HAND DELIVERY

Ms. Elaine K. Kaiser
Chief, Section of Environmental Analysis
Interstate Commerce Commission
12th and Constitution Avenue, N. W.
Washington, D.C. 20423



Re: Union Pacific/Southern Pacific Control
Proceeding (F.D. 32760)

Dear Elaine:

Enclosed is a revised rail map of Texas that
corrects an omission in the earlier version.

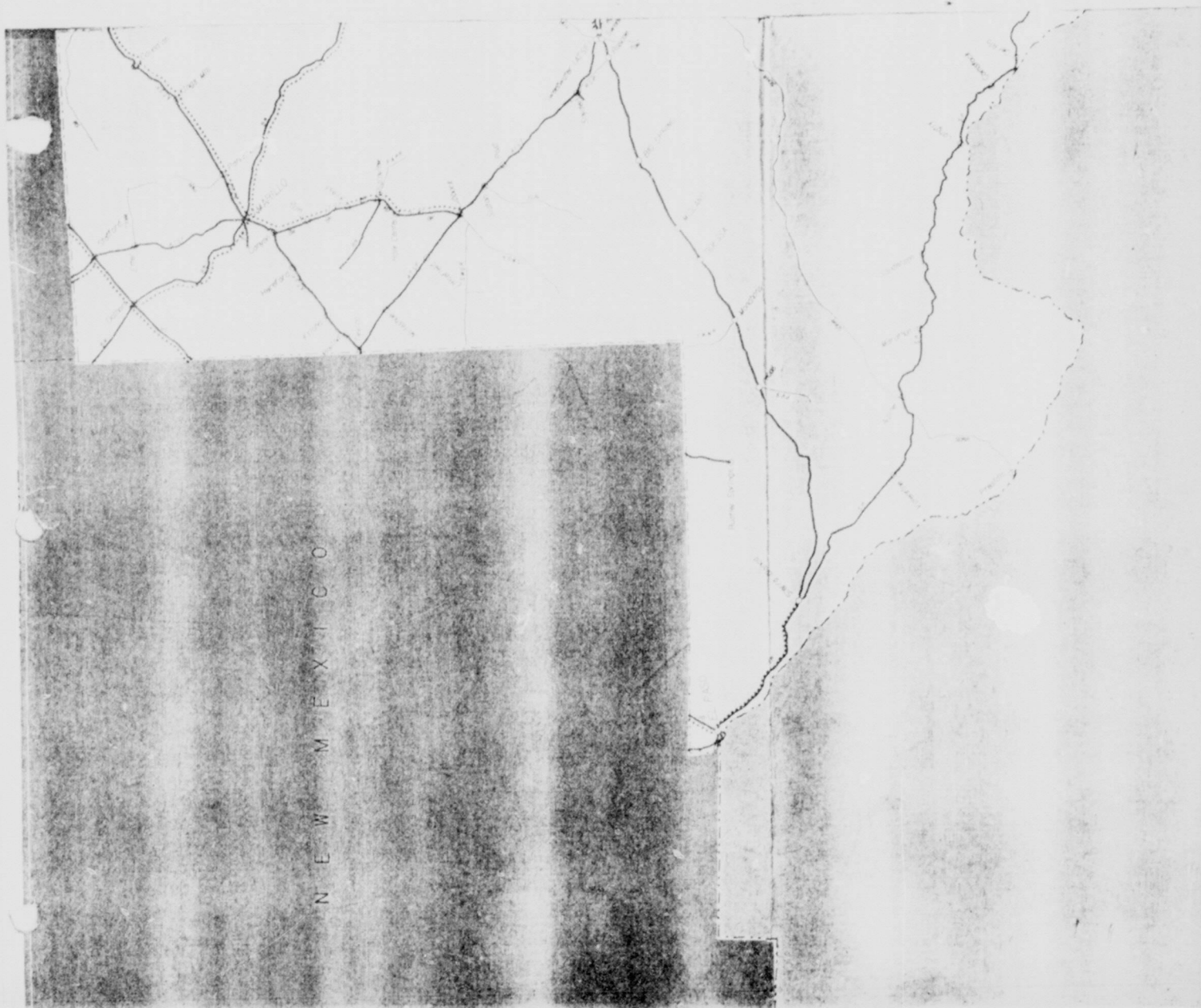
Sincerely,

S. William Livingston, Jr.

Enclosure



ENCLOSURE DOCUMENT





RAILROADS

UNION PACIFIC
SOUTHERN PACIFIC