

EO-2139

**SURFACE TRANSPORTATION BOARD
OFFICE OF ENVIRONMENTAL ANALYSIS**

SUPPLEMENTAL FINAL ENVIRONMENTAL ASSESSMENT

ENVIRONMENTAL RECOMMENDATIONS IN DOCKET NO. AB 33 296X

July 26, 2013

ABANDONMENT TYPE

The time for comments on the Environmental Assessment (EA) has expired in this:

() Notice of Exemption (X) Petition for Exemption () Regulated Abandonment

() NO NEW COMMENTS WERE RECEIVED

(X) NEW COMMENTS WERE RECEIVED

RECOMMENDATION: Remove Section 106 Condition in AB-33 (Sub-No. 296X) – Union Pacific Railroad Company - Abandonment Exemption - In Riverside and San Bernardino Counties, CA

By decision served on February 1, 2013, the Board imposed the following Section 106 condition:

Union Pacific Railroad Company shall retain its interest in and take no steps to alter the historic integrity of all historic properties including sites, buildings, structures, and objects within the project right-of-way (the Area of Potential Effect) that are eligible for listing or listed in the National Register of Historic Places until the Section 106 process of the National Historic Preservation Act, 16 U.S.C. § 470f, has been completed. Union Pacific Railroad Company may, however, proceed with salvage of its bridge located at milepost 541.5 that crosses Interstate Highway 215. Salvage of this bridge would allow the California Department of Transportation, District 8 to proceed with its expansion of Interstate Highway 215. Union Pacific Railroad Company shall report back to the Office of Environmental Analysis (OEA) regarding any consultations with the SHPO and the public. Union Pacific Railroad Company may not file its consummation notice or initiate any salvage activities related to abandonment (including removal of tracks and ties) until the Section 106 process has been completed and the Board has removed this condition.

New Comment

In a letter dated July 2, 2013, the SHPO, states the upon the review of the additional information provided by Union Pacific Railroad Company (DPR Forms 523a and 523b), it concurs that the undertaking as described would not affect historic properties.

The documentation for this finding, as specified at 36 CFR 800.11(e), consists of the UP's Historic Report, May 2, 2011 Environmental Assessment, February 1, 2013 Supplemental

Final EA, Copies of DRP Forms 523a and 523b and the letter of concurrence from the California SHPO dated July 2, 2103, which have been provided to the SHPO and made available to the public through posting on the Board's website at <http://www.stb.dot.gov>.

Accordingly, we recommend that the modified Section 106 condition imposed in the Board's February 1, 2013, Decision be removed.

OEA CONTACT: Troy Brady -- 202.245.0301 or Troy.Brady@stb.dot.gov

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov

July 2, 2013

Reply To: STB_2012_1129_001

Andrew Schmidt
Director of Cultural Resources
Summit Envirosolutions
1217 Bandana Blvd. North
St. Paul, MN 55108

Re: Riverside Industrial Lead Abandonment (AB-33 Sub 296x)

Dear Mr. Schmidt:

Thank you for initiating consultation with my office with your November 29, 2012 letter. You are seeking my comments on behalf of Surface Transportation Board (STB) and Union Pacific Railroad Company (UP) pursuant to 36 CFR 800 regulations implementing Section 106 of the National Historic Preservation Act regarding the above referenced undertaking.

As I presently understand it, the undertaking consists of the above referenced abandonment which is in two segments separated by a portion of the Line that will continue to receive rail service. The north segment commences at Milepost 540.15 near Colton and ends at Milepost 543.88 near Riverside, a distance of 3.73 miles total. The south segment commences at Milepost 544.56 and ends at the end of the Line at Milepost 545.83 near Riverside, a distance of 1.27 miles total, for a total abandonment length of 5.0 miles in Riverside and San Bernardino Counties. The structures within the abandonment area include the Line itself and four bridges.

You are seeking my concurrence that the above undertaking will not affect historic properties because of the following findings:

1. UP and STP determined that the bridges at Milepost 540.24, Milepost 541.63, and Milepost 541.79 are not eligible for listing in the National Register (NR), and
2. Consistent with a previous finding the UPRR segment (CA-SBR-6101H) and Bridge 54-0519 which carries the Line over I-215 was not found to be eligible for the NR by Caltrans on behalf of the Federal Highway Administration (FHWA), and
3. due to prior ground disturbance related to the construction and on-going maintenance of the Line, it is considered to have low potential for intact archeological deposits.

My comments regarding FHWA100830A project (Determinations of Eligibility for the Proposed Interstate 215 HOV Lane Gap Closure Riverside County, CA) in a letter to Caltrans dated September 27, 2010 regarding the ineligibility of Bridge 54-0519 and UPRR segment CA-SBR-6101H in regard to the above referenced undertaking remain standing.

On May 29, 2013 we received additional information, DPR Forms 523a and 523b for the rail road bridges located at Milepost 541.63 and Milepost 541.79. STB and UP have evaluated the Union Pacific Railroad Bridge at Milepost 541.63 and determined that it does not have historical or architectural significance and does not appear to be eligible for the National Register. STB and UP have evaluated the Union Pacific Railroad Bridge at Milepost 541.79 and determined that the property does not embody the distinctive characteristics of a type, period, or method of construction and does not have any association with significant historic patterns.

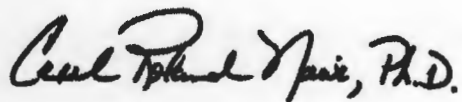
I concur that the Union Pacific Railroad Bridge at Milepost 541.63, Riverside Industrial Lead, San Bernardino County is not eligible for the National Register.

I concur that the Union Pacific Railroad Bridge at Milepost 541.79, Riverside Industrial Lead, San Bernardino County is not eligible for the National Register.

On the basis of the information received I concur that the undertaking as described will not affect historic properties. Be advised that under certain circumstances, such as an unanticipated discovery or a change in project description, you may have additional future responsibilities for this undertaking under 36 CFR Part 800. Should you encounter cultural artifacts during ground disturbing activities, please halt all work until a qualified archaeologist can be consulted on the nature and significance of such artifacts.

Thank you for considering historic properties in your planning process. If you have any questions, please contact Michelle C. Messinger, State Historian II of my staff at (916) 445-7005 or at Michelle.Messinger@parks.ca.gov.

Sincerely,



Carol Roland-Nawi, Ph.D.
State Historic Preservation Officer

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code

Reviewer

Date

Page 1 of 2

*Resource Name or #: Union Pacific Railroad Bridge

P1. Other Identifier: Mile Post 541.63, Riverside Industrial Lead

***P2. Location:** ☐ Not for Publication ☒ Unrestricted

***a. County:** San Bernardino

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** San Bernardino South

Date: 1980

T 2S; R 4W; SW¼ of

NW¼ of Sec 5; M.D. B.M.

c. Address:

City: Grand Terrace

Zip:

d. UTM: Zone: 10 ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The bridge at Milepost 541.63 is a single-span structure that carries Union Pacific railroad tracks over a lateral of the Riverside Canal. The bridge superstructure is a timber stringer span measuring 23.17 feet. The substructure consists of brick abutments with stepped wing walls. The bridge has a timber deck with crushed granite ballast supporting a single set of tracks. The Bridge was constructed in 1895 and rebuilt in 1930, and although it is not clear which, if any, components of the bridge are original, it appears that the timber stringers were replaced.

***P3b. Resource Attributes:** (List attributes and codes) HP 19 Bridge

***P4. Resources Present:** ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: (View, date, accession #)
2010

***P6. Date Constructed/Age and**

Sources: ☒ Historic

☐ Prehistoric ☐ Both

1895, 1930; Union Pacific records

***P7. Owner and Address:**

Union Pacific Railroad Company
1400 Douglas Street
Omaha, NE 68179

***P8. Recorded by:** (Name, affiliation, and address)

Andrew Schmidt, Summit
Envirosolutions, Inc.

***P9. Date Recorded:**

***P10. Survey Type:** (Describe)
Reconnaissance

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") None

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code

*Resource Name or # (Assigned by recorder) Union Pacific Railroad Bridge

- B1. Historic Name:
B2. Common Name: Union Pacific Railroad Bridge at Milepost 541.63, Riverside Industrial Lead
B3. Original Use: Railroad Bridge B4. Present Use: Inactive

*B5. Architectural Style: Timber Stringer

*B6. Construction History: (Construction date, alterations, and date of alterations)

Originally built in 1895, the bridge was rebuilt in 1930. The bridge is on a railroad line originally constructed by the Southern California Motor Road as a narrow-gauge passenger line between San Bernardino and Colton in 1886. The following year, the Line was converted to standard gauge, and in 1888, it was extended to Riverside. In 1895, the Pacific Improvement Company acquired the Line and made improvements. The Southern Pacific Railroad Company assumed control of the Line in 1896 and absorbed it into the system in 1898. The Southern Pacific operated the Line as a passenger and freight line until the Pacific Electric acquired it for use as a freight line.

*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: Original Location:

*B8. Related Features: Union Pacific Railroad Line, CA-SBR-6101H

B9a. Architect:

b. Builder:

*B10. Significance: Theme: Transportation/Agriculture and Railroads Area: Grand Terrace

Period of Significance: 1895-1930

Property Type: Bridge

Applicable Criteria: N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The bridge is located on a railroad line (CA-SBR-6101H) that was previously found not eligible for listing in the NRHP. Because the line lacks association with significant historic patterns, the bridge also lacks such an association. In addition, the bridge is not known to be associated with significant events or persons in history. Furthermore, the bridge, a single wood-stringer span with brick abutments, does not embody the distinctive characteristics of a type, period, or method of construction, and it is an ordinary example of its type. Lacking historical or architectural significance, the railroad bridge does not appear to meet the criteria for listing in the NRHP. The property was also evaluated in accordance with Section 15064.5(a)(2-3) of the CEQA guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code and was determined not a historical resource for the purposes of CEQA.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

Mayeda, Heather Menninger and Mervin Acebo. "A Century of Public Transportation in the San Bernardino Valley." Document prepared for Omnitrans, San Bernardino, CA, 2001.

Paul, Daniel. "Interstate 215 Bi-County HOV Lane Gap Closure Project, Historical Resources Evaluation Report." Document prepared by ICF Jones & Stokes for Caltrans District 8, San Bernardino, CA, 2010.

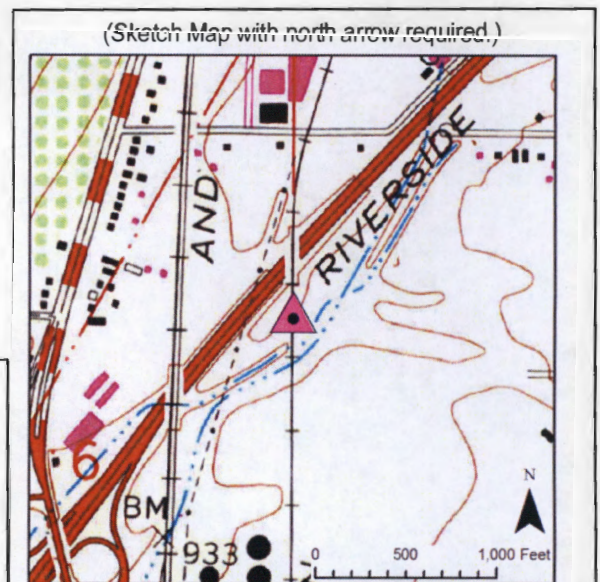
Union Pacific Railroad Company Records.

B13. Remarks:

*B14. Evaluator: Andrew Schmidt, Summit Envirosolutions

*Date of Evaluation: January 2013

(This space reserved for official comments.)



State of California—The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code

Reviewer

Date

Page 1 of 2

*Resource Name or #: Union Pacific Railroad Bridge

P1. Other Identifier: Mile Post 541.63, Riverside Industrial Lead

***P2. Location:** ☐ Not for Publication ☒ Unrestricted

***a. County:** San Bernardino

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** San Bernardino South

Date: 1980

T 2S; R 4W; SW¼ of

NW¼ of Sec 5; M.D.

B.M.

c. Address:

City: Grand Terrace

Zip:

d. UTM: Zone: 10 ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The bridge at Milepost 541.79 is a single-span culvert that carries Union Pacific railroad tracks over the Riverside Canal. The bridge superstructure is railtop (steel rails encased in concrete), measuring 10 feet. The substructure consists of concrete abutments with wing walls. The bridge has an earthen deck with crushed granite ballast supporting a single set of tracks.

***P3b. Resource Attributes:** (List attributes and codes) HP 19 Bridge

***P4. Resources Present:** ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: (View, date, accession #)

Photo take 2010, facing east

***P6. Date Constructed/Age and**

Sources: ☒ Historic

☐ Prehistoric ☐ Both

1908; Union Pacific records

***P7. Owner and Address:**

Union Pacific Railroad Company
1400 Douglas Street
Omaha, NE 68179

***P8. Recorded by:** (Name, affiliation, and address)

Andrew Schmidt, Summit
Envirosolutions, Inc.

***P9. Date Recorded:** 2010

***P10. Survey Type:** (Describe)

Reconnaissance

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") None

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code

*Resource Name or # (Assigned by recorder) Union Pacific Railroad Bridge

B1. Historic Name:

B2. Common Name: Union Pacific Railroad Bridge at Milepost 541.79, Riverside Industrial Lead

B3. Original Use: Railroad Bridge

B4. Present Use: Inactive

*B5. Architectural Style: Timber Stringer

*B6. Construction History: (Construction date, alterations, and date of alterations)

The bridge was rebuilt in 1908. The bridge is on a railroad line originally constructed by the Southern California Motor Road as a narrow-gauge passenger line between San Bernardino and Colton in 1886. The following year, the Line was converted to standard gauge, and in 1888, it was extended to Riverside. In 1895, the Pacific Improvement Company acquired the Line and made improvements. The Southern Pacific Railroad Company assumed control of the Line in 1896 and absorbed it into the system in 1898. The Southern Pacific operated the Line as a passenger and freight line until the Pacific Electric acquired it for use as a freight line.

*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date:

Original Location:

*B8. Related Features: Union Pacific Railroad Line, CA-SBR-6101H

B9a. Architect:

b. Builder:

*B10. Significance: Theme: Transportation/Agriculture and Railroads Area: Grand Terrace

Period of Significance: 1895-1930

Property Type: Bridge

Applicable Criteria: N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The bridge is located on a railroad line (CA-SBR-6101H) that was previously found not eligible for listing in the NRHP. Because the line lacks association with significant historic patterns, the bridge also lacks such an association. In addition, the bridge is not known to be associated with significant events or persons in history. Furthermore, the bridge, a concrete rail-top culvert, does not embody the distinctive characteristics of a type, period, or method of construction, and it is an ordinary example of its type. Lacking historical or architectural significance, the railroad bridge does not appear to meet the criteria for listing in the NRHP. The property was also evaluated in accordance with Section 15064.5(a)(2-3) of the CEQA guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code and was determined no a historical resource for the purposes of CEQA.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

Mayeda, Heather Menninger and Mervin Acebo. "A Century of Public Transportation in the San Bernardino Valley." Document prepared for Omnitrans, San Bernardino, CA, 2001.

Paul, Daniel. "Interstate 215 Bi-County HOV Lane Gap Closure Project, Historical Resources Evaluation Report." Document prepared by ICF Jones & Stokes for Caltrans District 8, San Bernardino, CA, 2010.

Union Pacific Railroad Company Records.

B13. Remarks:

*B14. Evaluator: Andrew Schmidt, Summit Envirosolutions

*Date of Evaluation: January 2013

(This space reserved for official comments.)

