

LAW OFFICE

MCLEOD, WATKINSON & MILLER

MICHAEL R. MCLEOD
WAYNE R. WATKINSON
MARC E. MILLER
RICHARD T. ROSSIER
CHARLES A. SPITULNIK
RICHARD PASCO
ALEX MENENDEZ
ELIZABETH A. HAWS**
AMY B. JONES***

ONE MASSACHUSETTS AVENUE, N.W.
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WASHINGTON, DC 20001-1401
(202) 842-2345
TELECOPY (202) 408-7763

KATHRYN A. KLEIMAN*
OF COUNSEL
(*Admitted in Virginia only)

ROBERT RANDALL GREEN
LAURA L. PHELPS
GOVERNMENT RELATIONS

(**Admitted in Ohio only)
(***Admitted in New York only)

FEE RECEIVED

OCT - 7 2003

SURFACE
TRANSPORTATION BOARD October 7, 2003

209073

FILED

OCT - 7 2003

SURFACE
TRANSPORTATION BOARD

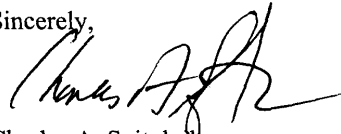
Honorable Vernon A. Williams
Surface Transportation Board
1925 K Street, N.W.
Washington, D.C. 20423-0001

Re: Docket No. AB-416 (Sub-No. 4X), *San Bernardino Associated Governments –
Abandonment Exemption – San Bernardino County, CA*

Dear Sir:

I am enclosing for filing an original and ten copies of the San Bernardino Associated Governments' Verified Notice of Exempt Abandonment in this proceeding. An extra copy is enclosed for date stamp and return to our messenger. I am including a check in the amount of \$2,800.00 for the filing fee. In addition, we are enclosing a 3.5 inch diskette with this document.

Sincerely,



Charles A. Spitulnik

Enclosures

ENTERED
Office of Proceedings

OCT - 8 2003

Part of
Public Record

ENTERED
Office of Proceedings

Before the
SURFACE TRANSPORTATION BOARD
Washington, D.C.

FILED

OCT - 7 2003

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Docket No. AB-416 (Sub-No. 4X)

SURFACE
TRANSPORTATION BOARD

Part of
Public Record

SAN BERNARDINO ASSOCIATED GOVERNMENTS - -
ABANDONMENT EXEMPTION - -
SAN BERNARDINO COUNTY, CA

209073

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OCT - 7 2003

VERIFIED NOTICE OF EXEMPT ABANDONMENT

SURFACE
TRANSPORTATION BOARD

San Bernardino Associated Governments ("SANBAG")¹ hereby notifies this Board that it will abandon any residual common carrier obligation that may remain with respect to the line segment between Milepost 515.70 at the San Bernardino/Los Angeles Counties border, and Milepost 535.50 on the former Baldwin Park line of the former Southern Pacific Transportation Company ("SP") in San Bernardino County, California. This is the line segment with respect to which SP filed Notices of Exemption in Docket No. AB-12 (Sub-No. 139X), *Southern Pac. Trans. Co. - Abandonment*, 8 I.C.C. 2d 495 (1992), *reconsidered* 9 I.C.C. 385 (1993) and No. AB-12 (Sub-No. 158X), *San Bernardino, Co., CA (Service to its abandonment of its regulated interest in this line segment) - - Abandonment Exemption - - The Atchison, Topeka and Santa Fe Ry. Co., slip op.*, 1997 WL 106979 (I.C.C.) (Service Date March 12, 1997). The Board stated that

continuation of Service Exemption - San Bernardino, Co., CA (Service to its abandonment of its regulated interest in this line segment) - - *The Atchison, Topeka and Santa Fe Ry. Co., slip op.*, 1997 WL 106979 (I.C.C.) (Service Date March 12, 1997). The Board stated that

ORIGINAL

The Transit Agencies [of which SANBAG was one] propose abandonment procedures for meeting their obligations under Environmental Policy Act (NEPA) and the labor protection provisions of the Federal Labor-Management Relations Act (FLMRA), 29 U.S.C. 10903. They propose to file a notice reciting the labor protection

BALDWIN PARK

¹ Title to this property is vested in the San Bernardino Transportation Authority. Since the acquisition from the former Southern Pacific Transportation Company, all actions with respect to this line have been taken on behalf of that Authority by SANBAG.

to impose, and adopting whatever environmental and historic reports are filed by the SP, Santa Fe or other freight railroad in the proceeding in which the freight railroad seeks to discontinue freight service over the affected lined.

This proposal is acceptable and we will adopt it. All of the issues pertaining to labor protection and environmental and historic issues can be adequately treated in the discontinuance proceeding and, if the reports filed reflect adequate treatment, we will adopt them.

Id., at *1.

In this proceeding, because of the lapse of time since the environmental and historic reports were filed with respect to the subject segment, SANBAG has prepared new reports which have been distributed in accordance with the applicable STB regulations, as described more fully below.

The following is the information required by the above-referenced decision and 49 C.F.R. §1152.50:

1. **Proposed Consummation Date:**

SANBAG will consummate this abandonment on or about November 26, 2003.

2. **Certification required by §1152.50(b):**

SANBAG hereby certifies that no local traffic has moved over the line for at least 2 years and any overhead traffic on the line can be rerouted over other lines and that no formal complaint filed by a user of rail service on the line (or a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Board or any U.S. District Court or has been decided in favor of the complainant within the 2- year period.

3. **Information required by 49 C.F.R. §1152.22(a)(1), Exact name of applicant:**

San Bernardino Associated Governments

4. **Information required by 49 C.F.R. §1152.22(a)(2), whether applicant is a common carrier by railroad subject to 49 U.S.C. Subtitle IV, chapter 105:**

By virtue of its acquisition of the rights and obligations acquired in the transaction described in *Southern Pac. Trans. Co. – Abandonment*, 8 ICC 2d 495 (1992), *reconsidered* 9 ICC 385 (1993), and Docket No. AB F.D. No. 32172, *et al.*, 10 I.C.C. 2d 78 (1994), SANBAG acquired a residual common carrier obligation with respect to this line segment. SANBAG has never held itself out to offer or provide, and does not have authority under the governing California statute to offer or provide, rail freight service.

5. Information required by 49 C.F.R. §1152.22(a)(3), Relief sought (abandonment of line or discontinuance of service):

SANBAG seeks authority to abandon its residual common carrier obligation on this line. Under the Shared Use Agreement between SP and SANBAG, SP had the exclusive ability to operate freight service over this line segment. SP has relinquished that ability.

6. Information required by 49 C.F.R. §1152.22(a)(4), Detailed map of the subject line:

The required map is attached as Exhibit A.

7. Information required by 49 C.F.R. §1152.22(a)(7), Applicant's Representative to whom correspondence should be sent:

Charles A. Spitulnik
Alex Menendez
McLeod, Watkinson & Miller
One Massachusetts Avenue, NW
Suite 800
Washington, D.C. 20001
(202) 842-2345
Email: cspitulnik@mwmlaw.com; amenendez@mwmlaw.com

8. Information required by 49 C.F.R. §1152.22(a)(8), Zip Codes traversed by the line:

91701, 91730, 91739, 91763, 91786, 92335, 92336, 92376

9. Information required by 49 C.F.R. §1152.22(e)(4): The properties proposed to be abandoned are appropriate for use for other public purposes, including roads or highways, other forms of mass transportation, conservation, energy production or transmission, or recreation.

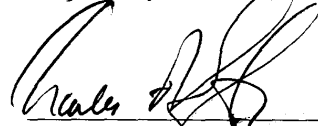
SANBAG acquired this line in 1991 and is not aware of any restriction on the title to the property, including any reversionary interest, which would affect the transfer of title or the use of property for other than rail purposes.

10. **Labor protection:** The interests of employees affected by the proposed abandonment will be protected by the conditions imposed in *Oregon Short Line RR. – Abandonment – Goshen*, 360 I.C.C. 91 (1979).

11. **Notice required by 49 C.F.R. §1152.50(d)(1):** SANBAG certifies that it has provided the notice required by 49 C.F.R. §1152.50(d)(1) to the parties listed there. Copies of the letters sent to those parties are attached hereto as Exhibit B.

12. **Notice required by 49 C.F.R. §1105.11:** As noted previously, SANBAG has prepared an Environmental Report for this line because 10 years have elapsed since SP prepared and submitted the environmental documentation for its discontinuance of operations on the affected line. SANBAG has advised each of the agencies listed in 49 C.F.R. §1105.11 that it is abandoning its interest in the line and has provided each of them with a copy of the environmental report. Copies of the letters sent to the agencies listed in §1105.11 are attached in Exhibit C. The Environmental Report prepared for SANBAG by Burns & McDonnell is attached as Exhibit D.

Respectfully submitted,



Charles A. Spitulnik
Alex Menendez
McLeod, Watkinson & Miller
One Massachusetts Avenue, NW
Suite 800
Washington, D.C. 20001
(202) 842-2345
Email: csputulnik@mwmlaw.com;
amenendez@mwmlaw.com

Dated: October 7, 2003

VERIFICATION

State of California)
)
County of San Bernardino)

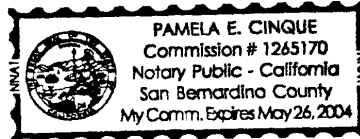
Michael Bair makes oath and says that he is the Director of Transit and Rail Programs for the San Bernardino Associated Governments ("SANBAG"), that he has been authorized by SANBAG to verify and file with the Surface Transportation Board the foregoing Notice of Exemption in STB AB-416 (Sub-No. 4X), that he has carefully examined all of the statements in the Notice as well as the exhibits attached thereto and made a part thereof; that he has knowledge of the facts and matters relied upon in the Notice, and that all representations set forth therein are true and correct to the best of his knowledge, information and belief.

Michael Bair

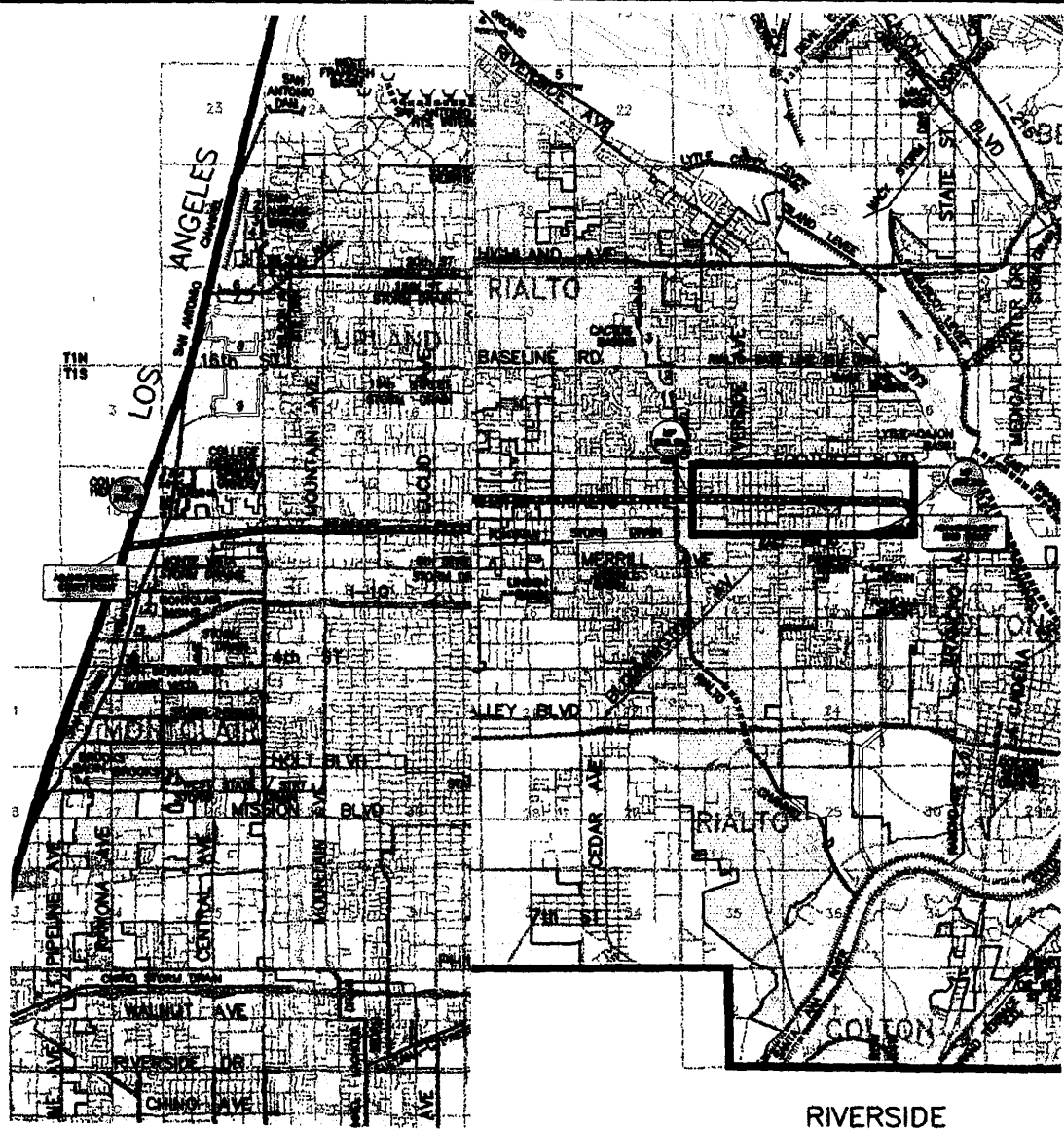
Subscribed and sworn to before me, Pamela E. Cinque,
in and for the County and State above named, this 3rd
day of October, 2003.

Pamela E. Cinque

My Commission expires: 05/26/04



A



LEGEND

FLOOD CONTROL SYSTEM	
CHANNEL	CHANNEL (ULTIMATE)
CHANNEL	CHANNEL (EXISTING)
STORM DRAIN	STORM DRAIN
LEVEE	LEVEE (NEW - EXISTING WATER FLOWING)
LEVEE	LEVEE (NEW FENCED)
OVERPASS	OVERPASS
BRIDGE	BRIDGE
RAIL LINE	RAIL LINE

RAIL LINE IS SHOWN AS ABANDONED WHERE THE FLOOD CONTROL DISTRICT HAS NOT YET DECIDED THE FUTURE OF THE LINE.

RELATED FACILITIES

OVERPASS
BRIDGE

ABANDONED RAIL LINE
ACTIVE RAIL LINE SECTION

SOURCE: SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT, PLANNING DIVISION
"FLOOD CONTROL SYSTEM SOUTHWEST PORTION"
AUGUST 2000

FIGURE 6
D ABANDONMENT OF
RAILROAD

REMONT/RANCHO CUCAMONGA
CALIFORNIA

project

contract

dwg. no.

rev.

B

California Public Utilities Commission
September 26, 2003
Page 2

Enclosure

cc: Mr. Michael Bair, SANBAG

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September 26, 2003

U.S. Department of the Interior
National Park Service
Recreation Resources Assistance Division
ORG Code 2220
1849 C Street, N.W.
Washington, D.C. 20240

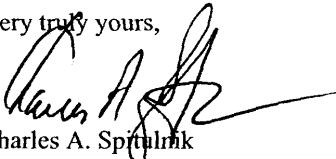
**Re: STB Docket AB-No. 416 (Sub-No. 4X), San Bernardino Associated
Governments – Abandonment – In San Bernardino County, CA**

Dear Sir or Madam:

San Bernardino Associated Governments ("SANBAG") gives notice that on or before October 7, 2003, it intends to file with the Surface Transportation Board ("STB") a Notice of Exemption for the abandonment of the segment of line between Milepost 515.70 at the San Bernardino/Los Angeles Counties border, and Milepost 535.50 on the former Baldwin Park line of the former Southern Pacific Transportation Company ("SP") in San Bernardino County, California. This is the line segment with respect to which SP filed Notices of Exemption in Docket No. AB-12 (Sub-No. 139X), *Southern Pac. Trans. Co. – Abandonment*, 8 I.C.C. 2d 495 (1992), *reconsidered* 9 I.C.C. 385 (1993) and No. AB-12 (Sub-No. 158X), *Southern Pac. Trans. Co. – Discontinuance of Service Exemption – San Bernardino Co., CA* (Service Date December 10, 1993), 1994 WL 286376 (I.C.C.) seeking to extinguish its obligation to provide common carrier freight service on the line. SANBAG owns the line and SP previously had the exclusive right and obligation to provide freight service over it.

The line traverses U.S. postal zip codes 91701, 91730, 91739, 91763, 91786, 92335, 92336 and 92376. Based on the information in SANBAG's possession, the line does not contain federally granted rights-of-way. Any documentation in SANBAG's possession will be made available promptly to those requesting it.

Very truly yours,


Charles A. Spitulnik

MCLEOD, WATKINSON & MILLER

U.S. Department of the Interior
September 26, 2003
Page 2

Enclosure

cc: Mr. Michael Bair, SANBAG

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U.S. Department of Defense
Military Traffic Management Command
Transportation, Engineering Agency
Railroads for National Defense Program
200 Stovall Street
Alexandria, Virginia 22332

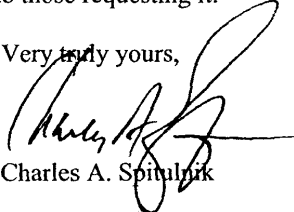
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Very truly yours,


Charles A. Spitulnik

U.S. Department of Defense
September 26, 2003
Page 2

Enclosure

cc: Mr. Michael Bair, SANBAG

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September 26, 2003

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Mr. Dale Bosworth
Chief of the Forest Service
U.S. Department of Agriculture
Sidney R. Yates Building
201 14th Street, S.W., 4th Floor
Washington, D.C. 20250

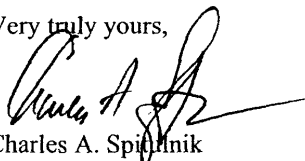
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Charles A. Spitulnik

Mr. Dale Bosworth
September 26, 2003
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cc: Mr. Michael Bair, SANBAG

C

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September 17, 2003

Terry Roberts
State Clearinghouse
P. O. Box 3044
Sacramento, California 95812-3044

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Attached is an Environmental Report and Historic Report describing the proposed action and any expected environmental and historic effects, as well as a map of the affected area. SP submitted an environmental report with respect to this line when filing its notices of discontinuance at the STB and this report has been submitted in view of the passage of over 10 years since the SP documents were prepared and filed.

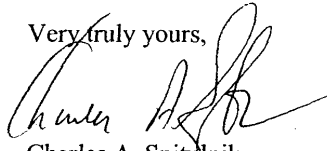
McLEOD, WATKINSON & MILLER

Terry Roberts
September 17, 2003
Page 2

We are providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of this proceeding. If any of the information is misleading or incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Section of Environmental Analysis (SEA), Surface Transportation Board, 1925 K Street, NW, Washington, DC 20423, telephone (202) 565-1545 and refer to the above Docket No. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to SEA (with a copy to me) would be appreciated within 3 weeks.

Your comments will be considered by the Board in evaluating the environmental and/or historic preservation impacts of the contemplated action. If there are any questions concerning this proposal, please contact me directly.

Very truly yours,



Charles A. Spitulnik

Attachment

cc: Mr. Michael Bair, SANBAG

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September 17, 2003

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

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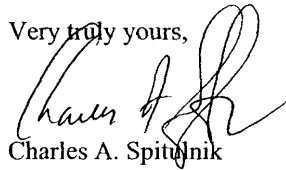
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Your comments will be considered by the Board in evaluating the environmental and/or historic preservation impacts of the contemplated action. If there are any questions concerning this proposal, please contact me directly.

Very truly yours,

A handwritten signature in dark ink, appearing to read "Charles A. Spitulnik", is written over the typed name.

Charles A. Spitulnik

Attachment

cc: Mr. Michael Bair, SANBAG

LAW OFFICE

MCLEOD, WATKINSON & MILLER

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September 17, 2003

California Environmental Protection Agency
1001 I Street
Sacramento, California 95814

**Re: STB Docket AB-No. 416 (Sub-No. 4X), San Bernardino Associated
Governments – Abandonment – In San Bernardino County, CA**

Dear Sir or Madam:

San Bernardino Associated Governments ("SANBAG") gives notice that on or before October 7, 2003, it intends to file with the Surface Transportation Board ("STB") a Notice of Exemption for the abandonment of the segment of line between milepost between Milepost 515.70 at the San Bernardino/Los Angeles Counties border, and Milepost 535.5 on the former Baldwin Park line of the former Southern Pacific Transportation Company ("SP") in San Bernardino County, California. This is the line segment with respect to which SP filed Notices of Exemption in Docket No. AB-12 (Sub-No. 139X), *Southern Pac. Trans. Co. – Abandonment*, 8 I.C.C. 2d 495 (1992), *reconsidered* 9 I.C.C. 385 (1993) and No. AB-12 (Sub-No. 158X), *Southern Pac. Trans. Co. – Discontinuance of Service Exemption – San Bernardino Co., CA* (Service Date December 10, 1993), 1994 WL 286376 (I.C.C.), seeking to extinguish its obligation to provide common carrier freight service on the line. SANBAG owns the line and SP, now absorbed into the Union Pacific Railroad Company previously had the exclusive right and obligation to provide freight service over it.

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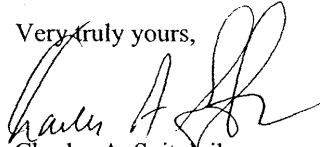
MCLEOD, WATKINSON & MILLER

California Environmental Protection Agency
September 17, 2003
Page 2

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Your comments will be considered by the Board in evaluating the environmental and/or historic preservation impacts of the contemplated action. If there are any questions concerning this proposal, please contact me directly.

Very truly yours,



Charles A. Spitulnik

Attachment

cc: Mr. Michael Bair, SANBAG

LAW OFFICE

MCLEOD, WATKINSON & MILLER

MICHAEL R. MCLEOD
WAYNE R. WATKINSON
MARC E. MILLER
RICHARD T. ROSSIER
CHARLES A. SPITULNIK
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ALEX MENENDEZ
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ROBERT RANDALL GREEN
LAURA L. PHELPS
GOVERNMENT RELATIONS

(**Admitted in Ohio only)
(***Admitted in New York only)

September 17, 2003

Mr. Henry Wyman
State Conservationist
Natural Resources Conservation Service
430 G Street, #4164
Davis, California 95616-4164
ATTN: Diane Holcomb, State Resource Conservationist

**Re: STB Docket AB-No. 416 (Sub-No. 4X), San Bernardino Associated
Governments – Abandonment – In San Bernardino County, CA**

Dear Ms. Holcomb:

San Bernardino Associated Governments ("SANBAG") gives notice that on or before October 7, 2003, it intends to file with the Surface Transportation Board ("STB") a Notice of Exemption for the abandonment of the segment of line between milepost between Milepost 515.70 at the San Bernardino/Los Angeles Counties border, and Milepost 535.5 on the former Baldwin Park line of the former Southern Pacific Transportation Company ("SP") in San Bernardino County, California. This is the line segment with respect to which SP filed Notices of Exemption in Docket No. AB-12 (Sub-No. 139X), *Southern Pac. Trans. Co. – Abandonment*, 8 I.C.C. 2d 495 (1992), *reconsidered* 9 I.C.C. 385 (1993) and No. AB-12 (Sub-No. 158X), *Southern Pac. Trans. Co. – Discontinuance of Service Exemption – San Bernardino Co., CA* (Service Date December 10, 1993), 1994 WL 286376 (I.C.C.), seeking to extinguish its obligation to provide common carrier freight service on the line. SANBAG owns the line and SP, now absorbed into the Union Pacific Railroad Company previously had the exclusive right and obligation to provide freight service over it.

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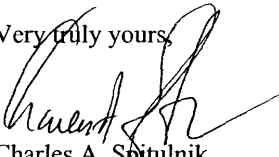
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Very truly yours,



Charles A. Spitulnik

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cc: Mr. Michael Bair, SANBAG

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LAURA L. PHELPS
GOVERNMENT RELATIONS

(**Admitted in Ohio only)
(***Admitted in New York only)

September 17, 2003

Mr. James Earsom
District Conservationist
Natural Resources Conservation Service
25864 K Business Center Drive
Redlands, California 92374

**Re: STB Docket AB-No. 416 (Sub-No. 4X), San Bernardino Associated
Governments – Abandonment – In San Bernardino County, CA**

Dear Mr. Earsom:

San Bernardino Associated Governments ("SANBAG") gives notice that on or before October 7, 2003, it intends to file with the Surface Transportation Board ("STB") a Notice of Exemption for the abandonment of the segment of line between milepost between Milepost 515.70 at the San Bernardino/Los Angeles Counties border, and Milepost 535.5 on the former Baldwin Park line of the former Southern Pacific Transportation Company ("SP") in San Bernardino County, California. This is the line segment with respect to which SP filed Notices of Exemption in Docket No. AB-12 (Sub-No. 139X), *Southern Pac. Trans. Co. – Abandonment*, 8 I.C.C. 2d 495 (1992), *reconsidered* 9 I.C.C. 385 (1993) and No. AB-12 (Sub-No. 158X), *Southern Pac. Trans. Co. – Discontinuance of Service Exemption – San Bernardino Co., CA* (Service Date December 10, 1993), 1994 WL 286376 (I.C.C.), seeking to extinguish its obligation to provide common carrier freight service on the line. SANBAG owns the line and SP, now absorbed into the Union Pacific Railroad Company previously had the exclusive right and obligation to provide freight service over it.

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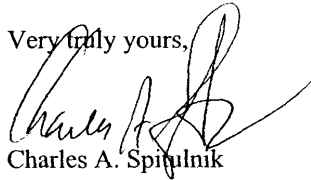
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Mr. James Earsom
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Very truly yours,



Charles A. Spitulnik

Attachment

cc: Mr. Michael Bair, SANBAG

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September 17, 2003

Antal Szijj
U.S. Army Corps of Engineers
Seven Oaks Dam Office
32330 Santa Ana Canyon Road
Highland, California 92346

**Re: STB Docket AB-No. 416 (Sub-No. 4X), San Bernardino Associated
Governments – Abandonment – In San Bernardino County, CA**

Dear Sir or Madam:

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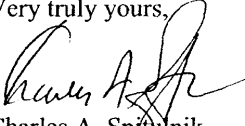
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Very truly yours,



Charles A. Spivak

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LAURA L. PHELPS
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(**Admitted in Ohio only)
(***Admitted in New York only)

September 17, 2003

Ms. Anne Badgley
Regional Director
U.S. Department of the Interior
Fish and Wildlife Service
Eastside Federal Complex
911 NE 11th Avenue
Portland, Oregon 97232-4181

**Re: STB Docket AB-No. 416 (Sub-No. 4X), San Bernardino Associated
Governments – Abandonment – In San Bernardino County, CA**

Dear Ms. Badgley:

San Bernardino Associated Governments ("SANBAG") gives notice that on or before October 7, 2003, it intends to file with the Surface Transportation Board ("STB") a Notice of Exemption for the abandonment of the segment of line between milepost between Milepost 515.70 at the San Bernardino/Los Angeles Counties border, and Milepost 535.5 on the former Baldwin Park line of the former Southern Pacific Transportation Company ("SP") in San Bernardino County, California. This is the line segment with respect to which SP filed Notices of Exemption in Docket No. AB-12 (Sub-No. 139X), *Southern Pac. Trans. Co. – Abandonment*, 8 I.C.C. 2d 495 (1992), *reconsidered* 9 I.C.C. 385 (1993) and No. AB-12 (Sub-No. 158X), *Southern Pac. Trans. Co. – Discontinuance of Service Exemption – San Bernardino Co., CA* (Service Date December 10, 1993), 1994 WL 286376 (I.C.C.), seeking to extinguish its obligation to provide common carrier freight service on the line. SANBAG owns the line and SP, now absorbed into the Union Pacific Railroad Company previously had the exclusive right and obligation to provide freight service over it.

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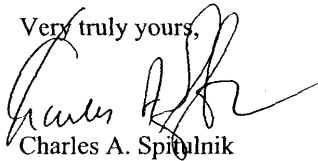
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Very truly yours,

A handwritten signature in dark ink, appearing to read "Charles A. Spivak", is written over the typed name.

Charles A. Spivak

Attachment

cc: Mr. Michael Bair, SANBAG

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September 17, 2003

Mr. Edward McKay
National Geodetic Survey
NOAA – SSMC3
1315 East West Highway
Silver Spring, Maryland 20914

**Re: STB Docket AB-No. 416 (Sub-No. 4X), San Bernardino Associated
Governments – Abandonment – In San Bernardino County, CA**

Dear Mr. McKay:

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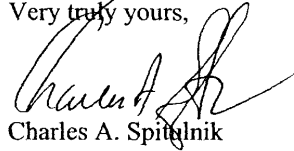
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Charles A. Spitznik

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September 17, 2003

U.S. Department of the Interior
National Park Service
Land Resource Division
1849 C Street, N.W.
Washington, D.C. 20240

**Re: STB Docket AB-No. 416 (Sub-No. 4X), San Bernardino Associated
Governments – Abandonment – In San Bernardino County, CA**

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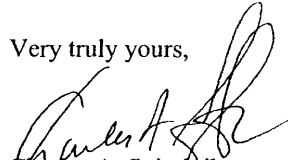
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Charles A. Spitulnik

Attachment

cc: Mr. Michael Bair, SANBAG

D

Environmental Report
for the
**Abandonment of
Baldwin Park Branch Railroad**
in
San Bernardino County, California

Prepared for:
San Bernardino Associated Governments
(SANBAG)



September 2003

Environmental Report
for the
**Abandonment of
Baldwin Park Branch Railroad**
in
San Bernardino County, California

Prepared for:
San Bernardino Associated Governments
(SANBAG)



Prepared by:
Burns & McDonnell Engineering Company, Inc.
Engineers-Architects-Consultants
Kansas City, Missouri

#28777

September 2003



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SECTION 1.0
ENVIRONMENTAL REPORT (ER)

ENVIRONMENTAL REPORT
(49 C.F.R. § 1105.7)
SAN BERNARDINO ASSOCIATED GOVERNMENTS—
ABANDONMENT OF RAILROAD—19.8 MILES
IN SAN BERNADINO COUNTY, CALIFORNIA

(1) **Proposed Action and Alternatives.** Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

The Baldwin Park Branch extends from milepost 515.70, at the San Bernardino/Los Angeles County border, to milepost 537.81, where it intersects the Palmdale/Colton Cutoff (See Figures 1-5 for reduced U.S. Geological Survey quadrangle maps showing site location). San Bernardino Associated Governments (SANBAG) wishes to abandon freight services over the western approximately 19.8 miles of this rail line, from milepost 515.70 to milepost 535.50.¹ Service along this section of the Baldwin Park Branch was previously discontinued in two separate proceedings. Discontinuance of service over the 4.1-mile section representing the western extent of the Baldwin Park Branch occurred in 1992 (Interstate Commerce Commission, Docket No. AB-12 [Sub-No. 139X] et al.). The contiguous 15.70-mile section between mileposts 519.80 and 535.50 was discontinued in 1993 (Interstate Commerce Commission, Docket No. AB-12 [Sub-No. 158X]). The track, ties, and the majority of ballast have been removed over these sections of the Baldwin Park Branch.

The remaining 2.3 miles of track at the eastern end of the Baldwin Park Branch (milepost 535.50 to milepost 537.81) is currently active, operated by Union

¹ Title to this property is vested in the San Bernardino Transportation Authority. Since its acquisition from the Southern Pacific Transportation Company, all actions with respect to this line have been taken on behalf of that Authority by SANBAG.

Pacific but owned by SANBAG. It provides freight service to the Superior Lumber Company, located between Lilac Street and Willow Street. SANBAG secured the right to abandon this section of line as part of its acquisition of the Baldwin Park Branch in 1991. This section of line is not proposed for abandonment at this time.

The right-of-way (ROW) along the Baldwin Park Branch varies between approximately 60 feet and 125 feet in width. Future plans for the ROW include the development of a multi-purpose trail, which will provide opportunities for cyclists, equestrians and pedestrians.

A portion of the right-of-way, approximately 45 feet, will be reserved for potential future use as a rail transit corridor. SANBAG and the cities of Montclair, Upland, Rancho Cucamonga, Fontana and Rialto realize the future potential need for alternative transit modes. Reserving a portion of the right-of-way now will allow for a substantial reduction in the cost of implementing a transit system in the future. SANBAG's Master Plan describes several transit modes that may be utilized in the future including Heavy Rail Transit (HRT), Light Rail Transit (LRT), Automated People Movers (APM), and Rapid Bus Transit (RB).

The proposed abandonment includes abandoning the westernmost 19.8-miles of rail line while continuing rail service along the presently active 2.3 miles. Alternatives to the proposed abandonment include: (1) continuing present operations, (2) reinstating rail service along the entire line (3) abandoning the entire 22.1 miles of the Baldwin Park Branch or (4) discontinuing (without abandoning) freight service along the easternmost 2.3 miles of the Baldwin Park Branch. It is not foreseen that freight service will be renewed in the future on the

line segment that is slated for abandonment or that other shippers will locate along the existing rail line, necessitating reestablishment of rail service. The section of the Baldwin Park Branch for which service was previously discontinued remains unutilized for rail activities.² The proposed abandonment will allow the ROW to realize a greater land use potential.

(2) Transportation System. Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

The proposed abandonment should have no effect on regional or local transportation systems and patterns. The section of line proposed for abandonment currently has no rail traffic nor provides access to any rail shippers. The Superior Lumber Company generates approximately forty rail cars per month and is the only remaining source of freight traffic on the Baldwin Park Branch. Service to this facility would be unaffected by the proposed abandonment.

(3) Land Use. (i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies. (ii) Based on the consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land. (iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by § 1105.9. (iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. 10906 and explain why.

(i) SANBAG has contacted the County of San Bernardino as well as the cities of Montclair, Upland, Rancho Cucamonga, Fontana, and Rialto regarding the proposed abandonment. Based on responses from these local/regional agencies, SANBAG is confident that no land use/planning conflicts exist. Furthermore,

² Portions of the rail ROW are currently used for vehicle parking or have been incorporated into adjacent properties, including schoolyards, a police station, businesses, and residences.

SANBAG contacted the Governor's Office of Planning and Research (California State Clearinghouse) who then forwarded our letter to the Air Resources Board, the California Highway Patrol, Caltrans (District 8), the Department of Conservation, the Department of Fish and Game (Region 6), the Department of Parks and Recreation, the Department of Toxic Substances Control, the Native American Heritage Commission, the Office of Historic Preservation, the Public Utilities Commission, the Regional Water Quality Control Board (Region 8), the Resources Agency, and the State Lands Commission. The State Clearinghouse received no comments from the contacted agencies during their review period. Copies of correspondence with these agencies are found in Appendix C.³

Additionally, SANBAG has contacted the National Park Service (NPS), who are currently providing planning and technical assistance to SANBAG through their Rivers, Trails and Conservation Assistance (RTCA) Program. The NPS relayed no conflicts or inconsistencies regarding land use plans and the proposed abandonment (Please see Appendix C for copies of correspondence).

(ii) Based on consultation with the United States Department of Agriculture the proposed abandonment will not affect any important farmland along the Baldwin Park Branch. Only one parcel of agricultural land is adjacent to the rail line. All activities associated with abandonment of the Baldwin Park Branch would be confined to the rail line ROW and would not affect adjacent land use.

(iii) Based on consultation with the State Coastal Zone Management, the Baldwin Park Branch ROW is not within a designated coastal zone.

³ Agencies were initially contacted in September, 2001 and again in July, 2003 to determine if responses received previously required updating. No up-dated responses were received. Should any subsequent information be received from any of these agencies, it will be forwarded to the Surface Transportation Board's, Section of Environmental Analysis.

(iv) SANBAG, along with the affected corridor cities, has developed a comprehensive Master Plan regarding the development of a multi-purpose trail the Baldwin Park Branch ROW. The trail design provides recreational/transportation opportunities for cyclists, runners, pedestrians, and equestrians. The current plan reserves approximately 45 feet of the 60-125 foot ROW for a future rail transit corridor. SANBAG's Master Plan comprehensively assesses the feasibility of the trail regarding aesthetics, historical context, transit and community connections, functionality/efficiency, future railroad options, environmental impacts, support features, cost, trail crossings, safety and security, and consistency with local plans. Based on these criteria, SANBAG believes the ROW to be suitable for alternative use as a multi-purpose trail and rail transit corridor.

(4) **Energy.** (i) Describe the effect of the proposed action on transportation of energy resources. (ii) Describe the effect of the proposed action on recyclable commodities. (iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why. (iv) If the proposed action will cause diversions from rail to motor carriage of more than: (A) 1,000 rail carloads a year; or (B) an average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given. To minimize the production of repetitive data, the information on overall energy efficiency in Sec. 1105.7(e) (4) (iii) need not be supplied if the more detailed information in Sec. 1105.7 (e) (4) (iv) is required.

(i) Currently, no commodities are transported over the section of the Baldwin Park Branch proposed for abandonment. The proposed abandonment will have no effect on the transportation of energy resources.

(ii) The proposed abandonment will not affect the transportation of recyclable commodities.

(iii) See Sec. 1105.7 (e) (4) (iv), below.

(iv) The rail line proposed for abandonment currently has no rail traffic and serves no shippers. No diversion of rail traffic to truck or other means will occur. Therefore, no changes in energy consumption will result from the proposed abandonment.

(5) **Air.** (i) If the proposed action will result in either: (A) An increase in rail traffic of at least 100 percent (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or (B) An increase in rail yard activity of at least 100 percent (measured by carload activity), or (C) An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. 10901 (or 10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in subsection (5) (i) (A) will apply. (ii) If the proposed action affects a class I or nonattainment area under the Clean Air Act, and will result in either: (A) An increase in rail traffic of at least 50 percent (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, (B) An increase in rail yard activity of at least 20 percent (measured by carload activity), or (C) An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S.C. 10901 (or 49 U.S.C. 10505), or a case involving the reinstitution of service over a previously abandoned line, only the three train a day threshold in this item shall apply. (iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spill; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

(i) The proposed abandonment will not result in increases which reach or exceed the thresholds outlined in subsections (A), (B), or (C).

(ii) The proposed abandonment will not result in increases which reach or exceed the thresholds outlined in subsections (A), (B), or (C).

(iii) The transport of ozone depleting materials is not involved in the proposed abandonment.

(6) **Noise.** If any of the thresholds identified in item (5) (i) of this section are surpassed, state whether the proposed action will cause: (i) An incremental increase in noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area, and quantify the noise increase for these receptors if the thresholds are surpassed.

(i) The proposed abandonment will not result in increases which reach or exceed the thresholds outlined in item (5) (i).

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

(i) SANBAG believes the proposed abandonment will have little or no effect on public health and safety. Rail service along this section of the Baldwin Park Branch was discontinued by 1993. No rail traffic moves over this portion of the line. Abandonment of the line may enable current at-grade crossing to be improved, resulting in safer and more efficient movement of vehicles across the ROW.

(ii) The proposed abandonment does not involve the transportation of hazardous materials.

(iii) The Southern Pacific Transportation Company was required to mitigate any areas of environmental concern on the Baldwin Park Branch ROW as part of the sale agreement with the Los Angeles County Transportation Commission (LACTC) in 1991 (see the Historical Report, sec. [5] for Baldwin Park Branch ownership history). Converse Environmental West performed a site characterization study on behalf of LACTC in

order to identify areas of environmental concern. No hazardous material spills or hazardous materials were identified on the Baldwin Park Branch ROW. However, several sites required further characterization and/or remediation due to the presence of petroleum hydrocarbons (petroleum hydrocarbons are not considered hazardous). The sites that were characterized and remediated were: (1) Non-Op Parcel O, near "C" and 5th Streets in Upland (total recoverable petroleum hydrocarbon [TRPH] contamination); (2) Non-Op Parcel Q, at 7089 Etiwanda Ave, Etiwanda (TRPH contamination); (3) Non-Op Parcel T, at 119 North Riverside Avenue in Rialto (TRPH, benzene, toluene, ethylbenzene, and total xylenes [collectively, BTEX] contamination); and (4) The Pepper Substation, 300 Pepper Avenue, Rialto, (TRPH contamination). The sites were remedied according to cleanup objectives⁴ presented in the "Baldwin Park Branch Line Remediation Workplan", prepared by Industrial Compliance, dated December 10, 1993.⁵

Burns and McDonnell conducted an environmental investigation along the Baldwin Park Branch ROW. Environmental concerns along the 19.8-mile segment include (listed in order from west to east):

- (1) A non-railroad source dumping approximately 50 yards west of Mountain Ave. on the north side of the ROW. The spill is approximately 6 gallons of "sludge" apparently consisting of heavy hydrocarbons including oil and/or grease. Mitigation estimations would include the removal of contaminant and contaminated soil to a depth of one to two feet, approximately 1-2 cubic yards of soil (see Appendix A, Photo 1).
- (2) Runoff from an adjacent car wash parking lot located on the corner of Mountain Ave and the ROW drains on to the ROW. It is unknown if runoff from the car wash parking lot has contaminated the soil along the ROW. Further testing or analysis is

⁴ The cleanup objectives for the sites were 500 milligrams per kilogram (mg/kg) for TRPH. BTEX cleanup objectives were set at the Preliminary Remediation Goals (PRGs) for industrial property, as defined by the United States Environmental Protection Agency. No BTEX concentrations were detected above the Industrial PRG's

⁵ Environmental Resources Management, July 1999, *Closure Report, Baldwin Park Branch Line, San Bernardino County, California*. Project No. 8112.00

recommended to determine the extent of contamination in this area as the runoff is in close proximity to the "sludge" found in Photo 1 (see Appendix A, Photo 2).

(3) A non-railroad generated dumping of asphalt is located near the intersection of Laurel Ave. and the ROW. Mitigation estimations would require removal of the asphalt and underlying soils to a depth of 1-2 feet, approximately 3 cubic yards of soil (Appendix A, Photo 3).

(4) Several stains are found along the ROW near East Ave. where it appears that a pink dye or paint had been used to tint construction materials during the recent construction of residential structures (homes, privacy fences, etc.) that parallel the ROW. The stains appear to be the result of construction/painting equipment being rinsed along the ROW. Several bags of portland cement were also discarded on the ROW following construction activities (Appendix A, Photo 4).

(5) Two instances of non-railroad source asphalt dumping are located on the ROW approximately 200 yards west of Cactus Ave. Mitigation estimates require the excavation and removal of approximately 1 cubic yard of soil (Appendix A, Photo 6).

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

(i) Based on consultation with the U.S. Fish and Wildlife Service, the proposed action is not likely to result in any adverse effects regarding endangered or threatened species or area designated as critical habitat.

(ii) Based on consultation with the National Park Services, The abandonment will not affect any wildlife sanctuaries or refuges, National or State parks or forests.

(9) Water. (i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality

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

(i) SANBAG is confident that the proposed abandonment is consistent with applicable Federal, State and local water quality standards. SANBAG has contacted the California Environmental Protection Agency and the Los Angeles Regional Water Quality Control Board. Based on these consultations, no inconsistencies exist (see attached correspondence, Appendix C). However, future construction or modifications to the ROW may require the application for permits with Federal, State and/or local water quality agencies.

SANBAG also contacted the Transportation Flood Control of the County of San Bernardino, Public Works Department. Figure 6 shows the proposed abandonment site in San Bernardino as well as the San Bernardino Flood Control facilities that intersect the Baldwin Park Branch ROW. These facilities will not be directly affected by the proposed abandonment as the track, ties, and ballast have already been removed from the western 19.8 miles of the Baldwin Park Branch.

(ii) Based on consultation with the U. S. Army Corps of Engineers, the proposed abandonment will not require permits under section 404 of the Clean Water Act. No 100-year flood plains or designated wetlands will be affected as a result of the abandonment. If future construction or alteration activities are determined to have the potential to affect surface waters, wetlands, or 100-year flood plains

SANBAG would consult the U. S. Army Corps of Engineers or related agency or agencies to gain required permits.

(iii) SANBAG is confident that the proposed abandonment will not require any permits under section 402 of the Clean Water Act. However, future construction or alterations along the Baldwin Park Branch ROW may require such permits.

(10) Proposed Mitigation. Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

SANBAG is confident that no adverse environmental effects will accompany the Baldwin Park Branch abandonment. Therefore, there is no proposed mitigation. If any recipient of this report feels that the Baldwin Park Branch abandonment will adversely affect the environment to a point that mitigation is required, SANBAG will issue an amended Environmental Report addressing those concerns.

(11) Additional Information for Rail Constructions. The following additional information should be included for rail construction proposals (including connecting track construction): (i) Describe the proposed route(s) by State, county, and subdivision, including a plan view, at a scale not to exceed 1:24,000 (7 1/2" minute U.S.G.S. quadrangle map), clearly showing the relationship to the existing transportation network (including the location of all highway and road crossings) and the right-of-way according to ownership and land use requirements. (ii) Describe any alternative routes considered, and a no-build alternative (or why this would not be applicable), and explain why they were not selected. (iii) Describe the construction plans, including the effect on the human environment, labor force requirements, the location of borrow pits, if any, and earthwork estimates. (iv) Describe in detail the rail operations to be conducted upon the line, including estimates of freight (carloads and tonnage) to be transported, the anticipated daily and annual number of train movements, number of cars per train, types of cars, motive power requirements, proposed speeds, labor force, and proposed maintenance-of-way practices. (v) Describe the effects, including indirect or down-line impacts, of the new or diverted traffic over the line if the thresholds governing energy, noise and air impacts in Secs. 1105.7 (e) (4), (5), or (6) are met. (vi) Describe the effects, including impacts on essential public services (e.g. fire, police, ambulance, neighborhood schools), public roads, and adjoining properties, in communities to be traversed by the line. (vii) Discuss societal impacts, including expected change in employment during and after

construction. (f) Additional information. The Board may require applicants to submit additional information regarding the environmental or energy effects of the proposed action. (g) Waivers. The Board may waive or modify, in whole or in part, the provisions of this section where a railroad applicant shows that the information requested is not necessary for the Board to evaluate the environmental impacts of the proposed action

The proposed action is an abandonment of service, not a rail construction.

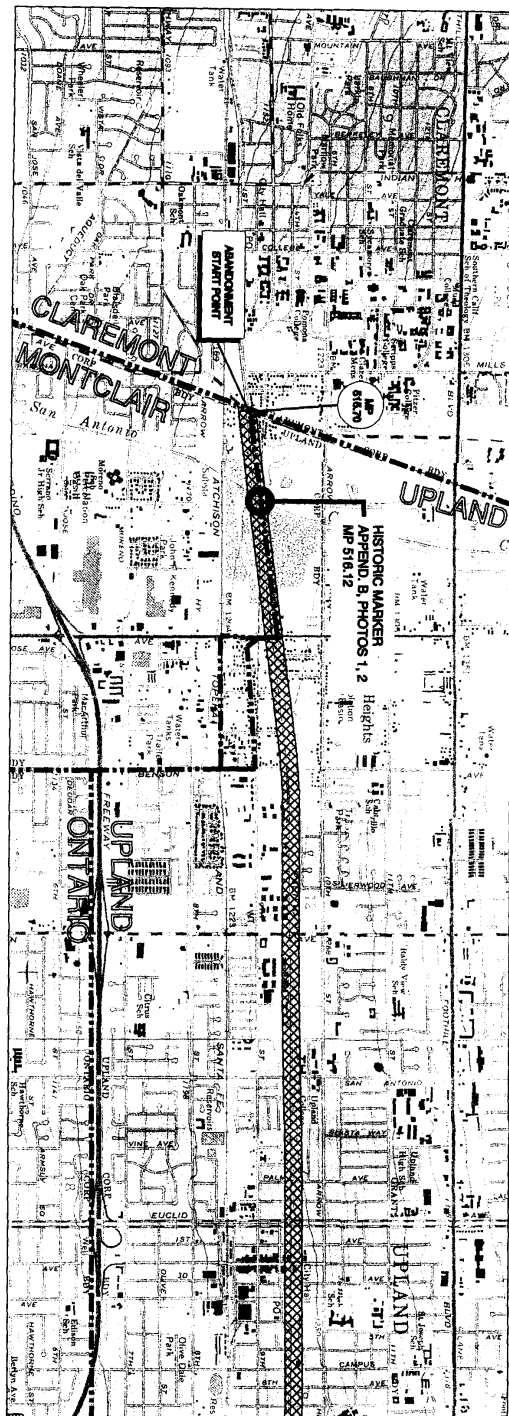
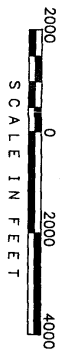
EXPLANATION

XXXXX PROPOSED ABANDONMENT OF RAILROAD LINE

MP 515.70 MILE POINT MARKER

--- CITY BOUNDARY

○ HISTORIC MARKER (MILE POINT)

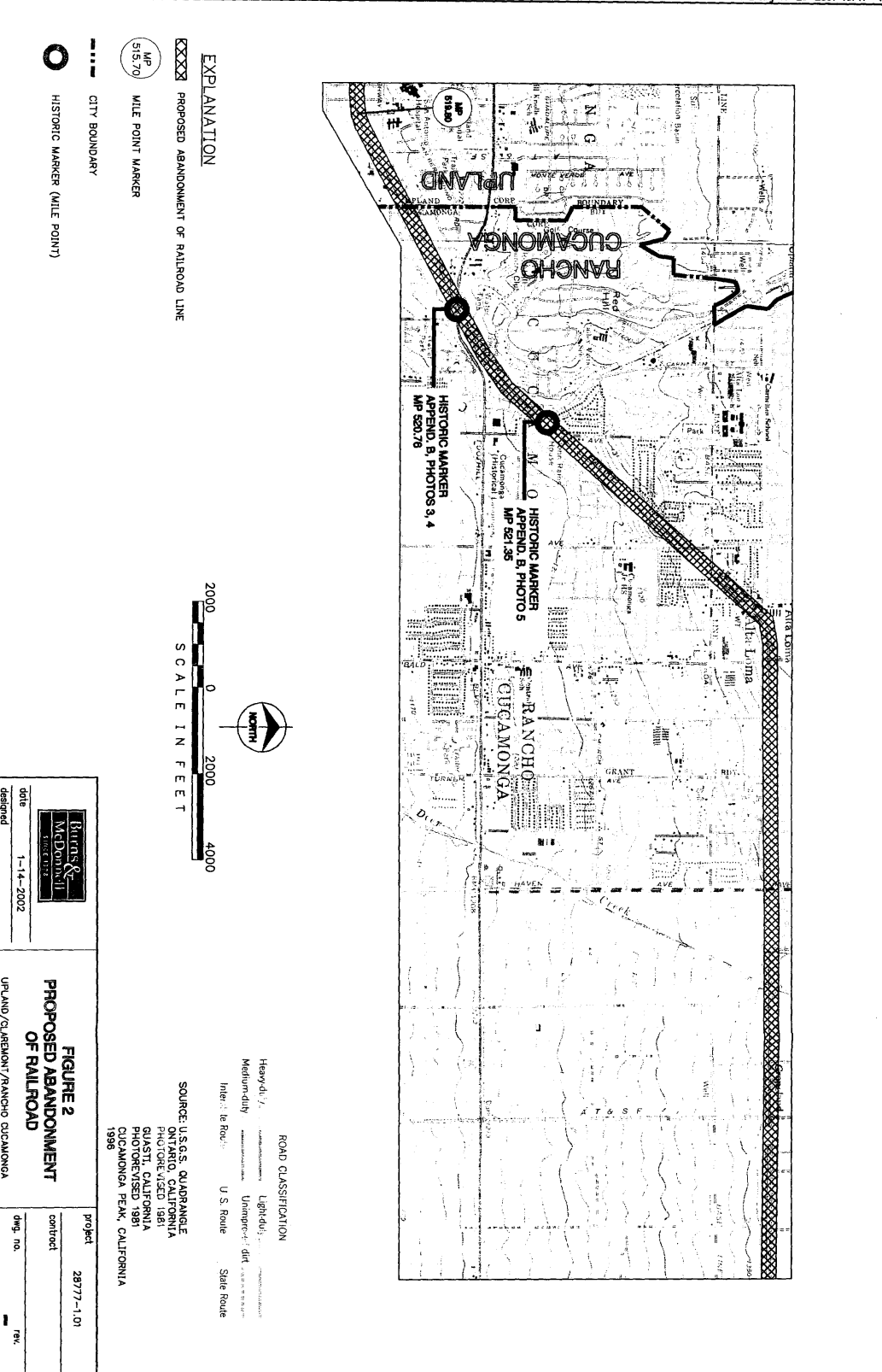


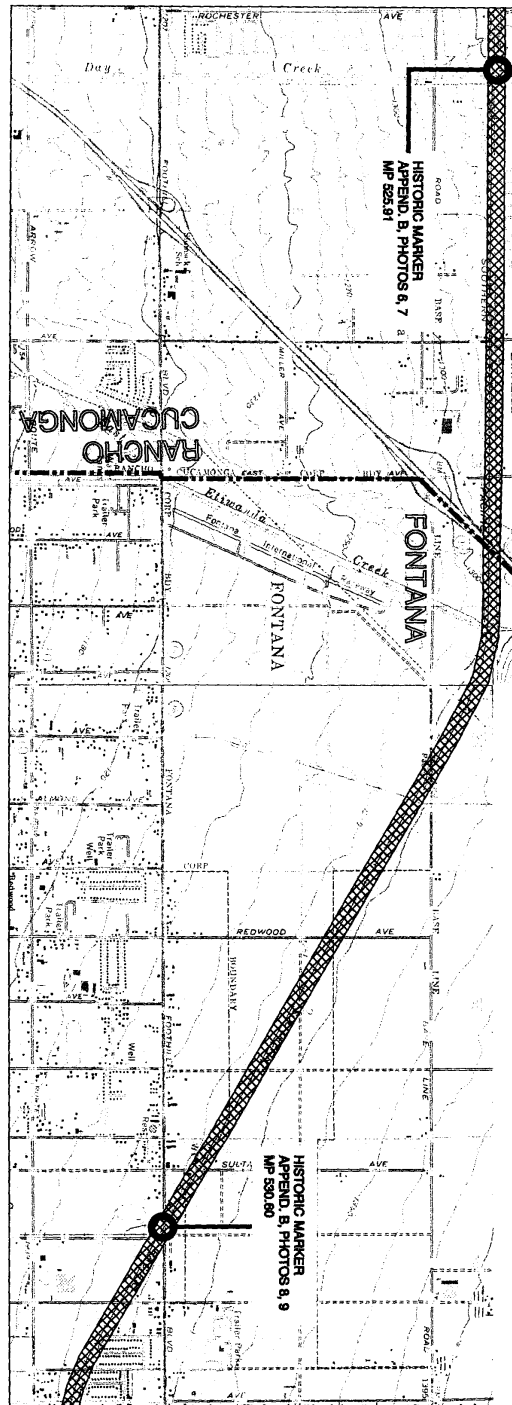
ROAD CLASSIFICATION

Heavy duty Limited by
Medium duty Unimproved C/A
Int'l State Route U.S. Route State Route

SOURCE: U.S.G.S. QUADRANGLE
ONTARIO, CALIFORNIA
PHOTOREVISED 1981

		FIGURE 1 PROPOSED ABANDONMENT OF RAILROAD	
date 1-14-2002	project 28777-1.01	UPLAND/CLAREMONT/RANCHO CUCARAGONA	contract diag. no. rev.





EXPLANATION

PROPOSED ABANDONMENT OF RAILROAD LINE

MP 515.70
MILE POINT MARKER

CITY BOUNDARY

HISTORIC MARKER (MILE POINT)

2000 0 2000 4000
SCALE IN FEET



ROAD CLASSIFICATION

Heavy-duty
Rural-duty
Int'l / State Route
U.S. Route
State Road

SOURCE: U.S.G.S. QUADRANGLE
QUASTI, CALIFORNIA
FONTANA, CALIFORNIA
PHOTOGRAPHED 1981
PHOTOGRAPHED 1980

		FIGURE 3 PROPOSED ABANDONMENT OF RAILROAD	
date designed 1-14-2002	project 2877-1.01	contract 2877-1.01	project 2877-1.01
UPLAND/CLEARBROOK/RANCHO CUCAMONGA		drg. no.	rev.

SECTION 2.0
HISTORIC REPORT (HR)

HISTORIC REPORT
(49 C.F.R. § 1105.8)
SAN BERNARDINO ASSOCIATED GOVERNMENTS
ABANDONMENT OF RAILROAD-22.1 MILES
IN SAN BERNARDINO COUNTY, CALIFORNIA

The Historic Report should contain the information required by §1105.7 (e) (1) of the Environmental Report. The following is excerpted from the Environmental Report prepared for the proposed abandonment:

§1105.7 (e) (1) Proposed Action and Alternatives. Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

San Bernardino Associated Governments (SANBAG) wishes to abandon freight services over approximately 19.8 miles of rail line along a section known as the Baldwin Park Branch in San Bernardino County.⁶ The Baldwin Park Branch extends from milepost 515.70, at the San Bernardino/Los Angeles County border, to milepost 537.81, where it intersects the Palmdale/Colton Cutoff (See Figures 1-5 for reduced U.S. Geological Survey quadrangle maps showing site location). Service along the western 19.8-mile section (milepost 515.70 to milepost 535.50) of the Baldwin Park Branch was previously discontinued in two separate proceedings. Discontinuance of service over the 4.1-mile section representing the western extent of the Baldwin Park Branch occurred in 1992 (Interstate Commerce Commission, Docket No. AB-12 [Sub-No. 139X] et al.). The contiguous 15.70-mile section between mileposts 519.80 and 535.50 was discontinued in

⁶ Title to this property is vested in the San Bernardino Transportation Authority. Since its acquisition from the former Southern Pacific Transportation Company, all actions with respect to this line have been taken on behalf of that Authority by SANBAG.

1993 (Interstate Commerce Commission, Docket No. AB-12 [Sub-No. 158X]). The track, ties, and the majority of ballast have been removed over these sections of the Baldwin Park Branch.

The remaining 2.3 miles of track at the eastern end of the Baldwin Park Branch (milepost 535.50 to milepost 537.81) is currently active, operated by Union Pacific but owned by SANBAG, providing freight service to the Superior Lumber Company, located between Lilac Street and Willow Street. SANBAG secured the right to abandon this section of line as part of its acquisition of the Baldwin Park Branch in 1991. This section of line is not proposed for abandonment at this time.

Future plans for the ROW include the development of a multi-purpose trail, which will provide opportunities for cyclists, equestrians and pedestrians. Furthermore, a portion of the right-of-way, approximately 45 feet, will be reserved for potential future use as a rail transit corridor. SANBAG and the cities of Montclair, Upland, Rancho Cucamonga, Fontana and Rialto realize the future potential need for alternative transit modes. Reserving a portion of the right-of-way now will allow for a substantial reduction in the cost of implementing a transit system in the future. SANBAG's Master Plan describes several transit modes that may be utilized in the future including Heavy Rail Transit (HRT), Light Rail Transit (LRT), Automated People Movers (APM), and Rapid Bus Transit (RB).

Alternatives to the proposed abandonment include: (1) continuing present operations, (2) reinstating rail service along the entire line (3) abandoning the entire 22.2 miles of the Baldwin Park Branch or (4) discontinuing (without abandoning) freight service along the easternmost 2.3 miles of the Baldwin Park Branch. It is not foreseen that freight service will be renewed in the future on the line segment that is slated for abandonment or that other shippers will locate along the line. The section of the Baldwin Park Branch for

which service was previously discontinued remains unutilized for rail activity⁷. The proposed abandonment will allow the ROW to realize a greater land use potential.

HISTORIC REPORT

(1) A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action;

See Figures 1 through 5, for the proposed Baldwin Park Branch abandonment location and the locations of railroad structures that are 50 years old or older.

(2) A written description of the right of way (including approximate widths, to the extent known) and the topography and urban and/or rural characteristics of the surrounding area;

The Baldwin Park Branch generally runs west to east along the foothills of the San Gabriel Mountains. The line traverses predominately urban landscape, consisting of new residential developments, open landscape, and areas of commerce. Beginning at milepost 515.70, at the San Bernardino/Los Angeles County Border in the city of Montclair (population 30,528), the line passes through the cities of Upland (population 68,393), and Rancho Cucamonga (population 127,743), then crosses through the northern portion of Fontana, (population 128,929) and into residential areas within the City of Rialto (population 80,586). Gradients along the line are slight, as the entire Branch is located in the flat valley southwest of the San Gabriel Mountains.

The right-of-way (ROW) along the Baldwin Park Branch varies between approximately 60 feet and 125 feet wide. The majority of track, ties, and ballast have been removed from the ROW, leaving a dirt pathway with sparse vegetation. Many of the homes,

⁷ Portions of the rail ROW are currently used for vehicle parking or have been incorporated into adjacent properties, including schoolyards, a police station, businesses, and residences.

businesses and schools that border the Baldwin Park Branch use this vacant land for additional parking or access to their properties.

(3) Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area;

See Appendix B, for photographs of structures along the ROW that are 50 years old or older.

(4) The dates of construction of the structures, and the dates and extent of any major alterations, to the extent such information is known;

Photos 1 and 2: A 70-foot steel bridge, built in 1939. The bridge crosses the San Antonio Wash in the City of Montclair at milepost 516.12 (Appendix B).

Photos 3 and 4: The 100-foot steel bridge over Foothill Blvd. in the City of Rancho Cucamonga, at milepost 520.76, was built in 1929 (Appendix B).

Photo 5: Two structures are found in this photo. A concrete underpass (located in the photo foreground) is located near Carnelian/Vineyard Ave. at milepost 521.35. The structure was built in 1913 and spans 20 feet. The Carnelian Underpass is also found in the photo (background) but was built in 1969 and is therefore not considered historic (Appendix B).

Photos 6 and 7: A 65-foot steel bridge over the Day Creek Channel is located at milepost 525.91. The bridge was built in 1944 (Appendix B).

Photos 8 and 9: The 105-foot steel deck underpass over Foothill Blvd. at milepost 530.60 was built in 1930 (Appendix B).

SANBAG has no information regarding the dates and extent of major alterations regarding these historic structures.

(5) A brief narrative history on carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action;

The Pacific Electric Railway Company began operations in the late 1800's, providing both freight and passenger service to the greater Los Angeles area. The Baldwin Park Branch, as part of the San Bernardino Line, was constructed in the early 1900's in order to link Pacific Electric's Northern District to cities to the east including San Bernardino, Redlands, and Riverside. The San Bernardino Line became one of Pacific Electric's most profitable lines, primarily dependent on the local citrus industry. However, passenger service on the line between Upland and San Bernardino had greatly declined by the 1950's and was subsequently discontinued.

In 1953, Pacific Electric sold its passenger business to Metropolitan Coach Lines (MCL), who later sold the business to the Los Angeles Metropolitan Transit Authority (LAMTA). LAMTA then transferred ownership to Southern Pacific Railroad (SP) who continued freight operations on the Baldwin Park Branch.

Freight traffic along the Baldwin Park Branch declined as businesses along the rail relocated and competition from truck transportation increased. In 1991 SP sold the Baldwin Park Branch to the Los Angeles County Transportation Commission which later became the Los Angeles County Metropolitan Transit Authority (LACTMA). LACTMA allocated the portion of the Baldwin Park Branch ROW within San Bernardino County to San Bernardino Associated Governments (SANBAG). As part of the sale agreement, SP continued providing freight service along the Baldwin Park Branch.

In the early 1990's freight service along the majority of the Baldwin Park Branch was discontinued as business further declined. In 1994, SANBAG adopted a policy that would reserve the Baldwin Park Branch ROW for possible future use as both a multi-purpose trail and a rail transit corridor. In 1999, the cities of Claremont (in Los Angeles County), Montclair, Upland, Rancho Cucamonga, Fontana and Rialto teamed up with SANBAG to develop a Master Plan for the multi-purpose trail along the Baldwin Park Branch ROW. A portion of the right-of-way, approximately 45 feet, would be retained for potential future use as a rail transit corridor. Although the 45-foot reserve corridor is based on light rail transit, SANBAG's Master Plan describes several transit modes that may be utilized in the future including Heavy Rail Transit (HRT), Automated People Movers (APM), and Rapid Bus Transit (RB).

Freight service continues on the easternmost 2.3 miles of the Baldwin Park Branch, providing service to the Superior Lumber Company. This section of line is not part of the proposed abandonment.

Following abandonment, future developments are planned for the Baldwin Park Branch, including construction of a multi-purpose trail. SANBAG wishes to preserve the historical significance of the rail corridor, as well as its relationship to adjacent cities. The Master Plan accounts for the preservation of historic elements along the line including several former rail depots in the cities of Fontana, Rialto, and Etiwanda, as well as the former Sunkist Packing house. The proposed abandonment will not directly effect the historic structures and elements on the Baldwin Park Branch ROW, as no construction or demolition activities are planned to coincide with abandonment. However, SANBAG is aware that the cities of Rancho Cucamonga and Fontana are looking at widening the roadway where Foothill Boulevard passes beneath the ROW. Therefore, it is likely that the related bridge structures will be altered or removed in the future. If alteration or removal of these bridges or any other historic structure/s along the

Baldwin Park Branch is warranted in the future, SANBAG will coordinate with the State Historic Preservation Office and proceed in accordance with the Code of Federal Regulations.

(6) A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic;

No detailed engineering drawings exist for the historic structures on the line.

(7) An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 CFR 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities);

Based on a telephone conversation with Mr. Clarence Caesar of the State Historic Preservation Office (SHPO) and the criteria described for listing on the National Register of Historic Places, SANBAG believes that the historic bridges on the Baldwin Park Branch do not meet said criteria. Furthermore, these structures do not face imminent alteration or removal as a direct result of abandonment. Should alteration or removal of any of these structures be determined necessary as part of future actions along the Baldwin Park Branch, SANBAG will coordinate with SHPO concerning these alterations.

(8) A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic waste), and the surrounding terrain.

SANBAG is unaware of any archeological resources within the ROW of the Baldwin Park Branch. Additionally, it is anticipated that any archeological resources that may have been present were damaged or destroyed during initial rail line construction and

during over 100 years of rail line operation. SANBAG is unaware of any environmental conditions that might effect the recovery of any archeological resources that could occur within the ROW.

(9) Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specified non-railroad owned properties or groups of properties immediately adjacent to the railroad right-of-way: photographs of specified properties that can be readily seen from the railroad right-of-way (or other public right-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the location and type of site (i.e. prehistoric or native American).

SECTION 3.0
FIGURES

APPENDIX A
ER PHOTOS

APPENDICES



Photo 1: Heavy hydrocarbon/ "sludge" dumping (~6 gal.) on the ROW near Mountain Ave.



Photo 2: Runoff from adjacent parking lot.



Photo 3: Asphalt waste near the intersection of Laurel Ave. and the ROW.

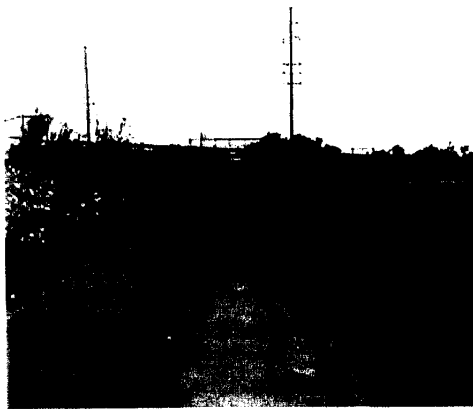


Photo 4: Several bags of Portland cement and pink dye or paint used for tinting the cement.

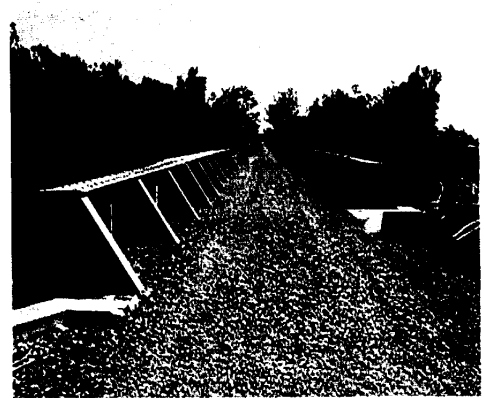


Photo 5: Asphalt waste on ROW located 200 yards west of Cactus Ave.

APPENDIX B
HR PHOTOS



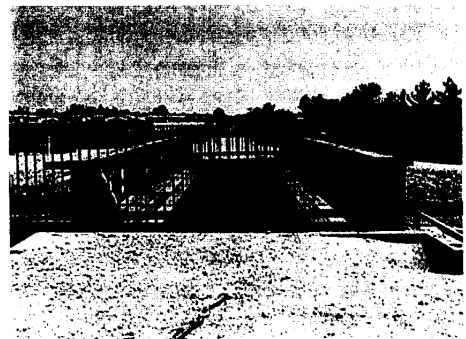
Photos 1 and 2: A 70-foot steel bridge, built in 1939. The bridge crosses the San Antonio Wash in the City of Montclair at milepost 516.12.



Photos 3 and 4: The 100-foot steel bridge over Foothill Blvd. in the City of Rancho Cucamonga, at milepost 520.76, was built in 1929.



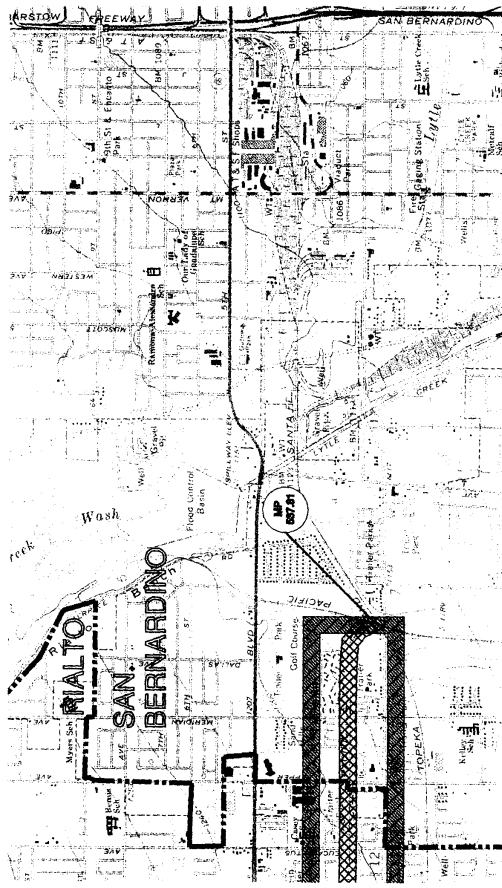
Photo 5: Two structures are found in this photo. A concrete underpass (located in the photo foreground) is located near Carnelian/Vineyard Ave. at milepost 521.35. The structure was built in 1913 and spans 20 feet. The Carnelian Underpass is also found in the photo (background) but was built in 1969 and is therefore not considered historic.



Photos 6 and 7: A 65-foot steel bridge over the Day Creek Channel is located at milepost 525.91. The bridge was built in 1944.



Photos 8 and 9: The 108-foot steel deck underpass over Foothill Blvd. at milepost 530.60 was built in 1930.



EXPLANATION
XXXX PROPOSED ABANDONMENT OF RAILROAD LINE

- MP 515.70 MILE POINT MARKER
- CITY BOUNDARY
- ACTIVE RAIL

ROAD CLASSIFICATION	
Heavy-duty	Light-duty
Medium-duty	Unimproved dirt
Interstate Route	U.S. Route
	State Route

SOURCE: U.S.G.S. QUADRANGLE
SAN BERNARDINO SOUTH, CALIFORNIA
PHOTOREVISED 1980

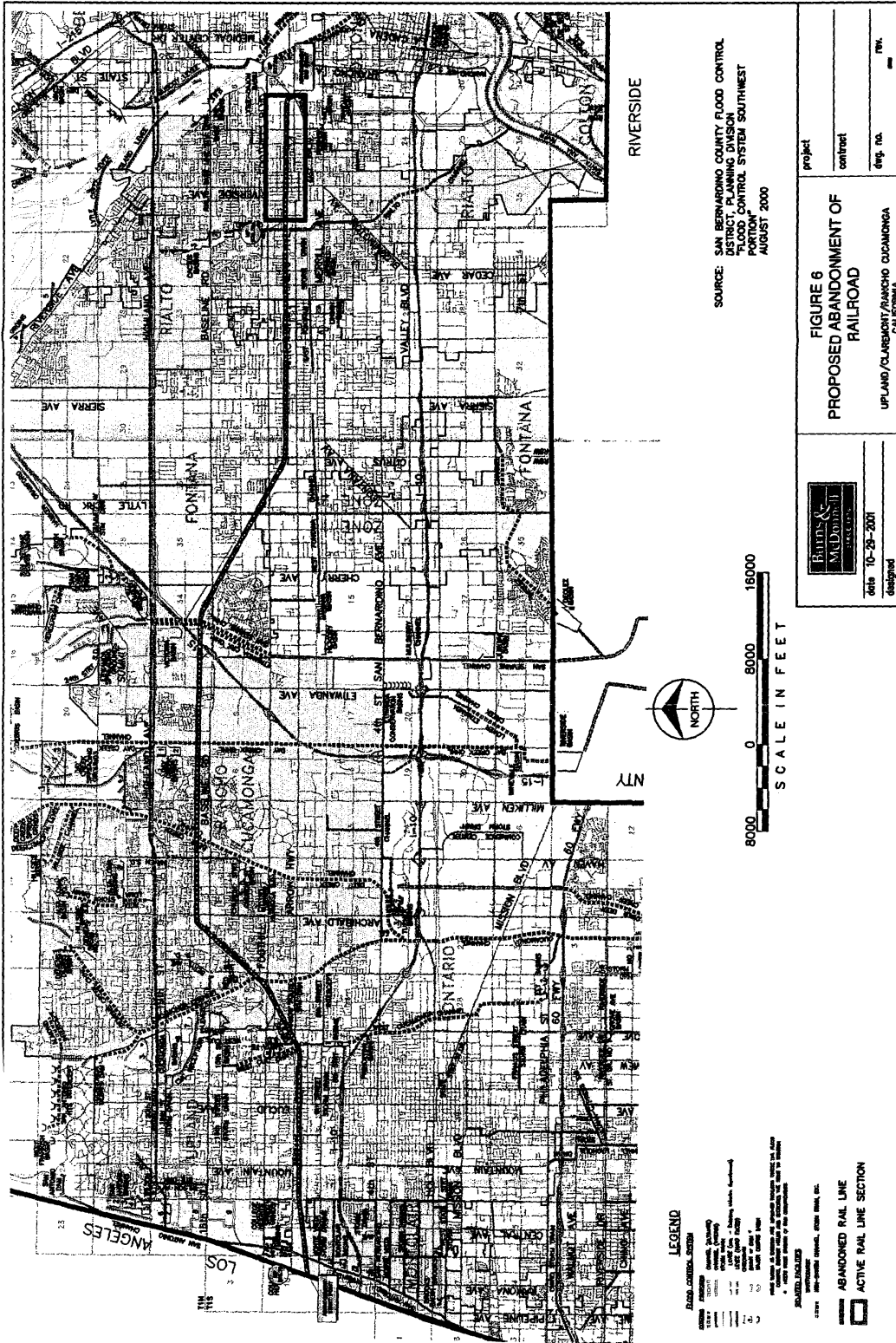


date
designed
10-4-2001

FIGURE 5 PROPOSED ABANDONMENT OF RAILROAD

UPLAND/CLAREMONT/RANCHO CUCAMONGA

project	28777-1.01
contract	
dwg. no.	REV.



APPENDIX C
CORRESPONDENCE

LIST OF CONTACTS

LIST OF CONTACTS

1. County of San Bernardino, Land Use Services Dept.
Advanced Planning Division
Mr. Randy Scott
385 North Arrowhead Avenue, 3rd Floor
San Bernardino, CA 92415
(909) 387-4147
2. City of Upland
Mr. Rob Turner
City Engineer
1370 North Benson Ave.
Upland, CA 91786
(909) 931-4100
3. City of Rancho Cucamonga
Mr. William O'Neil
City Engineer
10500 Civic Center Dr.
Rancho Cucamonga, CA 91730
(909) 477-2740
4. City of Fontana
Mr. Ricardo Sandoval
City Engineer
P.O. Box 518
Fontana, CA 92334
(909) 350-6718
(909) 350-5676
5. City of Rialto
Mr. Tim Mim-Mack
City Engineer
150 South Palm Avenue
Rialto, CA 92376
(909) 820-2530
6. State Clearinghouse
Scott Morgan
P.O. Box 3044
Sacramento, CA 95812-3044
(916) 445-0613
Fax (916) 323-3018
7. Native American Heritage Commission
Mr. Rob Wood
Environmental Specialist III
915 Capitol Mall, Room 364
Sacramento, CA 95814
(916) 653-4082
(916) 557-5390 fax

8. San Bernardino Archaeological Information Center
Ms. Robin Laska
(909) 307-2669 ext. 255
9. Pacific West Region Park Services
Environmental Planner
Allan Schmierer
Regional Director Office
One Jackson Center
1111 Jackson Street
Oakland, CA 94607
(510) 817-1441
10. National Park Services-RTCA
Mr. Jim Donovan
570 W. Ave 26#175
Los Angeles, CA 90065
11. U.S. Soil Conservation Service
Redlands Office
Jim Earsom
25864 K
Business Center Drive
Redlands CA 92374
(909) 799-7407
12. State Coastal Zone Management
Ms. Jaimie Kooser
45 Freemont Street
Suite 2000
San Francisco, CA 94105-2219
(415) 904-5200
13. UNITED STATES DEPARTMENT OF THE INTERIOR
"Fish and Wildlife Service"
ECOLOGICAL SERVICES
Ms. Karen Evans
Assistant Field Supervisor
Carlsbad Field Office
2730 Loker Avenue West
Carlsbad, CA 92008
(760) 431-9440
Fax (760) 918-0638
14. California State Environmental Protection Agency
Carl Palmer
P.O Box 806
Sacramento, CA 95812-0806
Chief of Site Mitigation
(916) 255-6580

15. California State Environmental Protection Agency
Ms. Carole Mah
P.O Box 806
Sacramento, CA 95812-0806
Chief of Site Mitigation
(916) 255-6580
16. Regional Water Quality Control Board
Joanne Schneider
3737 Main Street
Suite 500
Riverside, CA 92501
(909) 782-3287
17. County of San Bernardino, Public Works Department
Transportation Flood Control
Kenneth Eke
Flood Control Project Engineer
825 E 3rd Street, Room 108
San Bernardino, CA 92415-0835
18. US ARMY CORPS, Department of the Army
"Office of the Chief Environmental Branch"
Los Angeles District Corps of Engineers
P.O. Box 2711
Los Angeles, CA 90053-2325
(213)452-3425
19. U.S. Army Corps of Engineers
Mr. Antal Szijj
Ecologist
(909) 794-7704
(909) 794-7911 fax
20. California Department of Parks and Recreation
Dr. Knox Mellon
Office of Historic Preservation
1416 9th Street, Room 1442-7
Sacramento, CA 95814

LETTERS TO AGENCIES AND REPONSES



October 10, 2001

Mr. Antal Szijj
U.S. Army Corps of Engineers
Regulatory Branch

**Subject: Baldwin Park Branch Railroad Abandonment, San Bernardino
County, California – Project No. 28777**

Mr. Antal Szijj,

San Bernardino Associated Governments (SANBAG) wishes to abandon approximately 22.1 miles of rail line known as the Baldwin Park Branch in San Bernardino County. SANBAG is required to submit an environmental report (ER) to the Surface Transportation Board (STB) as part of receiving authority from STB to abandon the Baldwin Park Branch. Burns & McDonnell, on behalf of SANBAG, is preparing the ER for submittal to the STB. The purpose of this letter is to obtain your agency's input as to the potential environmental issues that should be addressed in our report to assist the STB in determining the scope of the environmental documentation necessary for the abandonment. **We also request information on any permits or approvals that SANBAG would be required to obtain from your agency as part of this abandonment.**

The Baldwin Park Branch extends from milepost 515.70, at the San Bernardino/Los Angeles County border, to milepost 537.81, where it intersects the Palmdale/Colton Cutoff (See attached three-quarter size U.S. Geological Survey quadrangle maps). Service along the western 19.8 mile section of the Baldwin Park Branch was previously discontinued in two separate proceedings. Discontinuance of service over the 4.1 mile section representing the western extent of the Baldwin Park Branch occurred in 1992. The adjoining 15.70 mile section between mileposts 519.80 and 535.50 was discontinued in 1993. The track, ties, and the majority of ballast have been removed over these sections of the Baldwin Park Branch.

The remaining 2.3 miles of track at the eastern end of the Baldwin Park Branch is currently active, providing freight service to the Superior Lumber Company, located between Lilac Street and Willow Street. SANBAG retained the right to abandon this section of line as part of its acquisition of the Baldwin Park Branch.

The right-of-way (ROW) along the Baldwin Park Branch varies between approximately 60 feet and 125 feet. Future plans for the ROW include the development of a multi-purpose trail, which will provide opportunities for cyclists, equestrians, pedestrians, etc. A portion of the right-of-way, approximately 45 feet, will be retained for future use as a transit corridor.

La Palma Corporate Park
2990 East La Palma Avenue
Suite A
Anaheim, California 92806
Tel: 714 632-5183
Fax: 714 632-6952
www.burnsmcd.com

TRANSMIT MESSAGE CONFIRMATION REPORT

NAME: BURNS & MCDONNELL
 TEL : 7146326952
 DATE: 10/10/01 07:51

TRANSMIT: 19097947911			DURATION	PAGE	SESS	RESULT
TYPE : MEMORY TX	MODE	E -216	03'48	11	906	OK

Los Angeles Area Office

www.burnsmcd.com



facsimile transmittal

To: Antal Szilj Fax: (909) 794-7911
 From: Brando Carney Date: 10/10/01
 Re: Baldwin Park Branch Railroad Abandonment Pages: 11
 CC:

☐ Urgent ☐ For Review ☐ Please Comment ☒ Please Reply

Comments

Mr. Szilj,

Thank you for your attention to this matter. Please call with any questions or concerns.

Sincerely,

Brando Carney
 714.632.5183 ext.224
bcarney@burnsla.com



Chief of Environmental Branch
Baldwin Park Branch Railroad Abandonment
September 18, 2001
Page 2

A portion of the right-of-way, approximately 45 feet, will be retained for future use as a transit corridor.

An ER was previously submitted to the Interstate Commerce Commission, the predecessor agency to the STB, as part of the discontinuance of service for both the 15.70 and 4.1 mile sections described previously. The earlier environmental reports showed no major environmental concerns. We therefore anticipate few environmental issues or concerns regarding the line abandonment. However, we would like an up-date on any comments or concerns you may have regarding the abandonment of the Baldwin Park Branch. Any information you could provide relating to the following issues would be helpful:

- Local land use
- Existing local and regional transportation systems
- Energy use
- Air emissions and ambient air quality conditions
- Water quality and wetlands
- Biological resources, including threatened or endangered species
- Ambient noise levels
- Public Health and safety
- Historic, cultural, or archaeological sites listed or eligible for inclusion on the National Register of Historic Places
- Socioeconomics, including local and regional employment

49 C.F.R. 1105.7 (e) (9) (ii) states that "Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects." SANBAG would appreciate your assessment of the proposed abandonment specifically regarding this information on any other issues you feel important for a project of this nature would be helpful. I have enclosed a list of the agencies we are contacting. If you are aware of others we should contact please let me know.

SANBAG would like to proceed with the project as expeditiously as possible. We are therefore requesting a prompt response from your agency so that we may proceed with our environmental review process. I will be calling you in one week to verify your receipt of this request and discuss your schedule for providing a response.

If you have any questions about the proposed abandonment or ER process, please don't hesitate to call me at (714) 632-5183. Thank you in advance for your assistance in our environmental study.

Sincerely,

Brando Carney
Geologist

Enclosure



September 18, 2001

U.S. ARMY CORPS, Department of the Army
"Office of the Chief Environmental Branch"
Los Angeles District Corps of Engineers
P.O. Box 2711
Los Angeles, CA 90053-2325

**Subject: Baldwin Park Branch Railroad Abandonment, San Bernardino
County, California – Project No. 28777**

Chief of Environmental Branch,

San Bernardino Associated Governments (SANBAG) wishes to abandon approximately 22.1 miles of rail line known as the Baldwin Park Branch in San Bernardino County. SANBAG is required to submit an environmental report (ER) to the Surface Transportation Board (STB) as part of receiving authority from STB to abandon the Baldwin Park Branch. Burns & McDonnell, on behalf of SANBAG, is preparing the ER for submittal to the STB. The purpose of this letter is to obtain your agency's input as to the potential environmental issues that should be addressed in our report to assist the STB in determining the scope of the environmental documentation necessary for the abandonment. Your response will be included in the environmental Report prepared for this Abandonment and a copy of the Report will be mailed to you. We also request information on any permits or approvals that SANBAG would be required to obtain from your agency as part of this abandonment.

The Baldwin Park Branch extends from milepost 515.70, at the San Bernardino/Los Angeles County border, to milepost 537.81, where it intersects the Palmdale/Colton Cutoff (See attached three-quarter size U.S. Geological Survey quadrangle maps). Service along the western 19.8-mile section of the Baldwin Park Branch was previously discontinued in two separate proceedings. Discontinuance of service over the 4.1 mile section representing the western extent of the Baldwin Park Branch occurred in 1992. The adjoining 15.70 mile section between mileposts 519.80 and 535.50 was discontinued in 1993. The track, ties, and the majority of ballast have been removed over these sections of the Baldwin Park Branch.

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The right-of-way (ROW) along the Baldwin Park Branch varies between approximately 60 feet and 125 feet. Future plans for the ROW include the development of a multi-purpose trail, which will provide opportunities for cyclists, equestrians, pedestrians, etc.

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Fax: 714 632-6952
www.burnsmcd.com

DEPARTMENT OF PUBLIC WORKS

CONTROL • REGIONAL PARKS • SOLID WASTE MGMT • SURVEYOR • TRANSPORTATION



COUNTY OF SAN BERNARDINO
ECONOMIC DEVELOPMENT
AND PUBLIC SERVICES GROUP

Third Street • San Bernardino, CA 92415-0835 • (909) 387-8104
Fax (909) 387-8130

KEN A. MILLER
Director of Public Works

October 24, 2001

Addressee: Burns & McDonnell
La Palma Corporate Park
2990 East La Palma Avenue, Suite A
Anaheim, CA 92806

File: 1-000/2.04

PROPOSED PERMIT

Activity: Proposed abandonment by SANBAG of approximately 22.1 miles of rail line within San Bernardino County
Facility: Various
Location: From milepost 515.70 to milepost 537.81
City/Community: Various cities within San Bernardino County

The District has performed a cursory review of your submittal and offers the following comments:

1. The District's Environmental Management Division is further reviewing this proposal and environmental comments and concerns will be forwarded to you under a separate cover.
2. A permit from the District will be required for each District facility affected. Attached for your information is the District's permit application, permit application checklist, schedule of fees ordinance and certificate of insurance form.

A more comprehensive review will be required to determine if any of the rail line abandonment will encroach within District right-of-way. Attached for your information is a copy of the District's Southwest Portion Map showing the District's facilities within the southwest portion of San Bernardino County. Please submit five sets of more detailed plans for the rail abandonment along with a completed application form for each facility when they become available.

If you have any questions regarding the above, please contact the undersigned at (909) 387-7995.

Sincerely,

KENNETH C. EKE, P. E.
Flood Control Permit Engineer

KCE:MS:lb
Attachment
cc: N. Varma
burns&mcdonnell1022

JOHN R. MICHAELSON
County Administrator

JOHN COSS
Assistant County Administrator
Economic Development and

Board of Supervisors

BILL POSTMUS	First District	DENNIS HANSENBERGER	Third District
JOHN D. ANKELS	Second District	FRED AGUIAR	Fourth District
JERRY EAVES	Fifth District		



Mr. Kenneth Eke
Baldwin Park Branch Railroad Abandonment
October 5, 2001
Page 2

A portion of the right-of-way, approximately 45 feet, will be retained for future use as a transit corridor.

An ER was previously submitted to the Interstate Commerce Commission, the predecessor agency to the STB, as part of the discontinuance of service for both the 15.70 and 4.1 mile sections described previously. The earlier environmental reports showed no major environmental concerns. We therefore anticipate few environmental issues or concerns regarding the line abandonment. Please note, discontinuance and abandonment are separate processes which each require an environmental report. Although an ER was prepared previously for the discontinuance of the western 19.8 miles, a second ER is required for the abandonment of the entire Baldwin Park Branch (22.1 miles).

49 C.F.R. 1105.7 (e) (3) (i) states that "Based on consultation with local and/or regional planning agencies and/or a review of the official planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies." We would appreciate your review of the proposed abandonment as required by this section. Your response will be included in the Environmental Report prepared for this abandonment and a copy of the report will be mailed to you.

Information on any other issues you feel important for a project of this nature would be helpful. I have enclosed a list of the agencies we are contacting. If you are aware of others we should contact please let me know.

SANBAG would like to proceed with the project as expeditiously as possible. We are therefore requesting a prompt response from your agency so that we may proceed with our environmental review process. I will be calling you in one week to verify your receipt of this request and discuss your schedule for providing a response.

If you have any questions about the proposed abandonment or ER process, please don't hesitate to call me at (714) 632-5183. Thank you in advance for your assistance in our environmental study.

Sincerely,

Brando Carney
Geologist

Enclosure



October 5, 2001

Mr. Kenneth Eke
Flood Control Project Engineer
County of San Bernardino, Public Works Department
Transportation Flood Control
825 E 3rd Street, Room 108
San Bernardino, CA 92415-0835

**Subject: Baldwin Park Branch Railroad Abandonment, San Bernardino
County, California – Project No. 28777**

Mr. Kenneth Eke,

San Bernardino Associated Governments (SANBAG) wishes to abandon approximately 22.1 miles of rail line known as the Baldwin Park Branch in San Bernardino County. SANBAG is required to submit an environmental report (ER) to the Surface Transportation Board (STB) as part of receiving authority from STB to abandon the Baldwin Park Branch. Burns & McDonnell, on behalf of SANBAG, is preparing the ER for submittal to the STB. The purpose of this letter is to obtain your agency's input as to the potential environmental issues that should be addressed in our report to assist the STB in determining the scope of the environmental documentation necessary for the abandonment. We also request information on any permits or approvals that SANBAG would be required to obtain from your agency as part of this abandonment.

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Tel: 714 632-5183
Fax: 714 632-6952
www.burnsmcd.com

Brando Carney
Burns & McDonnell

October 24, 2001

2

4. No waste material may be discharged to any drainage areas, channels, streambeds, or streams. Spoil sites must not be located within any streams or areas where spoil material could be washed into a waterbody.
5. Appropriate best management practices (BMPs) must be developed and implemented during construction to control the discharge of pollutants, prevent sewage spills, and to avoid discharge of sediments into the streets, storm water conveyance channels, or waterways.

If you should have any questions, please call me at (909) 782-7960 or Mark Adelson at (909) 782-3234.

Sincerely,

David G. Woelfel

David G. Woelfel
Planning Section

California Environmental Protection Agency



Recycled Paper



California Regional Water Quality Control Board

Santa Ana Region



H. Hickox
Secretary for
Environmental
Protection

Internet Address: <http://www.swrcb.ca.gov/rwqcb8>
3737 Main Street, Suite 500, Riverside, California 92501-3348
Phone (909) 782-4130 - FAX (909) 781-6288

Gray Davis
Governor

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our website at www.swrcb.ca.gov/rwqcb8.

October 24, 2001

Brando Carney
Burns and McDonnell
La Palma Corporate Park
2990 East La Palma Avenue
Suite A
Anaheim, CA 92806

RESPONSE TO BALDWIN PARK BRANCH RAILROAD ABANDONMENT, SAN BERNARDINO COUNTY, CA - PROJECT NO. 28777 (NO STATE CLEARING HOUSE NUMBER)

Dear Mr. Carney:

Staff of the Regional Water Quality Control Board, Santa Ana Region (RWQCB), has reviewed the proposal to abandon the Baldwin Park Branch Railroad line. The project proposes to abandon approximately 22.1 miles of rail line known as the Baldwin Park Branch. The Baldwin Park Branch starts at the city line of Claremont and moves east through the cities of Montclair, Upland, Rancho Cucamonga, Fontana, Rialto, and terminates in the city of San Bernardino. Future plans for the right-of-way along the Baldwin Park Branch include development of a multipurpose trail and possible use as a transit corridor.

Any construction activity that occurs as part of the proposed project has the potential to impact water quality. Therefore, to lessen impacts to water quality standards and protect beneficial uses, the following principals and policies should be considered for the project:

1. If construction activity will occur in an area over five acres, a General Construction Activity Storm Water Permit must be obtained prior to any construction. A notice of intent (NOI), with the appropriate fees for coverage under the General Construction Activity Storm Water Permit must be submitted to the State Water Resources Control Board at least 30-days prior to initiation of construction activity at the site. Contact Milasol Gaslan at (909) 782-4419 or review the permit page on the SWRCB website at www.swrcb.ca.gov/ for information.
2. If any fill or dredge material is proposed to be discharged into surface waters of the State including ephemeral waterways, vernal pools or wetlands, Clean Water Act Section 401 certification is required. In addition, an U.S. Army Corps of Engineers Section 404 permit will likely be required. Contact Kelly Schmoker at (909) 782-4990 or review the Regional Board's website www.swrcb.ca.gov/rwqcb8 for Section 401 information.
3. A National Pollutant Discharge Elimination System (NPDES) permit for any discharge of wastes to surface water, or Waste Discharge Requirements for any discharges of waste to land, is required by the California Water Code.

California Environmental Protection Agency



Recycled Paper



Ms. Joanne Schneider
Baldwin Park Branch Railroad Abandonment
October 4, 2001
Page 2

An ER was previously submitted to the Interstate Commerce Commission, the predecessor agency to the STB, as part of the discontinuance of service for both the 15.70 and 4.1 mile sections described previously. The earlier environmental reports showed no major environmental concerns. We therefore anticipate few environmental issues or concerns regarding the line abandonment. To clarify, discontinuance and abandonment are separate processes which each require an environmental report. Although an ER was prepared previously for the discontinuance of the western 19.8 miles, a second ER is required for the abandonment of the entire Baldwin Park Branch (22.1 miles).

49 C.F.R. 1105.7 (e) (9) (i) states that "Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies."

49 C.F.R. 1105.7 (e) (9) (iii) "State whether permits under section 402 of the Clean Water Act (33 U.S.C. 1342) are required for the proposed action."

We would appreciate your review of the proposed abandonment as required by these sections. Your response will be included in the Environmental Report prepared for this abandonment and a copy of the report will be mailed to you

Information on any other issues you feel important for a project of this nature would be helpful. I have enclosed a list of the agencies we are contacting. If you are aware of others we should contact please let me know.

SANBAG would like to proceed with the project as expeditiously as possible. We are therefore requesting a prompt response from your agency so that we may proceed with our environmental review process. I will be calling you in one week to verify your receipt of this request and discuss your schedule for providing a response.

If you have any questions about the proposed abandonment or ER process, please don't hesitate to call me at (714) 632-5183. Thank you in advance for your assistance in our environmental study.

Sincerely,

Brando Carney
Geologist

Enclosure





Department of Toxic Substances Control



H. Hickox
Secretary
California Environmental
Protection Agency

Edwin F. Lowry, Director
1001 "I" Street, 25th Floor
P.O. Box 806
Sacramento, California 95812-0806

Gray Davis
Governor

October 18, 2001

Mr. Brando Carney
Burns & McDonnell
La Palma Corporate Park
2990 East La Palma Avenue, Suite A
Anaheim, California 92806

BALDWIN PARK BRANCH RAILROAD ABANDONMENT, SAN BERNARDINO
COUNTY, CALIFORNIA PROJECT NUMBER 28777

Dear Mr. Brando Carney:

We received your letter dated October 2, 2001, requesting information on the Baldwin Park Branch Railroad Abandonment, San Bernardino County, California Project Number 28777. Thank you for your request for information on possible hazardous substance sites.

The Department of Toxic Substance Control's (DTSC) Site Mitigation Program, maintains an automated database known as 'CalSites.' This database contains information on properties in California where hazardous substances have been released, or where the potential for a release exists. See the attached CalSites fact sheet for further information about CalSites. Based on the information in your letter, a search of our database indicated that we do not have the specific site in the database at this time. Without a property address or CalSites identification number a further search of the CalSites database cannot be made. Therefore, identifying that there was no match in the CalSites database does not mean that DTSC has no information on the property. Our ability to conduct database searches is not 100 percent accurate and we cannot run area-wide searches for sites. In addition, the fact that the site(s) in question does not appear in our database does not constitute a certification that no contamination exists.

Since your letter also requests information on required environmental permits that DTSC would require as part of this abandonment, your letter is being forwarded to DTSC's Permitting Office. You can contact them directly at (916) 323-6043.

Additionally, your request includes information outside DTSC's jurisdiction. Therefore, you should also contact other agencies within the California Environmental Protection

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our Web-site at www.dtsc.ca.gov.



Ms. Carole Mah
Baldwin Park Branch Railroad Abandonment
October 2, 2001
Page 2

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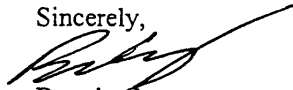
- Local land use
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- Historic, cultural, or archaeological sites listed or eligible for inclusion on the National Register of Historic Places
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Information on any other issues you feel important for a project of this nature would be helpful. I have enclosed a list of the agencies we are contacting. If you are aware of others we should contact please let me know.

SANBAG would like to proceed with the project as expeditiously as possible. We are therefore requesting a prompt response from your agency so that we may proceed with our environmental review process. I will be calling you in one week to verify your receipt of this request and discuss your schedule for providing a response.

If you have any questions about the proposed abandonment or ER process, please don't hesitate to call me at (714) 632-5183. Thank you in advance for your assistance in our environmental study.

Sincerely,



Brando Carney
Geologist

Enclosure



October 2, 2001

Ms. Carole Mah
Site Mitigation Program
California State Environmental Agency
1001 I St.
P.O. Box 806
Sacramento, CA 95812-0806

**Subject: Baldwin Park Branch Railroad Abandonment, San Bernardino
County, California – Project No. 28777**

Ms. Carole Mah,

San Bernardino Associated Governments (SANBAG) wishes to abandon approximately 22.1 miles of rail line known as the Baldwin Park Branch in San Bernardino County. SANBAG is required to submit an environmental report (ER) to the Surface Transportation Board (STB) as part of receiving authority from STB to abandon the Baldwin Park Branch. Burns & McDonnell, on behalf of SANBAG, is preparing the ER for submittal to the STB. The purpose of this letter is to obtain your agency's input as to the potential environmental issues that should be addressed in our report to assist the STB in determining the scope of the environmental documentation necessary for the abandonment. Your response will be included in the environmental Report prepared for this Abandonment and a copy of the Report will be mailed to you. We also request information on any permits or approvals that SANBAG would be required to obtain from your agency as part of this abandonment.

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La Palma Corporate Park
2990 East La Palma Avenue
Suite A
Anaheim, California 92806
Tel: 714 632-5183
Fax: 714 632-6952



Department of Toxic Substances Control



John H. Hickox
Deputy Secretary
California Environmental
Protection Agency

Edwin F. Lowry, Director
1001 I St. 25th Floor
P.O. Box 806
Sacramento, California 95812-0806

Gray Davis
Governor

MEMORANDUM

TO: Johnson Abraham, Branch Chief
Site Mitigation Program, Region 4

FROM: Guenther W. Moskat, Chief
Planning and Environmental Analysis Section

DATE: September 28, 2001

SUBJECT: TRANSMITTAL AND REVIEW OF LEAD AGENCY ENVIRONMENTAL DOCUMENTS FOR
Baldwin Park Branch Railroad Abandonment - 2001091105

The Department has received a(n) for the project listed above. The project is being referred to you as a:

☒ Non-Essential/Information Item Only

A Courtesy Copy of the Notice of Completion
Transmittal Form Has Also Been Sent to:

☐ Sensitive Land Use Project

☒ Permitting Branch (document not included)

☐ Non-Sensitive Land Use Project

The Department is encouraged to review this project and if applicable make comments pertaining to the project as it relates to hazardous waste and/or any activities which may fall within the Department's jurisdiction. Please have your staff: 1) conduct its review of the attached document prior to the end of the comment period; 2) complete the appropriate items below; and 3) return this transmittal sheet and a copy of any response letter from your office to:

Planning & Environmental Analysis Section (PEAS)
CEQA Tracking Center
1001 I St., 22nd Floor
P.O. Box 806
Sacramento, California 95812-0806
Fax (916) 323-3215

Date Comment Period Began: 09/20/2001

Comments Due to Lead Agcy:

Comments Due to OPR: 10/05/2001

Reviewed By:

RONIE A. ZABANEH

Date:

10/4/01

COMMENTS have been prepared and a copy has been provided to PEAS via:

☒ Attached Copy

☐ FAX (916-324-1788)

NO COMMENTS NECESSARY because:

☐ All Department concerns have been adequately addressed; OR

☐ Project does not fall within the Department's areas of responsibility.

Thank you for your assistance with this project. If you have any questions, please contact Ken Tipon, CEQA Tracking Center, at (916) 322-5266 or CALNET 492-5266.

The energy crisis facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our Web-site at www.dtsc.ca.gov.

♻️ Printed on Recycled Paper

Mr. Brando Carney
October 4, 2001
Page 2

- 5) Railroad activities may be a potential source of contamination. Appropriate soil sampling and analysis are required in the area adjacent to the railroad prior to abandonment.
- 6) If it is determined that contaminated soil and/or groundwater exist, the ER should identify how any required investigation and/or remediation will be conducted and which government agency will provide appropriate regulatory oversight.

DTSC provides guidance for Preliminary Endangerment Assessment (PEA) preparation and cleanup oversight through the Voluntary Cleanup Program (VCP). Also, DTSC is administering the \$85 million Cleanup Loans and Environmental Assistance to Neighborhoods (CLEAN), which provides low-interest loans to investigate and clean up hazardous materials at properties where redevelopment is likely to have a beneficial impact to a community. The CLEAN program is comprised of two main components: low interest loans of up to \$100,000 to conduct PEAs of underutilized properties, and loans of up to \$2.5 million for the cleanup or removal of hazardous materials also at underutilized urban properties. These loans are available to developers, businesses, schools, and local governments.

For additional information on the VCP or CLEAN program, please visit DTSC's web site at www.dtsc.ca.gov. If you would like to meet and discuss this matter further, please contact Ms. Rania A. Zabaneh, Project Manager at (714) 484-5479.

Sincerely,



Haissam Y. Salloum, P.E.
Unit Chief
Southern California Cleanup Operations Branch
Cypress Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief
Planning and Environmental Analysis Section
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806



Department of Toxic Substances Control

Edwin F. Lowry, Director
5796 Corporate Avenue
Cypress, California 90630



iston H. Hickox
ncy Secretary
ornia Environmental
rotection Agency

Gray Davis
Governor

October 4, 2001

Mr. Brando Carney
San Bernardino Associated Governments
2990 East La Palma Avenue, Suite A
Anaheim, California 92806

ENVIRONMENTAL REPORT FOR THE BALDWIN PARK BRANCH RAILROAD ABANDONMENT - (SCH # 2001091105)

Dear Mr. Carney:

The Department of Toxic Substances Control (DTSC) has received your Environmental Report (ER) for the above-mentioned Project.

Based on the review of the document, DTSC's comments are as follows:

- 1) The ER needs to identify and determine whether current or historic uses have resulted in any release of hazardous wastes/substances at the site.
- 2) The ER needs to identify any known or potentially contaminated sites within the proposed Project area. For all identified sites, the ER needs to evaluate whether conditions at the site pose a threat to human health or the environment.
- 3) The ER should identify the mechanism to initiate any required investigation and/or remediation for any site that may require remediation and the government agency to provide appropriate regulatory oversight.
- 4) An environmental assessment should be conducted in the project area to evaluate whether the project area is contaminated with hazardous substances from the potential past and current uses including storage, transport, generation, and disposal of toxic and hazardous waste/materials. Potential hazard to the public or the environment through routine transportation, use, disposal or release of hazardous materials should be discussed in the ER.

*The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption.
For a list of simple ways you can reduce demand and cut your energy costs, see our Web-site at www.dtsc.ca.gov.*



Mr. Carl Palmer
Baldwin Park Branch Railroad Abandonment
September 18, 2001
Page 2

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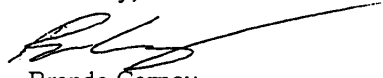
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Sincerely,



Brando Carney
Geologist

Enclosure



September 18, 2001

Mr. Carl Palmer
Chief of Site Mitigation
California State Environmental Agency
P.O. Box 806
Sacramento, CA 95812-0806

**Subject: Baldwin Park Branch Railroad Abandonment, San Bernardino
County, California – Project No. 28777**

Mr. Carl Palmer,

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www.burnsmcdonnell.com



Ms. Karen Evans
Baldwin Park Branch Railroad Abandonment
September 18, 2001
Page 2

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Sincerely,

Brando Carney
Geologist

Enclosure

From: Alison Dettmer <adettmer@coastal.ca.gov>
To: "bcarney@burnsla.com" <bcarney@burnsla.com>
Date: 10/3/01 7:34AM
Subject: Baldwin Park Branch Railroad Abandonment

Brando,

The proposal by the San Bernadino Associated Governments to abandon approximately 22.1 miles of rail line in San Bernadino County is located outside of the coastal zone and therefore will not require issuance of a coastal development permit. The Coastal Commission does not have jurisdiction over this project.

If you need additional information, please call me at 415/904-5205.

Best,

Alison

Alison J. Dettmer
Manager
Energy and Ocean Resources Unit
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, California 94105
415/904-5205
adettmer@coastal.ca.gov



September 18, 2001

Ms. Karen Evans, Assistant Field Supervisor United States Department of Interior
Fish and Wildlife Service, Ecological Services
2730 Loker Avenue West
Carlsbad, CA 92008

**Subject: Baldwin Park Branch Railroad Abandonment, San Bernardino
County, California – Project No. 28777**

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Fax: 714 632-6952
www.burnsmcd.com



Ms. Jaime Kooser
Baldwin Park Branch Railroad Abandonment
September 18, 2001
Page 2

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Sincerely,

Brando Carney
Geologist

Enclosure



September 18, 2001

Ms. Jaime Kooser
State Coastal Zone Management
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

**Subject: Baldwin Park Branch Railroad Abandonment, San Bernardino
County, California – Project No. 28777**

Ms. Jaime Kooser,

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United States
Department of
Agriculture

Natural
Resources
Conservation
Service

25864-K Business Center Drive
Redlands, CA 92374
(909) 799-7407 • Fax: (909) 799-1438

October 11, 2001

Burns and McDonnell
Attn: Brando Carney
2990 East La Palma Ave. Suite A
Anaheim, CA 92806

Dear Brando,

This letter is in response to your request for Important Farmland information located along the rail line known as the Baldwin Park Branch.

After reviewing our Prime Farmland Maps, only one parcel of important farmland exists along the proposed abandoned route. The parcel, which contains grapes, is located in Rialto on Cedar Avenue.

The abandonment of this rail line will not effect the status of this parcel as important farmland. The rail line is not utilized in transporting the crop.

If you have any questions, give me a call at the above number.

Sincerely,

JAMES R. EARSOM
District Conservationist



Mr. Jim Earson
Baldwin Park Branch Railroad Abandonment
September 18, 2001
Page 2

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Sincerely,

Brando Carney
Geologist

Enclosure



September 18, 2001

Mr. Jim Earson
U.S.D.A. Soil Conservation Service
25864 K
Business Center Drive
Redlands, CA 92374

**Subject: Baldwin Park Branch Railroad Abandonment, San Bernardino
County, California – Project No. 28777**

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San Bernardino Associated Governments (SANBAG) wishes to abandon approximately 22.1 miles of rail line known as the Baldwin Park Branch in San Bernardino County. SANBAG is required to submit an environmental report (ER) to the Surface Transportation Board (STB) as part of receiving authority from STB to abandon the Baldwin Park Branch. Burns & McDonnell, on behalf of SANBAG, is preparing the ER for submittal to the STB. The purpose of this letter is to obtain your agency's input as to the potential environmental issues that should be addressed in our report to assist the STB in determining the scope of the environmental documentation necessary for the abandonment. Your response will be included in the environmental Report prepared for this Abandonment and a copy of the Report will be mailed to you. We also request information on any permits or approvals that SANBAG would be required to obtain from your agency as part of this abandonment.

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United States Department of the Interior

NATIONAL PARK SERVICE
Pacific West Region
Pacific Great Basin Support Office

IN REPLY REFER TO:
L6016(PGSO-PP)

November 5, 2001

Brando Carney
Burns & McDonnell
2990 E La Palma Ave Ste A
Anaheim CA 92806-2616

Re: Baldwin Park Branch Railroad Abandonment
(east of Los Angeles County border in San Bernardino County)

Dear Mr. Carney:

Thank you for advising the National Park Service (NPS) of a proposal to abandon service on a portion of the Baldwin Park branch of former Southern Pacific Railroad right-of-way in western San Bernardino County, now owned by San Bernardino Associated Governments (SANBAG). We understand the proposal is made at the request of your client, SANBAG, with final action pending by the Surface Transportation Board (STB). NPS is providing the following information pursuant to 49 CFR 1105.7 (b)(8). No national parks would be affected by the proposed discontinuance of service. The right of way is located in the cities of Upland, Montclair, Rancho Cucamonga, Fontana, Rialto and San Bernardino. NPS is not aware of any historical, cultural or archaeological sites that are currently listed or eligible for listing on the National Register of Historic Places, and relevant to this rail line.

NPS is currently working on a countywide trails plan with SANBAG and other local government agencies, through the Rivers, Trails and Conservation Assistance (RTCA) Program. The RTCA Program provides planning and technical assistance at the request of local government agencies. San Bernardino County is and will remain the lead agency throughout this public planning process. NPS should not be considered as a permitting authority, or as a responsible or custodial agency.

We understand that STB's action may abandon service on 22.1 miles of rail line, and that a minimum width of 45 feet would be reserved as right of way for a passenger rail system. An unspecified amount of right of way is to remain available for development of a multi-purpose trail (intended for cyclists, pedestrians or equestrians and other non-motorized uses). We recommend that a minimum distance of 14 feet be provided in suburban environments; 10 feet for two-way trail tread, with 2-foot buffer areas along each side. A trail easement should remain clear of obstructions such as equipment boxes, electrical transformers, signal posts or crossing gate apparatus.

If you have any questions, please call me in the RTCA Program's southern California field office at (323) 441-2117.

Sincerely,

Jim Donovan
Community Planner

RIVERS, TRAILS & CONSERVATION ASSISTANCE PROGRAM
1111 Jackson St., Suite 700 • Oakland, CA 94607 • 510-817-1446 • Fax 510-817-1505

SOUTHERN CALIFORNIA FIELD OFFICE
570 W. Ave. 26, #175 • Los Angeles, CA 90065 • 323-441-2117 • 323-441-9307 • Fax 323-226-9235



Mr. Jim Donovan
Baldwin Park Branch Railroad Abandonment
October 2, 2001
Page 2

A portion of the right-of-way, approximately 45 feet, will be retained for future use as a transit corridor.

An ER was previously submitted to the Interstate Commerce Commission, the predecessor agency to the STB, as part of the discontinuance of service for both the 15.70 and 4.1 mile sections described previously. The earlier environmental reports showed no major environmental concerns. We therefore anticipate few environmental issues or concerns regarding the line abandonment. However, we would like an up-date on any comments or concerns you may have regarding the abandonment of the Baldwin Park Branch. Any information you could provide relating to the following issues would be helpful:

- Local land use
- Existing local and regional transportation systems
- Energy use
- Air emissions and ambient air quality conditions
- Water quality and wetlands
- Biological resources, including threatened or endangered species
- Ambient noise levels
- Public Health and safety
- Historic, cultural, or archaeological sites listed or eligible for inclusion on the National Register of Historic Places
- Socioeconomics, including local and regional employment

Information on any other issues you feel important for a project of this nature would be helpful. I have enclosed a list of the agencies we are contacting. If you are aware of others we should contact please let me know.

SANBAG would like to proceed with the project as expeditiously as possible. We are therefore requesting a prompt response from your agency so that we may proceed with our environmental review process. I will be calling you in one week to verify your receipt of this request and discuss your schedule for providing a response.

If you have any questions about the proposed abandonment or ER process, please don't hesitate to call me at (714) 632-5183. Thank you in advance for your assistance in our environmental study.

Sincerely,

Brando Carney
Geologist

Enclosure



October 2, 2001

Mr. Jim Donovan
NPS-RTCA
570 W. Ave 26 #175
Los Angeles, CA 90065

**Subject: Baldwin Park Branch Railroad Abandonment, San Bernardino
County, California – Project No. 28777**

Mr. Jim Donovan,

San Bernardino Associated Governments (SANBAG) wishes to abandon approximately 22.1 miles of rail line known as the Baldwin Park Branch in San Bernardino County. SANBAG is required to submit an environmental report (ER) to the Surface Transportation Board (STB) as part of receiving authority from STB to abandon the Baldwin Park Branch. Burns & McDonnell, on behalf of SANBAG, is preparing the ER for submittal to the STB. The purpose of this letter is to obtain your agency's input as to the potential environmental issues that should be addressed in our report to assist the STB in determining the scope of the environmental documentation necessary for the abandonment. Your response will be included in the environmental Report prepared for this Abandonment and a copy of the Report will be mailed to you. We also request information on any permits or approvals that SANBAG would be required to obtain from your agency as part of this abandonment.

The Baldwin Park Branch extends from milepost 515.70, at the San Bernardino/Los Angeles County border, to milepost 537.81, where it intersects the Palmdale/Colton Cutoff (See attached three-quarter size U.S. Geological Survey quadrangle maps). Service along the western 19.8-mile section of the Baldwin Park Branch was previously discontinued in two separate proceedings. Discontinuance of service over the 4.1 mile section representing the western extent of the Baldwin Park Branch occurred in 1992. The adjoining 15.70 mile section between mileposts 519.80 and 535.50 was discontinued in 1993. The track, ties, and the majority of ballast have been removed over these sections of the Baldwin Park Branch.

The remaining 2.3 miles of track at the eastern end of the Baldwin Park Branch is currently active, providing freight service to the Superior Lumber Company, located between Lilac Street and Willow Street. SANBAG retained the right to abandon this section of line as part of its acquisition of the Baldwin Park Branch. The right-of-way (ROW) along the Baldwin Park Branch varies between approximately 60 feet and 125 feet. Future plans for the ROW include the development of a multi-purpose trail, which will provide opportunities for cyclists, equestrians, pedestrians, etc.

La Palma Corporate Park
2990 East La Palma Avenue
Suite A
Anaheim, California 92806
Tel: 714 632-5183
Fax: 714 632-6952
www.burnsmcd.com



Mr. Allen Schmierer
Baldwin Park Branch Railroad Abandonment
September 18, 2001
Page 2

A portion of the right-of-way, approximately 45 feet, will be retained for future use as a transit corridor.

An ER was previously submitted to the Interstate Commerce Commission, the predecessor agency to the STB, as part of the discontinuance of service for both the 15.70 and 4.1 mile sections described previously. The earlier environmental reports showed no major environmental concerns. We therefore anticipate few environmental issues or concerns regarding the line abandonment. However, we would like an up-date on any comments or concerns you may have regarding the abandonment of the Baldwin Park Branch. Any information you could provide relating to the following issues would be helpful:

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If you have any questions about the proposed abandonment or ER process, please don't hesitate to call me at (714) 632-5183. Thank you in advance for your assistance in our environmental study.

Sincerely,

Brando Carney
Geologist

Enclosure



September 18, 2001

Mr. Allan Schmierer: Environmental Planner
Pacific West Region Park Service
Regional Director Office
One Jackson Center
1111 Jackson Street, Suite 700
Oakland, CA 94607

**Subject: Baldwin Park Branch Railroad Abandonment, San Bernardino
County, California – Project No. 28777**

Mr. Allan Schmierer,

San Bernardino Associated Governments (SANBAG) wishes to abandon approximately 22.1 miles of rail line known as the Baldwin Park Branch in San Bernardino County. SANBAG is required to submit an environmental report (ER) to the Surface Transportation Board (STB) as part of receiving authority from STB to abandon the Baldwin Park Branch. Burns & McDonnell, on behalf of SANBAG, is preparing the ER for submittal to the STB. The purpose of this letter is to obtain your agency's input as to the potential environmental issues that should be addressed in our report to assist the STB in determining the scope of the environmental documentation necessary for the abandonment. Your response will be included in the environmental Report prepared for this Abandonment and a copy of the Report will be mailed to you. We also request information on any permits or approvals that SANBAG would be required to obtain from your agency as part of this abandonment.

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La Palma Corporate Park
2990 East La Palma Avenue
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www.burnsmcd.com

A CEQA Initial Study of "MAYBE" for potential adverse environmental impact to historical resources is warranted unless it can be documented by a qualified professional that NO resources older than 45 years in age exist on the property. Implementation of the above recommendations will ensure that existing historical resources will be inventoried and evaluated, and that appropriate mitigation measures will be recommended to avoid adverse impacts.

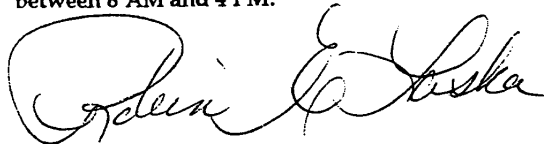
If appropriate mitigation measures are not proposed for significant historical resources within the project area, then subsequent destruction of these resources may violate the California Environmental Quality Act, National Environmental Policy Act, National Historic Preservation Act, California codes or various local government ordinances.

If prehistoric or historic artifacts over 50 years in age are encountered during land modification, then activities in the immediate area of the finds should be halted and an on-site inspection should be performed immediately by a qualified archaeologist. This professional will be able to assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act and/or the Federal National Environmental Policy Act.

If human remains are encountered on the property, then the San Bernardino County Coroner's Office MUST be contacted within 24 hours of the find, and all work should be halted until a clearance is given by that office and any other involved agencies. Contact the County Coroner at 175 South Lena Road, San Bernardino, CA 92415-0037 or (909) 387-2543.

The County of San Bernardino requests that historical resource data and artifacts collected within this project area be permanently curated at a repository within the County. Per a State Historical Resources Commission motion dated 7 Feb 1992, the repository selected should consider 36 CFR 79, Curation of Federally-owned and Administered Archaeological Collection; Final Rule, as published Federal Register, 12 Sept 1990, or a later amended for, for archival collection standards.

If you have any further questions, please, contact me at (909) 307-2669 x 255, Monday through Friday between 8 AM and 4 PM.



Robin E. Laska
Assistant Center Coordinator

SENSITIVITY OF PROJECT AREA FOR HISTORICAL RESOURCES:

Based upon the above information, available historical records and maps, and comparisons with similar environmental localities, the sensitivity assessment for this project area is:

Prehistoric Archaeological Resources	High
Historic Archaeological Resources	High
Historic Resources	High
Cultural Landscapes	Unknown
Ethnic Resources	Unknown

Comments: The railroad is historic and needs recording. Potential for all types of resources based on sites in and surrounding the railroad especially railroad-related resources. Railroad passes through the historic Rancho Cucamonga & Palomares.

RECOMMENDATIONS:

1. A field survey should be conducted by a qualified professional for historical resources within portions of the project area not previously surveyed for such resources.
2. Contact the San Bernardino County Archives for information on historical property records. Contact them at 777 E. Rialto Ave., San Bernardino, CA 92415-0795, or call for an appointment (909) 387-2030.
3. Contact the Native American Heritage Commission for information regarding sacred lands. Contact the Commission at 915 Capitol Mall, Room 364, Sacramento, CA 95814 or (916) 653-4082.
4. Inventory all historical resources, including archaeological and historic resources older than 50 years, using appropriate State record forms, following guidelines in the California Office of Historic Preservation's handbook "Instructions for Recording Historical Resources". Submit two (2) copies of the completed forms to the San Bernardino County Archaeological Information Center for the assignment of trinomials.
5. Evaluate the significance and integrity of all historical resources within the project area, using criteria established in Appendix K of the CEQA Guidelines for important archaeological resources and/or 36 CFR 60.4 for eligibility for listing on the National Register of Historic Places.
6. Propose mitigation measures, and recommend condition of approval (if a local government action), to eliminate adverse project effects to significant, important and unique historical resources, following appropriate CEQA and/or National Historic Preservation Act-Section 106 guidelines.
7. Prepare a technical resources management report, documenting the inventory, evaluation and proposed mitigation of resources within the project area (following guidelines for Archaeological Resource Management Reports prepared by the California Office of Historic Preservation, Preservation Planning Bulletin 4(a), December 1989). Submit one copy of the completed report (with original illustrations) to the San Bernardino County Archaeological Information Center for permanent archiving.

PREVIOUS HISTORICAL RESOURCE INVESTIGATIONS:

Historical resource reports for the project area include:

- 25 Area-specific survey reports
- 15 General area overviews

In addition to the Center's historical resources files, the following publications, manuscripts or correspondence also were consulted:

American Association for State and Local History

1989 National Register of Historic Places, 1966-1988. Nashville, TN.

California Office of Historic Preservation

1986 Survey of Surveys: A Summary of California's Historical and Architectural Resource Surveys.

1988 Five Views: An Ethnic Sites Survey for California.

1997 California Historical Landmarks.

1992 California Points of Historical Interest.

2001 Listing of National Register Properties--Records entered into the OHP computer file--received quarterly.

2001 Inventory of Historic Structures--Records entered into the OHP computer file of historic resources--received quarterly.

San Bernardino County Museum

1980 Historical Landmarks of San Bernardino County. Quarterly of the San Bernardino County Museum Association 28(1-2).

ARCHAEOLOGICAL INFORMATION CENTER

San Bernardino County Museum
2024 Orange Tree Lane (909) 307-2669 x 255
Redlands, CA 92374 FAX (909) 307-0689
rlaska@sbcm.sbcounty.gov



San Bernardino
County

30 October 2001

Brando Carney
Burns & McDonnell Engineering
2990 E. LaPalma Ave.
Suite A
Anaheim, CA 92806

(714) 632-5183

HISTORICAL RESOURCES RECORD SEARCH: Baldwin Park Branch

In response to your request for information dated 11 October 2001, a record search has been conducted for the above project on USGS Ontario, Guasti, Fontana, Cucamonga Peak & San Bernardino South 7.5' quads with a 1/16 mile buffer.

Historical Resources:

Prehistoric Archaeological Resources:

- 2 prehistoric archaeological sites
- 0 pending prehistoric archaeological sites
- 0 prehistoric isolates

Historic Archaeological Resources (sites older than 50 years of age):

- 2 historic archaeological sites
- 7 pending historic archaeological sites
- 0 historic isolates
- 11+ pending historic structures
- 40+ possible historic structure/archaeological site locations determined from historic maps (maps checked): Thompson, 1917/20; Beasley, 1892; Blackburn, 1932; Hall, 1888; Lippencott, 1898; AAA-various; USGS Colton, 1936/8; USGS Cucamonga, 1894; USGS San Bernardino, 1893/4; US Army San Bernardino, 1940/1.

Cultural Landscapes:

- 0 cultural Landscapes

Ethnic Resources:

- 0 ethnic resources

Heritage Properties (designated by State and Federal commissions):

- 1 National Register Listed Properties
- 1 National Register Eligible Properties
- 0 California Register of Historic Resources
- 0 California Historic Landmarks
- 4 California Points of Historic Interest

Los Angeles Area Office

www.burnsmcd.com



facsimile transmittal

To: Robin Laska Fax: (909) 307-0689

From: Brando Carney Date: 10/11/01

Re: Baldwin Park Branch—Record Search Pages: 6

CC:

☐ Urgent

☐ For Review

☐ Please Comment

☒ Please Reply

Comments

Ms. Laska,

I hereby request a record search for the Baldwin Park Branch Railroad Right-of-Way (ROW). Enclosed are maps representing the ROW in San Bernardino County, labeled as the "proposed abandonment of railroad line". In general, the ROW varies between approximately 60 and 125 feet in width and extends for about 22.1 miles. If you have any questions, please feel free to contact me at (714) 632-5183.

Thank you,

Brando Carney
Burns & McDonnell Engineering
2990 E. La Palma Ave. Suite A
Anaheim, CA 92806
(714) 632-6952 fax

Los Angeles Area Office

www.burnsmcd.com



facsimile transmittal

To: Mr. Rob Wood Fax: (916) 657-5390

From: Brando Carney Date: 10/09/01

Re: SCH#2001091105, Baldwin Park
Branch Railroad Abandonment,
Project No. 28777, San Bernardino
County Pages: 6

CC:

☐ Urgent

☐ For Review

☐ Please Comment

☒ Please Reply

Comments

Mr. Wood,

In response to your letter, and per our phone conversation, I am requesting a Sacred Lands File Check. If necessary, please include the list of appropriate Native American Contacts for consultation. Attached are 5 figures representing the location of the Baldwin Park Branch on reduced U.S.G.S topos.

Thank you for your attention to this matter. Once again, we are trying to proceed with this project as expeditiously as possible; a timely response would be appreciated. Please call with any questions or concerns.

Sincerely,

Brando Carney
Geologist, Burns and McDonnell
714.632.5183 ext.224
714.632.6952 fax

NATIVE AMERICAN CONTACTS
San Bernardino County
July 31, 2003

Gabrielino Band of Mission Indians of CA
Ms. Susan Frank
PO Box 3021 Gabrielino
Lamont, CA 92223
(925) 647-0094: Phone/FAX

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regards to the cultural assessment for the proposed Baldwin Park Branch Railroad Abandonment, San Bernardino County.

STATE OF CALIFORNIA

Gray Davis, Governor

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
Fax (916) 657-5390



August 1, 2003

Christina L. Wilkerson
Environmental Scientist
Burns & McDonnell Engineering Company, Inc.
9400 Ward Parkway
Kansas City, MO 64114

Sent By Fax: (816) 822-3515
Pages Sent: 4

RE: Native American Contacts List for Baldwin Park Railroad Abandonment, San Bernardino County

Dear Ms. Wilkerson:

Attached for your use is the Native American Heritage Commission Native American Contact for the above referenced project. The Commission makes no recommendation or preference of one individual, or group over another. I recommend that you contact all of those indicated for the particular region where the project is located. If they cannot supply information, they may recommend others with specific knowledge regarding your project area. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of changes in addresses and/or phone numbers from any of the individuals or groups on the list, please notify me. With your assistance we will be able to assure that the list is complete and contains current information. If you have any questions or need additional information, please contact me at (916) 653-4040.

Sincerely,

A handwritten signature in black ink, appearing to read "Rob Wood".

Rob Wood
Environmental Specialist III

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax



October 4, 2001

Brando Carney
Geologist
Burns & McDonnell
2990 East La Palma Avenue
Suite A
Anaheim, CA 92806

RE: SCH# 2001091105 - Baldwin Park Railroad Abandonment, Project No. 28777, San Bernardino County

Dear Mr. Carney:

The Native American Heritage Commission has reviewed the above Scoping Document. To adequately assess the project-related impact on archaeological resources, the Commission recommends the following actions be required:

- ✓ Contact the appropriate Information Center for a record search. The record search will determine:
 - Whether a part or all of the project area has been previously surveyed for cultural resources.
 - Whether any known cultural resources have already been recorded on or adjacent to the project area.
 - Whether the probability is low, moderate, or high that cultural resources are located within the project area.
 - Whether a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The report containing site significance and mitigation measures should be submitted immediately to the planning department.
 - The site forms and final written report should be submitted within 3 months after work has been completed to the Information Center.
- ✓ Contact the Native American Heritage Commission for:
 - A Sacred Lands File Check.
 - A list of appropriate Native American Contacts for consultation concerning the project site and assist in the mitigation measures.
- Provisions for accidental discovery of archeological resources:
 - Lack of surface evidence of archeological resources does not preclude the existence of archeological resources. Lead agencies should include provisions for accidentally discovered archeological resources during construction per California Environmental Quality Act (CEQA) §15064.5 (f).
- ✓ Provisions for discovery of Native American human remains
 - Health and Safety Code §7050.5, CEQA §15064.5 (e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery and should be included in all environmental documents.

If you have any questions, please contact me at (916) 653-4040.

Sincerely,

A handwritten signature in black ink, appearing to read "Rob Wood".

Rob Wood
Environmental Specialist III

CC: State Clearinghouse

NATIVE AMERICAN CONTACTS
San Bernardino County
July 31, 2003

uel H. Dunlap
 Box 1391
 Cula , CA 92593
 262-9351 (Cell)
 693-9196 FAX

Gabrielino
 Cahuilla
 Luiseno

Gabrieleno/Tongva Tribal Council
 Anthony Morales, Chairperson
 PO Box 693
 San Gabriel , CA 91778
 (626) 286-1632
 (626) 286-1262 Fax
 (626) 286-1758 (Home)

Society
 Alvitre
 Mulholland Dr., Apt. K
 Ar , CA 90077
 440-0245

Gabrielino

San Luis Rey Band of Mission Indians
 Henry Contreras, Cultural Resources Representative
 1763 Chapulin Lane
 Fallbrook , CA 92028
 (760) 728-6722 - Home
 (760) 207-3618 - Cell

elino Tongva Indians of California Tribal Council

rt F. Dorame, Chairperson
 Box 490
 lower , CA 90707

761-6417 - Voice
 20-9449 - Fax

Gabrielino Tongva

San Luis Rey Band of Mission Indians
 Russell Romo, Captain
 2302 Carriage Circle
 Oceanside , CA 92056
 (760) 724-8505
 (760) 757-6749 - Fax

Panesh United Band of Indians

Valenzuela
 Box 402597
 peria , CA 92340
 949-2103 Home

Chumash
 Tataviam
 Tongva, Gabrielino
 Vanyume; Serrano
 Kitanemuk

Gabrielino/Tongva Council / Gabrielino Tongva Nation
 501 Santa Monica Blvd., Suite 500
 Santa Monica , CA 90401-2415
 (310) 587-2203
 (310) 587-2281 Fax

List is current only as of the date of this document.

tribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.6 of the Health and Safety Code, Section 97.84 of the Public Resources Code and Section 5097.38 of the Public Resources Code.

List is only applicable for contacting local Native Americans with regards to the cultural assessment for the proposed Twin Park Branch Railroad Abandonment, San Bernardino County.

NATIVE AMERICAN CONTACTS
San Bernardino County
July 31, 2003

La Jolla Band of Mission Indians

Jenny Schlater, Chairperson
2000 Highway 76 Luiseno
Auma Valley, CA 92061
(760) 742-3771/72

Rincon Band of Mission Indians

Culture Committee
P.O. Box 68 Luiseno
Valley Center, CA 92082
(760) 749-1051
(760) 749-8901 Fax

La Brea Band of Mission Indians

Robert Smith, Chairperson
P.O. Box 50 Luiseno
La Brea, CA 92059 Cupeno
(760) 742-3784
(760) 742-1411 Fax

San Manuel Band of Mission Indians

Deron Marquez, Chairperson
PO Box 266 Serrano
Patton, CA 92369
(909) 864-8933
(909) 864-3370 Fax
Bingo Hall: (909) 864-5050

La Brea & Yuima

Christobal C. Devers, Chairperson
P.O. Box 369 Luiseno
Auma Valley, CA 92061
(760) 742-1289
(760) 742-3422 Fax

Soboba Band of Mission Indians

Robert J. Salgado, Sr., Chairperson
P.O. Box 487 Luiseno
San Jacinto, CA 92581
(909) 654-2765
Fax: (909) 654-4198

Meacham Band of Mission Indians

Mark Macarro, Chairperson
P.O. Box 1477 Luiseno
Temecula, CA 92593
(909) 676-2768
(909) 695-1778 Fax

Twenty-Nine Palms Band of Mission Indians

Dean Mike, Chairperson
46-200 Harrison Place Luiseno
Coachella, CA 92236 Chemehuevi
(760) 775-5566
(760) 775-4639 Fax

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**Document Details Report
State Clearinghouse Data Base**

SCH# 2001091105
Project Title Baldwin Park Branch Railroad Abandonment
Lead Agency San Bernardino Associated Governments

Type Oth Other Document
Description Abandon approximately 22 miles of rail line known as the Baldwin Park Branch in San Bernardino County.

Lead Agency Contact

Name Brando Carney
Agency San Bernardino Associated Governments
Phone 714-884-8276 **Fax**
email
Address 2990 East La Palma Ave, Suite A
City Anaheim **State** CA **Zip** 92806

Project Location

County San Bernardino
City Upland
Region
Cross Streets
Parcel No.

Township	Range	Section	Base
-----------------	--------------	----------------	-------------

Proximity to:

Highways San Bernardino HWY
Airports
Railways Baldwin Park
Waterways San Antonio Creek Channel
Schools
Land Use Un-used rail line

Project Issues Air Quality; Archaeologic-Historic; Noise; Traffic/Circulation; Water Quality; Wetland/Riparian; Landuse; Economics/Jobs

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Game, Region 6; Office of Historic Preservation; Department of Parks and Recreation; California Highway Patrol; Caltrans, District 8; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 8; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission; State Lands Commission

Date Received 09/20/2001 **Start of Review** 09/20/2001 **End of Review** 10/05/2001

Note: Blanks in data fields result from insufficient information provided by lead agency.



Gray Davis
GOVERNOR

STATE OF CALIFORNIA

Governor's Office of Planning and Research
State Clearinghouse



Steve Nissen
DIRECTOR

October 9, 2001

Brando Carney
San Bernardino Associated Governments
2990 East La Palma Ave, Suite A
Anaheim, CA 92806

Subject: Baldwin Park Branch Railroad Abandonment
SCH#: 2001091105

Dear Brando Carney:

The State Clearinghouse submitted the above named Other Document to selected state agencies for review. The review period closed on October 5, 2001, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts
Senior Planner, State Clearinghouse





Gray Davis
GOVERNOR

STATE OF CALIFORNIA

Governor's Office of Planning and Research
State Clearinghouse



Steve Nissen
DIRECTOR

ACKNOWLEDGEMENT OF RECEIPT

DATE: October 3, 2001

TO: Brando Carney
San Bernardino Associated Governments
2990 East La Palma Ave, Suite A
Anaheim, CA 92806

RE: Baldwin Park Branch Railroad Abandonment
SCH#: 2001091105

This is to acknowledge that the State Clearinghouse has received your environmental document for state review. The review period assigned by the State Clearinghouse is:

Review Start Date: September 20, 2001
Review End Date: October 5, 2001

We have distributed your document to the following agencies and departments:

Air Resources Board, Transportation Projects
California Highway Patrol
Caltrans, District 8
Department of Conservation
Department of Fish and Game, Region 6
Department of Parks and Recreation
Department of Toxic Substances Control
Native American Heritage Commission
Office of Historic Preservation
Public Utilities Commission
Regional Water Quality Control Board, Region 8
Resources Agency
State Lands Commission

The State Clearinghouse will provide a closing letter with any state agency comments to your attention on the date following the close of the review period.

Thank you for your participation in the State Clearinghouse review process.



Mr. Scott Morgan
Baldwin Park Branch Railroad Abandonment
September 18, 2001
Page 2



A portion of the right-of-way, approximately 45 feet, will be retained for future use as a transit corridor.

An ER was previously submitted to the Interstate Commerce Commission, the predecessor agency to the STB, as part of the discontinuance of service for both the 15.70 and 4.1 mile sections described previously. The earlier environmental reports showed no major environmental concerns. We therefore anticipate few environmental issues or concerns regarding the line abandonment. However, we would like an up-date on any comments or concerns you may have regarding the abandonment of the Baldwin Park Branch. Any information you could provide relating to the following issues would be helpful:

- Local land use
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- Socioeconomics, including local and regional employment

Information on any other issues you feel important for a project of this nature would be helpful. I have enclosed a list of the agencies we are contacting. If you are aware of others we should contact please let me know.

SANBAG would like to proceed with the project as expeditiously as possible. We are therefore requesting a prompt response from your agency so that we may proceed with our environmental review process. I will be calling you in one week to verify your receipt of this request and discuss your schedule for providing a response.

If you have any questions about the proposed abandonment or ER process, please don't hesitate to call me at (714) 632-5183. Thank you in advance for your assistance in our environmental study.

Sincerely,

A handwritten signature in black ink, appearing to read "Brando Carney", written over a horizontal line.

Brando Carney
Geologist

Enclosure



September 18, 2001

Mr. Scott Morgan
State Clearinghouse
P.O. Box 3044
Sacramento, CA 95812-3044

**Subject: Baldwin Park Branch Railroad Abandonment, San Bernardino
County, California – Project No. 28777**

Mr. Scott Morgan,

San Bernardino Associated Governments (SANBAG) wishes to abandon approximately 22.1 miles of rail line known as the Baldwin Park Branch in San Bernardino County. SANBAG is required to submit an environmental report (ER) to the Surface Transportation Board (STB) as part of receiving authority from STB to abandon the Baldwin Park Branch. Burns & McDonnell, on behalf of SANBAG, is preparing the ER for submittal to the STB. The purpose of this letter is to obtain your agency's input as to the potential environmental issues that should be addressed in our report to assist the STB in determining the scope of the environmental documentation necessary for the abandonment. Your response will be included in the environmental Report prepared for this Abandonment and a copy of the Report will be mailed to you. We also request information on any permits or approvals that SANBAG would be required to obtain from your agency as part of this abandonment.

The Baldwin Park Branch extends from milepost 515.70, at the San Bernardino/Los Angeles County border, to milepost 537.81, where it intersects the Palmdale/Colton Cutoff (See attached three-quarter size U.S. Geological Survey quadrangle maps). Service along the western 19.8-mile section of the Baldwin Park Branch was previously discontinued in two separate proceedings. Discontinuance of service over the 4.1 mile section representing the western extent of the Baldwin Park Branch occurred in 1992. The adjoining 15.70 mile section between mileposts 519.80 and 535.50 was discontinued in 1993. The track, ties, and the majority of ballast have been removed over these sections of the Baldwin Park Branch.

The remaining 2.3 mile of track at the eastern end of the Baldwin Park Branch is currently active, providing freight service to the Superior Lumber Company, located between Lilac Street and Willow Street. SANBAG retained the right to abandon this section of line as part of its acquisition of the Baldwin Park Branch.

The right-of-way (ROW) along the Baldwin Park Branch varies between approximately 60 feet and 125 feet. Future plans for the ROW include the development of a multi-purpose trail, which will provide opportunities for cyclists, equestrians, pedestrians, etc.

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Suite A
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Tel: 714 632-5183
Fax: 714 632-6952
www.burnsmcd.com

TRANSMIT MESSAGE CONFIRMATION REPORT

NAME: BURNS & McDONNELL
TEL : 7146326952
DATE: 10/31/01 12:53

TRANSMIT: 19098734814			DURATION	PAGE	SESS	RESULT
TYPE : MEMORY TX	MODE	E - 96	00'40	01	106	OK

Los Angeles Area Office
www.burnsmcd.com



facsimile transmittal

To: Tim Mlm-Mack Fax: 909.873.4814
From: Brando Carney Date: 10/31/01
Re: Baldwin Park Branch Abandonment Pages: 1
CC:

☐ Urgent ☐ For Review ☐ Please Comment ☒ Please Reply

Comments

Mr. Mlm-Mack,

To recap, SANBAG is interested in abandoning approximately 22.1 miles of rail in San Bernardino County. The abandonment process is subject to approval by the Surface Transportation Board, which requires that we contact local/regional agencies regarding, among other things, planning conflicts. 49 C.F.R. 1105.7 (e) (3) (i) states that:

"Based on consultation with local and/or regional planning agencies and/or review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies"

From our conversation earlier today, I understand that you have received my letter dated September 18, 2001. Please see the letter and attached maps for details regarding the abandonment and future plans for the Baldwin Park Branch right-of-way.

Thanks for your attention to this matter. In order to expedite the abandonment process, please e-mail me with any information/concerns you may have regarding this issue. Call with any questions.

Sincerely,

Brando Carney
714-632-5183
bcarney@burnsla.com



Mr. Tim Mim-Mack
Baldwin Park Branch Railroad Abandonment
September 18, 2001
Page 2

A portion of the right-of-way, approximately 45 feet, will be retained for future use as a transit corridor.

An ER was previously submitted to the Interstate Commerce Commission, the predecessor agency to the STB, as part of the discontinuance of service for both the 15.70 and 4.1 mile sections described previously. The earlier environmental reports showed no major environmental concerns. We therefore anticipate few environmental issues or concerns regarding the line abandonment. However, we would like an up-date on any comments or concerns you may have regarding the abandonment of the Baldwin Park Branch. Any information you could provide relating to the following issues would be helpful:

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- Energy use
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- Public Health and safety
- Historic, cultural, or archaeological sites listed or eligible for inclusion on the National Register of Historic Places
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SANBAG would like to proceed with the project as expeditiously as possible. We are therefore requesting a prompt response from your agency so that we may proceed with our environmental review process. I will be calling you in one week to verify your receipt of this request and discuss your schedule for providing a response.

If you have any questions about the proposed abandonment or ER process, please don't hesitate to call me at (714) 632-5183. Thank you in advance for your assistance in our environmental study.

Sincerely,

Brando Carney
Geologist

Enclosure



September 18, 2001

Mr. Tim Mim-Mack
City Engineer
City of Rialto
150 South Palm Avenue
Rialto, CA 92376

**Subject: Baldwin Park Branch Railroad Abandonment, San Bernardino
County, California – Project No. 28777**

Mr. Tim Mim-Mack,

San Bernardino Associated Governments (SANBAG) wishes to abandon approximately 22.1 miles of rail line known as the Baldwin Park Branch in San Bernardino County. SANBAG is required to submit an environmental report (ER) to the Surface Transportation Board (STB) as part of receiving authority from STB to abandon the Baldwin Park Branch. Burns & McDonnell, on behalf of SANBAG, is preparing the ER for submittal to the STB. The purpose of this letter is to obtain your agency's input as to the potential environmental issues that should be addressed in our report to assist the STB in determining the scope of the environmental documentation necessary for the abandonment. Your response will be included in the environmental Report prepared for this Abandonment and a copy of the Report will be mailed to you. We also request information on any permits or approvals that SANBAG would be required to obtain from your agency as part of this abandonment.

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Anaheim, California 92806
Tel: 714 632-5183
Fax: 714 632-6952
www.burnsmcd.com

From: Brando Carney
To: Cbruorton@fontana.org
Subject: Baldwin Park Branch Rail Abandonment Project (#28777)

Mr. Bruorton,

On September 18, 2001, I sent a letter to the City of Fontana regarding the Baldwin Park Railroad Abandonment. I am currently preparing an environmental report as is required by the Surface Transportation Board (STB) for the abandonment process.

49 C.F.R. 1105.7 (e) (3) (i) states that "Based on consultation with local and/or regional planning agencies and/or review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies."

Per our conversation (10-23-01), I understand that you have received the letter and are aware of the project. I would greatly appreciate your input by Nov. 2, 2001. As time is of the essence, an e-mail response would be sufficient.

If you have any questions, please contact me at (714) 632-5183 ext. 224. Thank you for your time and attention to this matter.

Sincerely,

Brando Carney



Mr. Ricardo Sandoval
Baldwin Park Branch Railroad Abandonment
September 18, 2001
Page 2

A portion of the right-of-way, approximately 45 feet, will be retained for future use as a transit corridor.

Southern Pacific Transportation Company (SP) previously submitted an ER to the Interstate Commerce Commission, the predecessor agency to the STB, as part of the discontinuance of service for both the 15.70 and 4.1 mile sections described previously. The earlier environmental reports showed no major environmental concerns. We therefore anticipate few environmental issues or concerns regarding the line abandonment. However, we would like an up-date on any comments or concerns you may have regarding the abandonment of the Baldwin Park Branch. Any information you could provide relating to the following issues would be helpful:

- Local land use
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If you have any questions about the proposed abandonment or ER process, please don't hesitate to call me at (714) 632-5183. Thank you in advance for your assistance in our environmental study.

Sincerely,

Brando Carney
Geologist

Enclosure



September 18, 2001

Mr. Ricardo Sandoval
City Engineer
City of Fontana
P.O. Box 518
Fontana, CA 91730

Subject: Baldwin Park Branch Railroad Abandonment, San Bernardino County, California – Project No. 28777

Mr. Sandoval,

San Bernardino Associated Governments (SANBAG) wishes to abandon approximately 22.1 miles of rail line known as the Baldwin Park Branch in San Bernardino County. SANBAG is required to submit an environmental report (ER) to the Surface Transportation Board (STB) as part of receiving authority from STB to abandon the Baldwin Park Branch. Burns & McDonnell, on behalf of SANBAG, is preparing the ER for submittal to the STB. The purpose of this letter is to obtain your agency's input as to the potential environmental issues that should be addressed in our report to assist the STB in determining the scope of the environmental documentation necessary for the abandonment. Your response will be included in the Environmental Report prepared for this Abandonment and a copy of the Report will be mailed to you. We also request information on any permits or approvals that SANBAG would be required to obtain from your agency as part of this abandonment.

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The Casa de Cucamonga, at 8810 Hemlock (APN: 208-091-54, 66, 70) is a County Museum listed in the National Register of Historic Places. The Casa de Cucamonga originally belonged to the 13,000 acre Rancho de Cucamonga. John Rains built the house in 1860 for his wife, Dona Merced Williams de Rains. It was the first burned brick house in the County, and the second oldest still in existence in Southern California. The Casa De Cucamonga's existing parking lot could serve as a trailhead.

Please refer to the City's recently completed General Plan Update Environment Impact Report (EIR) for information regarding local transportation systems, energy use, air emissions and air quality, water quality, biological resources, noise levels, public health and safety, demographics, historic, cultural or archaeological sites, and socioeconomics. SANBAG has a copy of the EIR.

We appreciate the opportunity to provide comments on the proposed abandonment. If you have any questions, please call me at (909) 477-2750.

Sincerely

PLANNING DEPARTMENT

A handwritten signature in black ink, appearing to read "Dan Coleman", written over the typed name.

Dan Coleman
Principal Planner

T H E C I T Y O F
R A N C H O C U C A M O N G A

October 8, 2001

Brando Carney
Burns & McDonnell
La Palma Corporate Park
2990 East La Palma Avenue
Suite A
Anaheim CA 92806
FAX: 714 632-6952

SUBJECT: **BALDWIN PARK BRANCH RAILROAD ABANDONMENT, SAN
BERNARDINO COUNTY, CALIFORNIA - PROJECT NO. 28777**

Dear Mr. Carney:

This letter provides our comments on the environmental issues associated with the proposed abandonment of the Baldwin Park Branch Railroad in San Bernardino County. Your September 18, 2001 letter does not indicate the reason for abandonment; however, according to Mike Bair, SANBAG, the purpose is to release SANBAG of the rail freight obligation. This should be expressly stated in the environmental report (ER) project description.

The City of Rancho Cucamonga's interest in the Baldwin Park Branch is keen with respect to the development of a multi-purpose trail pursuant to a master plan funded by SANBAG and completed last year. This rail corridor, once part of the famous Pacific Electric Railway, has a rich history. This history, and surrounding land use, is documented in the Pacific Electric Inland Empire Trail Master Plan which SANBAG has copies of. In 1999, the City of Rancho Cucamonga, SANBAG, and the cities of Claremont, Montclair, Upland, Fontana, and Rialto jointly developed the Master Plan.

There are two historic structures on adjoining properties. The Etiwanda Depot, at 7089 Etiwanda Avenue (APN: 227-121-18), was constructed in 1915 and was one of three that were built by the Pacific Electric Railway Company to serve the newly completed Upland to San Bernardino Line, and was identified in the Pacific Electric Inland Empire Trail Master Plan as an important historic landmark. The structure is an excellent example of Mission style architecture. It was used by the railroad beginning in the early 1900's, and is one of the few original stations still remaining. As the citrus industry declined, so did use of this line. This depot was closed in 1960 and has since been leased for a lumber supply and sales yard. The Depot represents an opportunity to create a museum about the Pacific Electric Railway and a signature trailhead location.

Mayor William J. Alexander
Mayor Pro-Tem Diane Williams
Jack Lam, AICP, City Manager



Councilmember Paul Biane
Councilmember Bob Dutton
Councilmember Grace Curatalo

25864-K Business Center Drive
Redlands, CA 92374
Phone: 909-799-7407
Fax: 909-799-1438

**USDA-Natural
Resources
Conservation Service**

Fax

To: Christina Wilkerson

From: Jim Earsom

Fax: 816-822-3515

Date: July 31, 2003

Phone: 816-822-3594

Pages: 1

Re: RR Abandonment

CC:

☐ Urgent ☐ For Review ☐ Please Comment ☐ Please Reply ☐ Please Recycle

•Comments:

Christina,

My comments are still valid. The abandonment of this rail line will not change the status of this parcel as important farmland located in Rialto along the rail line and Cedar Avenue. The grapes currently being grown on this parcel are not receiving care. This lack of care could mean the parcel will have a different land use soon.

Jim



Mr. William O'Neil
Baldwin Park Branch Railroad Abandonment
September 18, 2001
Page 2

A portion of the right-of-way, approximately 45 feet, will be retained for future use as a transit corridor.

An ER was previously submitted to the Interstate Commerce Commission, the predecessor agency to the STB, as part of the discontinuance of service for both the 15.70 and 4.1 mile sections described previously. The earlier environmental reports showed no major environmental concerns. We therefore anticipate few environmental issues or concerns regarding the line abandonment. However, we would like an up-date on any comments or concerns you may have regarding the abandonment of the Baldwin Park Branch. Any information you could provide relating to the following issues would be helpful:

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SANBAG would like to proceed with the project as expeditiously as possible. We are therefore requesting a prompt response from your agency so that we may proceed with our environmental review process. I will be calling you in one week to verify your receipt of this request and discuss your schedule for providing a response.

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Sincerely,

Brando Carney
Geologist

Enclosure



September 18, 2001

Mr. William O'Neil
City Engineer
City of Rancho Cucamonga
10500 Civic Center Dr.
Rancho Cucamonga, CA 91730

**Subject: Baldwin Park Branch Railroad Abandonment, San Bernardino
County, California – Project No. 28777**

Mr. William O'Neil,

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Mr. Rob Turner
Baldwin Park Branch Railroad Abandonment
September 18, 2001
Page 2

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If you have any questions about the proposed abandonment or ER process, please don't hesitate to call me at (714) 632-5183. Thank you in advance for your assistance in our environmental study.

Sincerely,

Brando Carney
Geologist

Enclosure



September 18, 2001

Mr. Rob Turner
City Engineer, City of Upland
1370 North Benson Ave.
Upland, CA 91786

**Subject: Baldwin Park Branch Railroad Abandonment, San Bernardino
County, California – Project No. 28777**

Mr. Rob Turner,

San Bernardino Associated Governments (SANBAG) wishes to abandon approximately 22.1 miles of rail line known as the Baldwin Park Branch in San Bernardino County. SANBAG is required to submit an environmental report (ER) to the Surface Transportation Board (STB) as part of receiving authority from STB to abandon the Baldwin Park Branch. Burns & McDonnell, on behalf of SANBAG, is preparing the ER for submittal to the STB. The purpose of this letter is to obtain your agency's input as to the potential environmental issues that should be addressed in our report to assist the STB in determining the scope of the environmental documentation necessary for the abandonment. Your response will be included in the environmental Report prepared for this Abandonment and a copy of the Report will be mailed to you. We also request information on any permits or approvals that SANBAG would be required to obtain from your agency as part of this abandonment.

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www.burnsmcd.com

From: Brando Carney
To: "mslowik@lusc.sbcounty.gov".GWIA.irdomain
Date: 10/4/01 3:10PM
Subject: Re: FW: Project #2877

Mr. Slowik,

Thanks for your time and concern regarding this project. I will forward a revised letter to the San Bernardino County Public Works Department (Transportation/Flood Control) per your request. Please contact me with any further concerns.

Thanks again,

Brando

From: "Slowik, Matt - Planning" <mslowik@lusc.sbcounty.gov>
To: "bcarney@burnsla.com" <bcarney@burnsla.com>
Date: 10/4/01 11:39AM
Subject: Project #2877

Mr. Carney:

We understand this project (for environmental review) to be an abandonment of 22.1 miles of track known as the Baldwin Park Branch (of the proposed Pacific Electric Trail). The project (and associated environmental review) is to abandon the activity (use) of the track for this 22.1 mile stretch. At this time the County Land Use Services Department has no issue or permits/approvals/exactions involved with this activity. County Regional Parks (Regional Trails) similarly has no issues at this time. Due to the nature of the use (i.e. a right-of-way) you may also wish to contact the San Bernardino County Public Works Department (Transportation/Flood Control) to determine any potential/possible permitting/approval/exaction needs they may have regarding the proposed action. If there are any easements, use agreements, access agreements, right-of-way restrictions or limitations, and/or any other matters that could affect transportation/circulation and or flood control, their input will be valuable. Please include San Bernardino County Public Works Department (Transportation/Flood Control) on the distribution list for the environmental document (in addition to our office). Thank You.

MATTHEW W. SLOWIK, M.U.R.P.
Senior Associate Planner
Land Use Services Department
Advance Planning Division
(909) 387-4372

Mr. Randy Scott
Baldwin Park Branch Railroad Abandonment
September 18, 2001

Page 2



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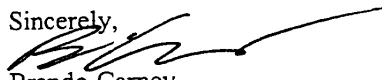
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If you have any questions about the proposed abandonment or ER process, please don't hesitate to call me at (714) 632-5183. Thank you in advance for your assistance in our environmental study.

Sincerely,


Brando Carney
Geologist

Enclosure



September 18, 2001

Mr. Randy Scott
385 North Arrowhead Avenue, 3rd Floor
San Bernardino, CA 92415

**Subject: Baldwin Park Branch Railroad Abandonment, San Bernardino
County, California – Project No. 28777**

Mr. Randy Scott,

San Bernardino Associated Governments (SANBAG) wishes to abandon approximately 22.1 miles of rail line known as the Baldwin Park Branch in San Bernardino County. SANBAG is required to submit an environmental report (ER) to the Surface Transportation Board (STB) as part of receiving authority from STB to abandon the Baldwin Park Branch. Burns & McDonnell, on behalf of SANBAG, is preparing the ER for submittal to the STB. The purpose of this letter is to obtain your agency's input as to the potential environmental issues that should be addressed in our report to assist the STB in determining the scope of the environmental documentation necessary for the abandonment. Your response will be included in the environmental Report prepared for this Abandonment and a copy of the Report will be mailed to you. We also request information on any permits or approvals that SANBAG would be required to obtain from your agency as part of this abandonment.

The Baldwin Park Branch extends from milepost 515.70, at the San Bernardino/Los Angeles County border, to milepost 537.81, where it intersects the Palmdale/Colton Cutoff (See attached three-quarter size U.S. Geological Survey quadrangle maps). Service along the western 19.8-mile section of the Baldwin Park Branch was previously discontinued in two separate proceedings. Discontinuance of service over the 4.1 mile section representing the western extent of the Baldwin Park Branch occurred in 1992. The adjoining 15.70 mile section between mileposts 519.80 and 535.50 was discontinued in 1993. The track, ties, and the majority of ballast have been removed over these sections of the Baldwin Park Branch.

The remaining 2.3 mile of track at the eastern end of the Baldwin Park Branch is currently active, providing freight service to the Superior Lumber Company, located between Lilac Street and Willow Street. SANBAG retained the right to abandon this section of line as part of its acquisition of the Baldwin Park Branch.

The right-of-way (ROW) along the Baldwin Park Branch varies between approximately 60 feet and 125 feet. Future plans for the ROW include the development of a multi-Purpose trail, which will provide opportunities for cyclists, equestrians, pedestrians, etc. A portion of the right-of-way, approximately 45 feet, will be retained for future use as a transit corridor.

La Palma Corporate Park
2990 East La Palma Avenue
Suite A
Anaheim, California 92806
Tel: 714 632-5183
Fax: 714 632-6952
www.burnsmcd.com



Mr. Antal Szijj
Baldwin Park Branch Railroad Abandonment
October 10, 2001
Page 2

An ER was previously submitted to the Interstate Commerce Commission, the predecessor agency to the STB, as part of the discontinuance of service for both the 15.70 and 4.1 mile sections described previously. The earlier environmental reports showed no major environmental concerns. We therefore anticipate few environmental issues or concerns regarding the line abandonment. Please note, discontinuance and abandonment are separate processes which each require an environmental report. Although an ER was prepared previously for the discontinuance of the western 19.8 miles, a second ER is required for the abandonment of the entire Baldwin Park Branch (22.1 miles).

49 C.F.R. 1105.7 (e) (9) (ii) states that "Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. 1344) are required for the proposed action and whether any designated wetlands or 100- year flood plains will be affected. Describe the effects." We would appreciate your review of the proposed abandonment as required by this section. Your response will be included in the Environmental Report prepared for this abandonment and a copy of the report will be mailed to you.

Information on any other issues you feel important for a project of this nature would be helpful. I have enclosed a list of the agencies we are contacting. If you are aware of others we should contact please let me know.

SANBAG would like to proceed with the project as expeditiously as possible. We are therefore requesting a prompt response from your agency so that we may proceed with our environmental review process. I will be calling you in one week to verify your receipt of this request and discuss your schedule for providing a response.

If you have any questions about the proposed abandonment or ER process, please don't hesitate to call me at (714) 632-5183. Thank you in advance for your assistance in our environmental study.

Sincerely,

Brando Carney
Geologist

Enclosure

From: <aszijj@spl.usace.army.mil>
To: <bcarney@burnsla.com>
Date: 10/23/01 1:47PM
Subject: baldwin park branch railroad abandonment

Brando,
I've reviewed the materials you sent me on the subject track abandonment. The proposed abandonment, including removal of track and ballast, is not a regulated activity under section 404 of the Clean Water Act (this assumes the material removed is not placed or discarded in any waters of the U.S.). Please be advised that future development of the alignment, should it involve discharging fill material into any waters of the U.S., may require a permit from our office.

Sincerely,
Antal Szijj
Project Manager
Corps of Engineers, Regulatory Branch



October 3, 2001

Dr. Knox Mellon
California Department of Parks and Recreation
Office of Historic Preservation
1416 9th Street, Room 1442-7
Sacramento, CA 95814

**Subject: Baldwin Park Branch Railroad Abandonment, San Bernardino
County, California – Project No. 28777**

Dr. Mellon,

San Bernardino Associated Governments (SANBAG) wishes to abandon approximately 22.1 miles of rail line known as the Baldwin Park Branch in San Bernardino County. SANBAG is required to submit a Historic Report (HR) to the Surface Transportation Board (STB) as part of receiving authority from STB to abandon the Baldwin Park Branch. Burns & McDonnell, on behalf of SANBAG, is preparing the HR for submittal to the STB. The purpose of this letter is to obtain your agency's input as to the potential historical issues that should be addressed in our report to assist the STB in determining the scope of the documentation necessary for the abandonment. Your response will be included in the Historic Report prepared for this abandonment and a copy of the report will be mailed to you. We also request information on any permits or approvals that SANBAG would be required to obtain from your agency as part of this abandonment.

The Baldwin Park Branch extends from milepost 515.70, at the San Bernardino/Los Angeles County border, to milepost 537.81, where it intersects the Palmdale/Colton Cutoff (See attached three-quarter size U.S. Geological Survey quadrangle maps). Service along the western 19.8-mile section of the Baldwin Park Branch was previously discontinued in two separate proceedings. Discontinuance of service over the 4.1 mile section representing the western extent of the Baldwin Park Branch occurred in 1992. The adjoining 15.70 mile section between mileposts 519.80 and 535.50 was discontinued in 1993. The track, ties, and the majority of ballast have been removed over these sections of the Baldwin Park Branch.

The remaining 2.3 miles of track at the eastern end of the Baldwin Park Branch is currently active, providing freight service to the Superior Lumber Company, located between Lilac Street and Willow Street. SANBAG retained the right to abandon this section of line as part of its acquisition of the Baldwin Park Branch.

The right-of-way (ROW) along the Baldwin Park Branch varies between approximately 60 feet and 125 feet. Future plans for the ROW include the development of a multi-purpose trail, which will provide opportunities for cyclists, equestrians, pedestrians, etc.

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Dr. Knox Mellon
Baldwin Park Branch Railroad Abandonment
October 3, 2001
Page 2

A portion of the right-of-way, approximately 45 feet, will be retained for future use as a transit corridor.

A HR was previously submitted to the Interstate Commerce Commission, the predecessor agency to the STB, as part of the discontinuance of service for both the 15.70 and 4.1 mile sections described previously. The earlier reports showed no major historical concerns. We therefore anticipate few historical issues or concerns regarding the line abandonment. However, we would like an update on any comments or concerns you may have regarding the abandonment of the Baldwin Park Branch. Any information you could provide relating to the historic, cultural, or archaeological aspects of the Baldwin Park Branch ROW would be helpful.

Information on any other issues you feel important for a project of this nature would also be appreciated. I have enclosed a list of the agencies we are contacting. If you are aware of others we should contact please let me know.

SANBAG would like to proceed with the project as expeditiously as possible. We are therefore requesting a prompt response from your agency so that we may proceed with our HR review process. I will be calling you in one week to verify your receipt of this request and discuss your schedule for providing a response.

If you have any questions about the proposed abandonment or HR process, please don't hesitate to call me at (714) 632-5183. Thank you in advance for your assistance in our historical study.

Sincerely,

Brando Carney
Geologist

Enclosure

