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ENTERED
Office of Proceedings
June 18, 2019
Part of
Public Record

VIA E-FILE

The Honorable Cynthia T. Brown
Chief, Section of Administration
Surface Transportation Board
395 E. Street, S.W., Room #100
Washington, DC 20423-0001

RE: Proposed Abandonment of the US Steel Industrial Lead from Milepost 2.4 near Baytown to Milepost 4.63 near Cedar Bayou, a total distance 2.23 miles located in Harris County and Chambers County, Texas, STB Docket No. AB-33 (Sub-No. 339X)

Dear Ms. Brown:

I am hereby e-filing the Verified Notice of Exemption of Union Pacific to abandon the above-referenced rail line.

Please file the Notice of Exemption in Docket No. AB-33 (Sub-No. 339X). The filing fee of \$4,200.00 was paid using Pay.gov.

Sincerely,

Jeremy Berman

FILED
June 18, 2019
SURFACE
TRANSPORTATION BOARD

FEE RECEIVED
June 18, 2019
SURFACE
TRANSPORTATION BOARD

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

Docket No. AB-33 (Sub-No. 339X)

**UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN HARRIS AND CHAMBERS COUNTY, TX
(U.S. STEEL INDUSTRIAL LEAD)**

Verified Notice of Exemption

UNION PACIFIC RAILROAD COMPANY
Jeremy M. Berman
General Attorney
1400 Douglas St, #1580
Omaha, NE 68179
402-544-4735 (Tel.)
402-501-0129 (FAX)
jmberman@up.com

Dated: June 18, 2019

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

Docket No. AB-33 (Sub-No. 339X)

**UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN HARRIS AND CHAMBERS COUNTY, TX
(U.S. STEEL INDUSTRIAL LEAD)**

Notice of Exemption

Union Pacific Railroad Company ("UP") submits this verified Notice of Exemption pursuant to 49 § C.F.R. 1152, Subpart F -- Exempt Abandonments and Discontinuances of Service and Trackage Rights for an exempt abandonment of service on a portion of the U.S. Steel Industrial Lead from Milepost 2.4 to Milepost 4.63 at the East side of Cedar Bayou, for a total distance of 2.23 miles in Harris and Chambers Counties, Texas (the "Line").¹

Proposed Consummation Date: 49 C.F.R. § 1152.50(d)(2)

The abandonment will not be consummated until at least 50 days after filing this Notice of Exemption.

Certification: 49 C.F.R. 1152.50(b)

UP certifies that no local or overhead traffic has moved over the Line for at least two years. Therefore, there is no need to reroute any traffic. UP further certifies that no formal complaint filed by a user of rail service on the Line (or filed by a state or local governmental entity acting on behalf of such user) regarding cessation of service over

¹ Union Pacific previously filed for abandonment of the Line in Docket No. AB-33 (Sub-No. 324X). Union Pacific obtained abandonment authority in that docket but did not file a notice of consummation within the time period prescribed by 49 C.F.R. § 1152.29(e)(2).

the Line is pending either with the Board or any U.S. District Court, or has been decided in favor of the complainant within the two-year period.

Additional Information Required: 49 C.F.R. 1152.22(a)(1)-(4), (7)-(8) and (e)(4)

(a) General.

(a)(1) The railroad's exact name is Union Pacific Railroad Company.

(a)(2) UP is a common carrier by railroad subject to 49 U.S.C. Subtitle IV, Chapter 105.

(a)(3) UP intends to abandon the portion of the U.S. Steel Industrial Lead from Milepost 2.4 in Baytown to Milepost 4.63 at the East side of Cedar Bayou, a total distance of 2.23 miles in Harris and Chambers Counties, Texas.

(a)(4) A map showing the location of the Line in relation to other rail lines, highways, and major roads in the area is attached as **Exhibit 1**.

(a)(7) The representative to whom correspondence regarding this abandonment and discontinuance should be sent is:

Jeremy M. Berman
General Attorney
1400 Douglas St, #1580
Omaha, NE 68179
402-544-4735 (Tel.)
402-501-0129 (FAX)
jmberman@up.com

(a)(8) ZIP Codes. The Line traverses U.S. Postal Service Zip Codes 77520 and 77523.

(e)(4) Rural and Community Impact.

It is UP's intention to salvage the track material on the Line and vacate the SR-146 overpass so that it may be removed to facilitate the SR-146 Grand Parkway Project. The salvage process will include the unbolting of the trackage and removal of

all rails, ties and other track material from the Line as follows: With the use of specialized machinery placed on the railroad right-of-way, the rails and related steel (angle bars, tie plates, spikes, switches and any other metal parts will be removed. Next the wooden ties will be raised from among the ballast with a tool designed for minimum disruption of the ground material. The ties will then be separated into three groups as follows: (1) good quality ties that would be re-used in rail service, (2) landscape-quality ties that would be re-sold to lumber dealers for landscaping and (3) scrap ties. Scrap ties will be loaded into truck trailers or containers and shipped by UP's salvage contractor to an EPA approved disposal site or to a cogeneration facility.

Culverts and right-of-way grading will remain intact as so as not to alter the prevailing drainage and water flows along the Line. Ballast will typically be left in place, but may be removed if it is of exceptional quality for use elsewhere. Finally, all railroad at grade crossings will be removed, remediated and resurfaced with gravel, asphalt or concrete, to match existing roadway surface conditions in accordance with governing road authority requirements. All grade crossing warning devices will also be dismantled and removed.

UP's salvage work for abandonments is performed by experienced rail material salvagers. Each salvage contract includes detailed information on any environmental or historical conditions imposed by the Board. Completed work is independently inspected by a UP roadmaster or other maintenance official to ensure compliance with UP standards of quality and all contractual obligations, including Board imposed conditions, if applicable.

UP's real property interest in the Line is approximately 95% reversionary in nature. Based upon information in UP's possession, the Line does not contain federally

granted right-of-way. Any documentation in UP's possession with regard to ownership of the Line will be made available to those requesting it.

After the proposed abandonment, the Baytown area will continue to receive rail service from Union Pacific via the UP Baytown subdivision, and the remaining portion of the U.S. Steel Lead. Cedar Bayou will continue to receive rail service via UP's Cedar Bayou Industrial Lead. BNSF also has operations in Baytown and Nearby Eldon, TX. The area reach by the Line is well served by SR-146 and Hwy 99 and several local roads which cross the area.

No local traffic has moved over the Line during the past two years, and there is no overhead traffic or passenger service on the Line. UP has received no request for rail service on the Line in well over two years. No complaint regarding cessation of service has been filed, is pending, or has been ruled upon in favor of a complainant during the prior two years.

A map of the Line is attached hereto as **Exhibit 1**.

Labor Protection

The interests of railroad employees will be protected by the conditions discussed in Oregon Short Line Railroad Co. – Abandonment – Goshen, 360 I.C.C. 91 (1979).

Certifications

Attached as **Exhibit 2** is a Certificate of Service and Publication, pursuant to the notice requirements of 49 C.F.R §§ 1152.50(d)(1), 1105.11 and 1105.12.

Environmental and Historic Report

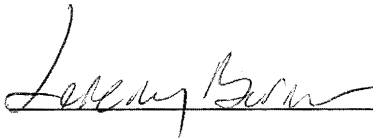
A copy of the cover letter which accompanied UP's Combined Environmental and Historic Report ("CEHR"), containing the information required by 49 C.F.R. §§ 1105.7(e) and 1105.8, and delivered in accordance with 49 C.F.R. 1105.11, is attached as **Exhibit**

3. The CEHR was electronically filed with the Office of Environmental Analysis (OEA), on May 1, 2019. The CEHR indicates that the proposed abandonment involves one structure, Cedar Bayou Bridge, that a potentially historic property. Union Pacific and the Texas Historical Commission are parties a Memorandum of Agreement that provides for satisfaction of the Section 106 conditions imposed on the Cedar Bayou Bridge by the Board in Docket No. AB-33 (Sub-No. 324X). Since filing the CEHR, UP has received additional an additional comments from the National Geodetic Survey (attached as **Exhibit 4**). UP also received a question from the Texas Historical Commission regarding the attachments to the CEHR (attached as **Exhibit 5**). As explained in this correspondence, Attachment 6 to the CEHR was included in error, as it is the same document as Attachment 4. The single reference to Attachment 6 in the CEHR should have been a reference to Attachment 4. The CEHR also incorrectly summarized the contents of Attachment 4. As stated in Attachment 4, the Texas Historical Commission only indicated that it would review the structures on the Line. The Texas Historical Commission has since reviewed the structures and entered in the Memorandum of Agreement with respect to the Cedar Bayou Bridge.

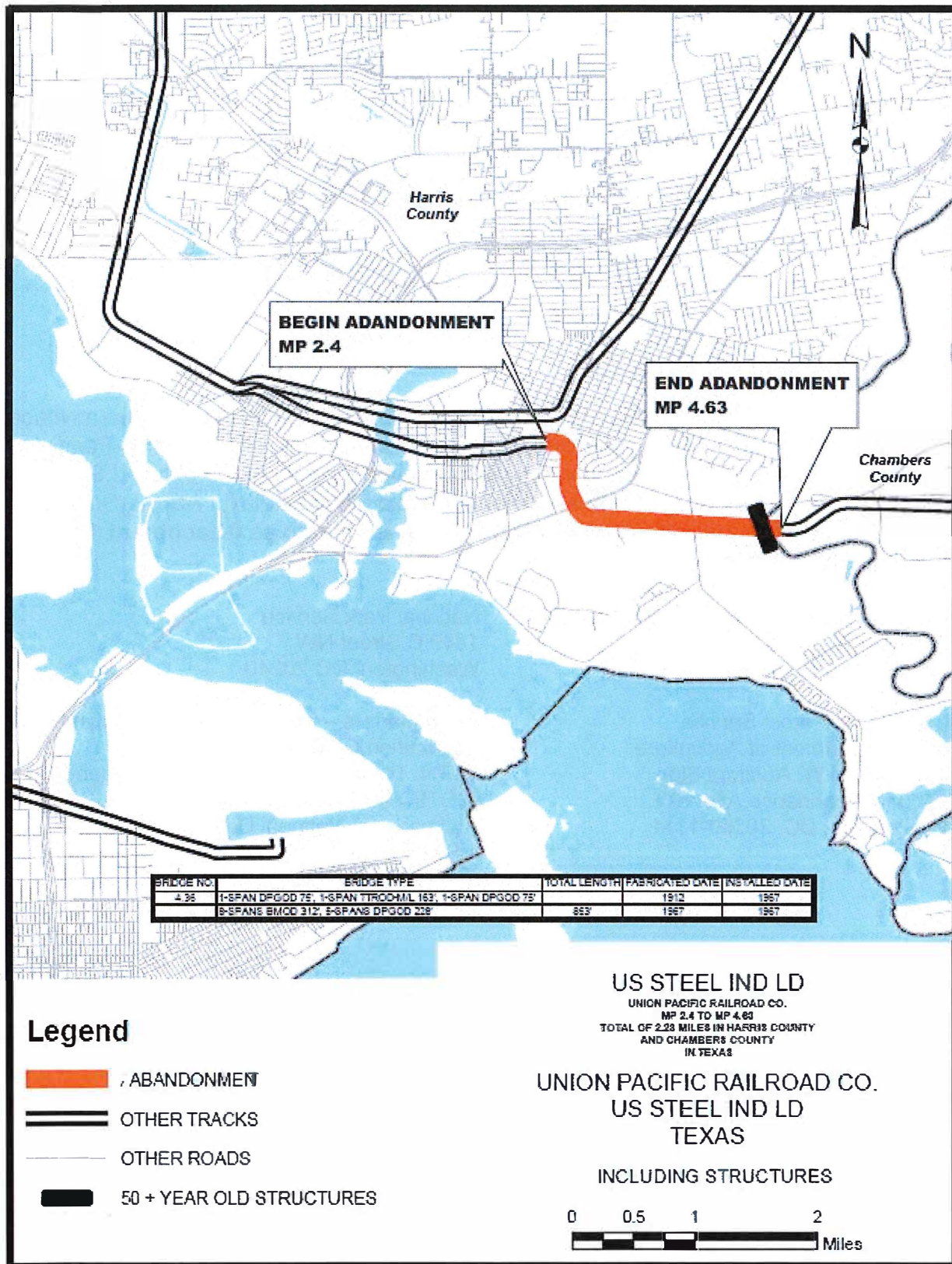
Dated this 18th day of June, 2019.

Respectfully submitted,

UNION PACIFIC RAILROAD COMPANY

A handwritten signature in cursive script, reading "Jeremy Berman", is written over a horizontal line.

Jeremy M. Berman
General Attorney
1400 Douglas St, #1580
Omaha, NE 68179
402-544-4735 (Tel.)
402-501-0129 (FAX)
jmberman@up.com



DOCKET NO. AB-33 (Sub-No. 339X)

UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN HARRIS AND CHAMBERS COUNTY, TX
(U.S. STEEL INDUSTRIAL LEAD)

CERTIFICATE OF SERVICE AND PUBLICATION

49 C.F.R. § 1152.50(d)(1) – Notice

The undersigned certifies that on May 16, 2019 (at least 10 days before a Notice of Exemption is filed), written notice was given by Union Pacific stating Union Pacific's intent to use the Notice of Exemption procedure to abandon a portion of the U.S. Steel Industrial Lead in Harris and Chambers County, Texas in Docket No. AB-33 (Sub-No. 329X). Said written notice (a copy of which is attached hereto as **Attachment 1**) was served on the following:

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

National Park Service
1849 C Street NW
Washington, DC 20240

Chief of the Forest Service
U. S. Department of Agriculture
4th Floor, N.W. Auditors Bldg.
1400 Independence Ave. SW
Washington, DC 20250-1111

Headquarters – Military Surface Deployment &
Distribution Command
ATTN: Transportation Engineering Agency
(SDTE-SA)
Railroads for National Defense Program
1 Soldier Way
Scott AFB, IL 62225

49 C.F.R. § 1105.11 – Transmittal Letter for Applicant’s Report

The undersigned certifies that on May 1, 2019 (at least 20 days before a Notice of Exemption is filed), a Combined Environmental and Historic Report pursuant to 49 C.F.R. § 1105.7 and 1105.8 was served in Docket No. AB-33 (Sub-No. 339X) for abandonment of a portion of the U.S. Steel Industrial Lead, in Harris and Chambers Counties, Texas on the following:

- (1) State Clearinghouse (or alternate)
- (2) State Environmental Protection Agency
- (3) Head of each County
- (4) U.S. Environmental Protection Agency, Regional Office
- (5) U.S. Fish and Wildlife Service
- (6) U.S. Army Corps of Engineers
- (7) National Park Service
- (8) U.S. Natural Resources Conservation Service
- (9) The National Geodetic Survey
- (10) Other Agencies Consulted (As Listed)
- (11) State Historic Preservation Office

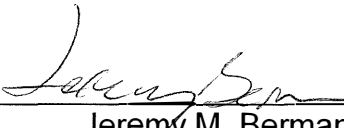
(This Certificate of Service attached to Combined Environmental Historic Reports lists the names and addresses of the federal, state and local agencies.)

49 C.F.R. § 1105.12 – Newspaper Notice

The undersigned further certifies that a “Notice of Intent to Abandon and Discontinue Service” was published in the form prescribed by the Board for a Notice of Exemption (Copy Attached as **Attachment 2**). The Notice was published one time in a major newspaper in the county in which the Line is located as follows:

<u>County</u>	<u>Newspaper</u>	<u>Date</u>
Harris and Chambers	Baytown Sun	May 29, 2019

Dated this 18th day of June, 2019



Jeremy M. Berman



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May 16, 2019

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

National Park Service
1849 C Street NW
Washington, DC 20240

Chief of the Forest Service
U. S. Department of Agriculture
4th Floor, N.W. Auditors Bldg.
1400 Independence Ave. SW
Washington, DC 20250-1111

Headquarters – Military Surface Deployment &
Distribution Command
ATTN: Transportation Engineering Agency
(SDTE-SA)
Railroads for National Defense Program
1 Soldier Way
Scott AFB, IL 62225

RE: Proposed Abandonment of the US Steel Industrial Lead from Milepost 2.4 near Baytown to Milepost 4.63 near Cedar Bayou, a total distance 2.23 miles located in Harris County and Chambers County, Texas, STB Docket No. AB-33 (Sub-No. 339X)

Dear Sir or Madam:

Please be advised that Union Pacific Railroad Company ("UP") expects to file with the United States Surface Transportation Board ("STB"), on or after May 31, 2019, a Notice of Exemption seeking authority to abandon a line of railroad known as the US Steel Industrial Lead, located near Baytown, in Harris and Chambers Counties, Texas, extending from Milepost 2.4 near Baytown to Milepost 4.63 near Cedar Bayou, a total distance of 2.23 miles (the "Line"). The Line traverses U.S. Postal Service Zip Codes 77520 and 77523.

A Notice of Exemption to abandon service on the Line pursuant to 49 C.F.R. §1152.50 will be filed with the STB on or after May 31, 2019.

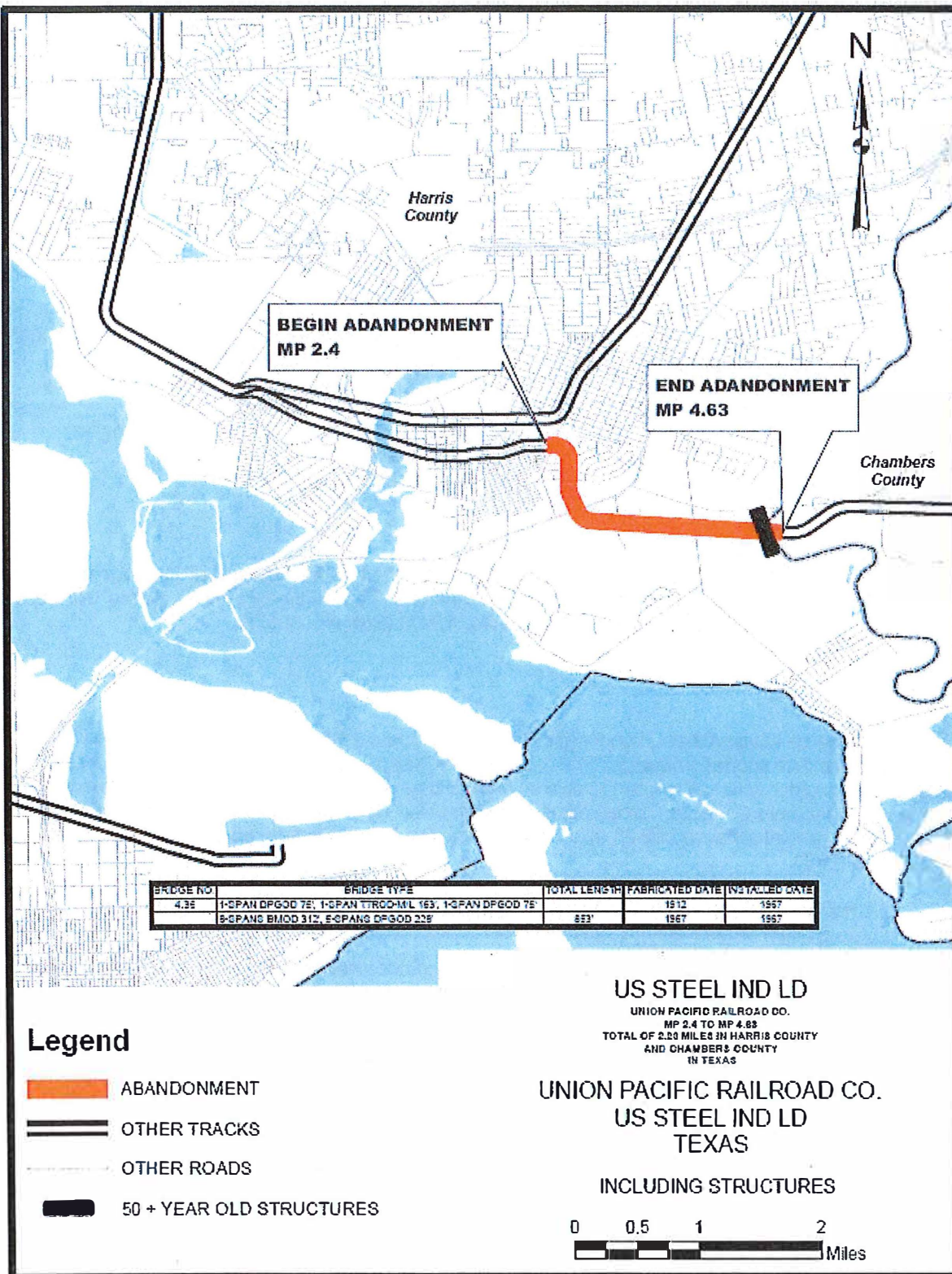
Based on information in UP's possession, the Line does not contain federally granted right-of-way. Any documentation in UP's possession will be made available promptly to those requesting it.

A map showing the segment of Line to be abandoned is attached for your information.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeremy Berman".

Jeremy Berman



The Baytown Sun
1301 Memorial Drive
Baytown, Texas 77520
281-422-8302

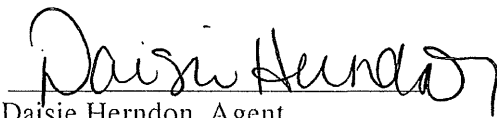
AFFIDAVIT OF PUBLICATION

Union Pacific Railroad
1400 Douglas St Mail Stop 1580
Omaha, NE 68179
Attn: Lori Casey

COUNTY OF HARRIS

Reference: Abandon Rail Service – US Steel Industrial Lead

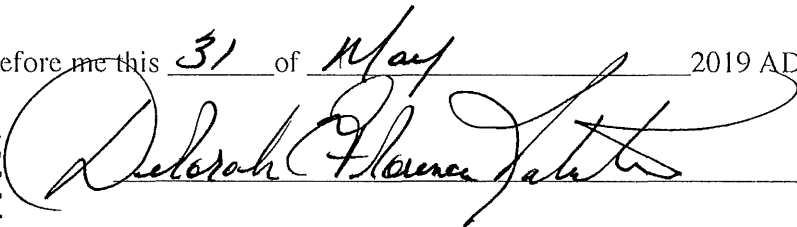
Before me, the undersigned authority, on this day personally appeared, Daisie Herndon who being duly sworn, deposes and says that she is an agent of the Baytown Sun: that said newspaper is regularly published in Harris County and generally circulated in Harris and Chambers Counties, Texas: that the attached notice was published on the following date.


Daisie Herndon, Agent

Printed: May 29, 2019

Subscribed and sworn before me this 31 of May 2019 AD





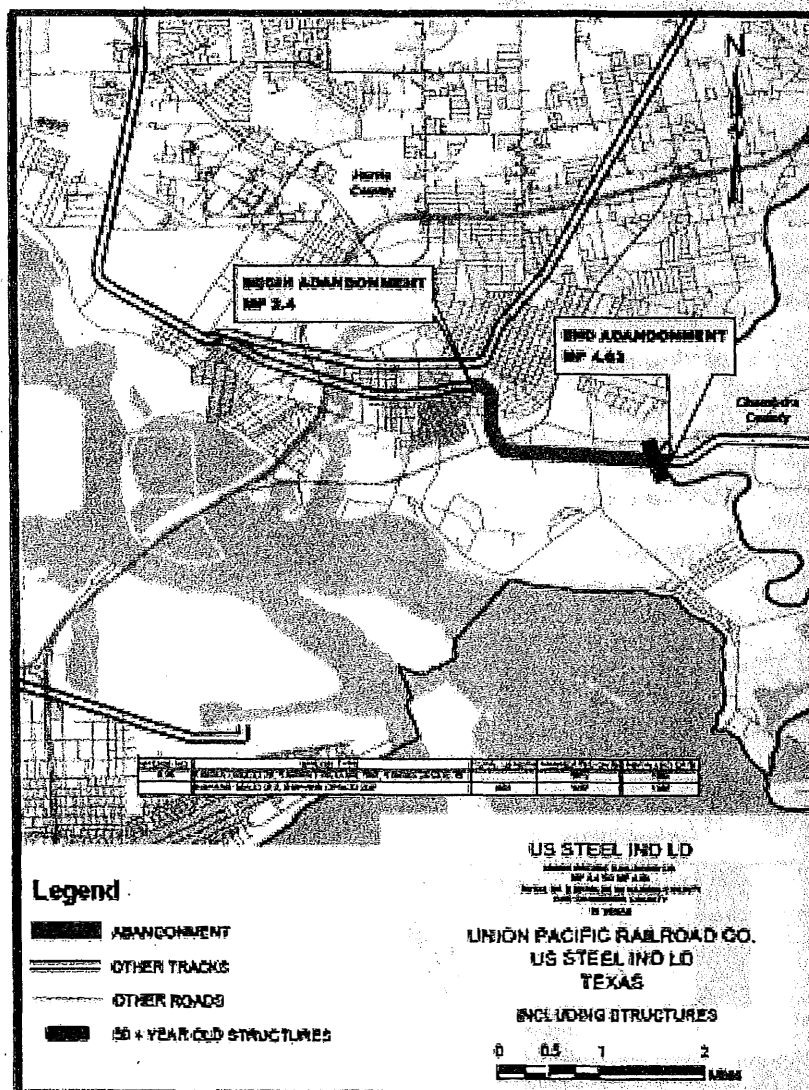
NOTICE OF INTENT TO ABANDON RAIL SERVICE

UNION PACIFIC RAILROAD COMPANY (UP) GIVES NOTICE THAT ON OR AFTER May 31, 2019, it intends to file with the Surface Transportation Board, Washington, D.C., a notice of exemption under 49 C.F.R. Part 1152, Subpart F – Exempt Abandonments permitting the abandonment and discontinuance of service on a line of railroad known as the US Steel Industrial Lead, located near Baytown, in Harris and Chambers Counties, Texas, extending from Milepost 2.4 near Baytown to Milepost 4.63 near Cedar Bayou, a total distance of 2.23 miles. The Line traverses U.S. Postal Service Zip Codes 77520 and 77523. The proceeding has been docketed as No. AB-33 (Sub-No. 339X).

The Board's Office of Environmental Analysis (OEA) will generally prepare an Environmental Assessment (EA), which will normally be available 25 days after the filing of the notice of exemption. Comments on environmental and energy matters should be filed no later than 15 days after the EA becomes available to the public and will be addressed in a Board decision. Interested persons may obtain a copy of the EA or make inquiries regarding environmental matters by writing to the Office of Environmental Analysis (OEA), Surface Transportation Board, 395 E Street, SW, Washington, DC 20423 or by calling that office at (202) 245-0291.

Appropriate offers of financial assistance to continue rail service can be filed with the Board. Requests for environmental conditions, public use conditions, or rail banking/trails used also can be filed with the Board. An original and 10 copies of any pleading that raises matters other than environmental issues (such as trails use, public use, and offers of financial assistance) must be filed directly with the Board's Office of Proceedings, 395 E Street, SW, Washington, DC 20423 [See 49 CFR 1104.1(a) and 1104.3(a)], and one copy must be served on the applicant's representative. [See 49 CFR 1104.12(a)] Questions regarding offers of financial assistance, public use or trails use may be directed to the Board's Office of Public Assistance, Governmental Affairs, and Compliance at (866) 254-1792. Copies of any comments or requests for conditions should be served on UP's representative: Jeremy M. Berman, General Attorney, 1400 Douglas St., STOP 1580, Omaha, NE 68179, 402-544-4735.

UNION PACIFIC RAILROAD COMPANY



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May 1, 2019

VIA US Mail**TO: See Attached Service List****RE: Proposed Abandonment of the US Steel Industrial Lead from Milepost 2.4 near Baytown to Milepost 4.63 near Cedar Bayou, a total distance 2.23 miles located in Harris County and Chambers County, Texas, STB Docket No. AB-33 (Sub-No. 339X)**

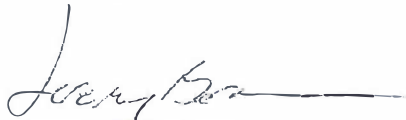
To whom it may concern:

On or after May 21, 2019, Union Pacific Railroad Company ("UP") expects to file with the Surface Transportation Board ("STB" or "Board") a Notice of Exemption seeking authority to abandon a portion of the U.S. Steel Industrial Lead from Milepost 2.4 in Baytown to Milepost 4.63 at the Eastside of Cedar Bayou, a total distance of 2.23 miles, located in Harris and Chambers Counties, Texas (collectively the "Line"). Attached is a Combined Environmental and Historic Report describing the proposed action and any expected environmental and historic effects, as well as a map of the affected area.

Union Pacific is 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 Office of Environmental Analysis (OEA), Surface Transportation Board, Washington, DC, Telephone (202) 245-0291 and refer to the above Docket No. AB-33 (Sub-No. 339X). Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to OEA (with a copy to our representative) 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 our representative directly. Our representative in this matter is Jeremy M. Berman who may be contacted by telephone at 402-544-4735 or by mail at 1400 Douglas St., Stop 1580, Omaha, NE 68179.

Sincerely,


Jeremy M. Berman

Attachment

Docket No. AB-33 (Sub-No. 339X)

Service List

State Clearinghouse (or Alternate):

Director, State Grants Team
Governor's Office of Budget and Planning
P.O. Box 12428
Austin, Texas 78711

U.S. Army Corps of Engineers:

U.S. Army Corps of Engineers
Fort Worth District
3801 Zoo Park Drive
Waco, Texas 76708

State Environmental Protection Agency:

Texas Commission on Environmental Quality
P.O. Box 13087
Austin, Texas 78711

National Park Service (Regional Office):

Regional Director
National Park Service - Texas Region
2904 Swiss Avenue
Dallas, Texas 75204

Environmental Protection Agency (Regional Office):

U.S. Environmental Protection Agency - Region 6
1445 Ross Avenue, Suite 1200
Dallas, Texas 75202

U.S. Natural Resources Conservation Service:

U.S. Natural Resources Conservation Service
Waco Service Center
5040 S. Loop 340
Waco, Texas 76706

State of Texas Historic Preservation Office:

Texas Historical Commission Main Office
P.O. Box 12276
Austin, Texas 78711

National Geodetic Survey:

Geodetic Services Division
SMCC-3 #9209
NOAA N/NGS2
1315 E-W Highway
Silver Spring, Maryland 20910

U.S. Fish and Wildlife Service:

U.S. Fish and Wildlife Service
Austin Ecological Services Field Office
10711 Burnet Road, Suite 200
Austin, Texas 78758

Head of McLennan County, Texas:

McLennan County Clerk
215 N. 5th Street, Room 223-A
Waco, Texas 76701



NGS Response: STB Docket No. AB-33 (Sub-No. 339X)

Deborah Brooks - NOAA Federal to: Atty Jeremy M. Berman

Cc: Surface Transportation Board, Christine Gallagher - NOAA Federal

06/14/2019 04:34 PM

***** STOP. EXTERNAL EMAIL. USE CAUTION *****

Thank you for informing the National Geodetic Survey (NGS) of Union Pacific Railroad Company (UP)'s decision to abandon a 2.23 mile rail line known as the US Steel Industrial Lead from milepost 2.4 near Baytown to milepost 4.63 near Cedar Bayou in Harris and Chambers Counties, Texas.

There could be geodetic survey marks located in the area described, and any marks still present could be disturbed by the abandonment. While it is illegal to disturb or destroy a mark, sometimes disturbing or destroying a mark is unavoidable. In such cases, the mark can often be preserved or reset with advanced planning. NGS provides the public with tools to search for and locate survey marks, see the NGS Data Explorer (<https://geodesy.noaa.gov/NGSDataExplorer/>).

If a mark will be disturbed by the abandonment, UP should consult with NGS at least 90 days prior to beginning salvage activities that will disturb, or destroy any geodetic marks identified nearby. Information is available online to help reset marks or report disturbed/destroyed marks: <https://geodesy.noaa.gov/surveys/mark-recovery/index.shtml>.

If you have additional questions, email NGS.Infocenter@noaa.gov
This notice is also being shared with Dan Prouty (daniel.prouty@noaa.gov, 361-205-3904) the Regional Geodetic Advisor, so he may work with any interested local agencies or stakeholders.

If you have additional questions, email NGS.Infocenter@noaa.gov.

Sincerely,

Deborah M. Brooks

Geodesist

deborah.brooks@noaa.gov

More information on preserving marks, mark resets, and destroyed marks.

Preserving Marks

Significant resources were invested to create an extensive geodetic network across the United States by establishing precise coordinates at physical survey marks. Disturbing or destroying these marks reduces geodetic control available to local surveyors, so please make every effort to preserve this valuable network.

Mark Resets

If a mark is about to be destroyed (e.g., due to planned construction), it may be possible to reset the mark and retain the geodetic control. Review the Bench Mark Reset Procedures(https://geodesy.noaa.gov/PUBS_LIB/Benchmark_4_1_2011.pdf) or contact your closest geodetic advisor (<https://geodesy.noaa.gov/ADVISORS/index.shtml>). Please do not attempt to reset a mark that has been separated from the base. Any remnants of destroyed marks must be properly discarded and not reused in any manner, as this is a violation of Federal law.

Destroyed Marks

If it is determined that a mark has been destroyed, please provide enough photo evidence to show how this determination was made. To submit this information to NGS, follow the instructions regarding “destroyed marks” on the Mark Recovery Entry web page (https://geodesy.noaa.gov/cgi-bin/recvy_entry_www.prl)

Re: FW: More Information Needed for Union Pacific Railroad Co. Proposed
Abandonment of US Steel Industrial Lead from MP 2.4 near Baytown to MP 4.63 near
Cedar Bayou (THC Track# 201908178) 📎

Jeremy M. Berman to: Caitlin Brashear

05/31/2019 01:46 PM

Ms. Brashear,

I apologize for the confusion. It appears that we included Attachment 6 in error. There should not have been an Attachment 6. The reference to Attachment 6 in the text (on page 12) should have been a reference to Attachment 4. We did not receive any other responses from the THC. It also appears that the description of the letter is not accurate, as THC indicated in that letter that it would review the STB's evaluation of structures on the line. We will include an accurate description of the letter when we file the Notice of Exemption.

Please let me know if you have any other questions or concerns.

Jeremy M. Berman
General Attorney
Union Pacific Railroad
402-544-4735
jmberman@up.com

Caitlin Brashear

*** STOP. EXTERNAL EMAIL. USE CAUTION...

05/29/2019 12:41:26 PM

From: Caitlin Brashear <Caitlin.Brashear@thc.texas.gov>
To: "jmberman@up.com" <jmberman@up.com>
Date: 05/29/2019 12:41 PM
Subject: FW: More Information Needed for Union Pacific Railroad Co. Proposed Abandonment of US Steel
Industrial Lead from MP 2.4 near Baytown to MP 4.63 near Cedar Bayou (THC Track#
201908178)

***** STOP. EXTERNAL EMAIL. USE CAUTION *****

Mr. Berman,

We are currently reviewing your submittal regarding the Proposed Abandonment of the US Steel Industrial Lead from Milepost 2.4 near Baytown to Milepost 4.63 near Cedar Bayou (Harris and Chambers Counties). Before I can complete my review, I will need some additional information. Two of the six attachments (Attachment 4 and Attachment 6) are response letters from the THC, however they are the same response letter dated January 20, 2016 in response to THC Track# 201603588. Are these supposed to be the same or is Attachment 6 supposed to be for a later response from our agency regarding this project? Please let me know if you have any questions.

Thanks,

Caitlin Brashear
Historian
History Programs Division
Texas Historical Commission
P.O. Box 12276
Austin, Texas 78711-2276
512-463-5851
www.thc.texas.gov



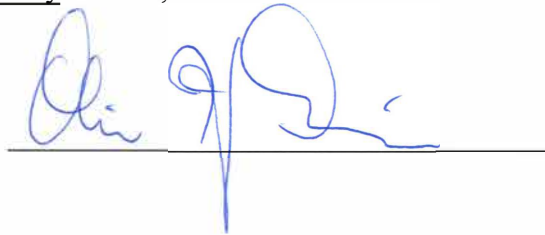
TEXAS HISTORICAL COMMISSION
real places telling real stories

VERIFICATION

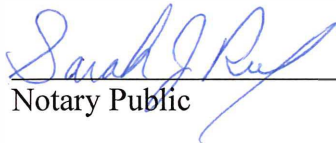
State of Nebraska)
) ss:
County of Douglas)

I, Olin H. Dirks, Manager – Commercial and Interline Strategy, for Union Pacific Railroad Company declare under penalty of perjury, under the laws of the United States of America, that I have read the forgoing document and that its assertions are true and correct to the best of my knowledge, information and belief. I further declare that I am qualified and authorized to submit this verification on behalf of Union Pacific Railroad Company.

Dated at Omaha, Nebraska, this 18th day of June, 2019.



SUBSCRIBED AND SWORN TO
before me this 18th day of
June, 2019.


Notary Public

