



CH2M HILL
2020 SW 4th Avenue
Suite 300
Portland, OR 97201
Tel 503-235-5000

June 2, 2015

Angie Brewer
Interim Planning Director
Wasco County Planning Department
2705 East 2nd Street
The Dalles, Oregon 97058

Subject: UPRR Second Mainline Track Project – Wasco County, Oregon
National Scenic Area Development Review Application – Supplemental Information

Ms. Brewer,

In response to your completeness review letter received March 13, 2015, Union Pacific Railroad (UPRR) is submitting the attached supplemental information to support the National Scenic Area Development Review Application (application) for UPRR's proposed Second Mainline Track Project between rail mileposts (MP) 66.98 to 72.35 on the Portland Subdivision, in Wasco County, Oregon (project). As we discussed on May 27, we are still working on one landowner signature. However, the remaining information is complete and with the submittal of this information, UPRR requests that Wasco County deem the application substantially complete and begin processing. We understand that the formal completeness determination under ORS 215.427(2) will be made once the final landowner signature has been provided.

UPRR appreciates your consideration of this application. If you have any questions, please contact me at (425) 895-0879 (email: Linnea.Eng@ch2m.com) or Steve Cheney at (402) 544-3227 (email: slcheney@up.com) Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink that reads "Linnea Eng".

Linnea Eng
Project Manager
CH2M HILL Engineers, Inc.

Enclosures

cc: Steve Cheney, UPRR
Luke Baatz, UPRR
Ty Wyman, Dunn Carney Allen Higgins & Tongue LLP
Christine Roberts, CH2M HILL
Ryan Kosola, Olsson Associates

Completeness Review Supplement

National Scenic Area Development Review Application for the Union Pacific Railroad Second Mainline Track Project

Prepared for
Wasco County Planning Department

Prepared by
CH2M HILL, INC

June 2015



2020 S.W. Fourth Avenue
Suite 300
Portland, OR 97201

Subject/Resource	Wasco County Planning Department Data Request	Comment/Response
Land Use	Appendix G contains unsigned landowner consent forms. Please provide documented consent (signatures) from land owners for all properties that will contain any portion of the proposed development, including temporary impacts and permanent development.	Signed landowner consent forms from the Oregon Department of Transportation (ODOT) and Oregon Parks and Recreation Department (OPRD) are included in Attachment A of this supplement. No other landowners have property located within the proposed project area.
Land Use	Please confirm the number of new equipment buildings. The application materials describe "up to seven" in one location and in "up to five" in several other locations.	As described in Section 1.1.5 of the application narrative, there are seven signal buildings proposed within the full project area, however two of these are located within the Mosier Urban Area, therefore there are only five signal building locations subject to Scenic Area Review. It should be noted that Section 1.1 of the application narrative includes a "Complete Project Overview", or a description of the project components that are both within and outside of National Scenic Area Development Review jurisdiction. Section 4 of the narrative, however, describes the project components that are subject to Scenic Area Development Review.
Land Use	Please confirm all changes to existing utilities are shown on the provided site plan materials.	Existing utilities and changes to existing utilities are shown in Appendix C of the application – Engineering Drawings (60% design). In addition, one minor modification to the utility design outside of the City of Mosier Urban Area has occurred. A water line and supporting electrical service to the existing pump house at MP 72.16 will be relocated to a tie-in at the proposed pump house, approximately 40-feet to the south of its existing location. This proposed utility modifications is shown in Attachment B of this supplement. Note that the precise alignment of proposed water line and underground electrical line at MP 72.16 are unknown at this time, however, the larger overall area where the relocation will occur within is shown in Attachment B . All areas of proposed utility relocation or ground disturbance have been surveyed and included in the previously prepared and submitted cultural resources, rare plants, and sensitive habitat survey reports.
Land Use	Please confirm blasted rock materials from the "mesa" will be used onsite to build new ballast.	As described in Section 4.2.5 of the application narrative, the excavated material will be processed onsite to provide appropriately graded material for use elsewhere on the project as embankment material.
Land Use	Please confirm anticipated changes in train traffic and volume. The application materials provide conflicting statements about maintaining the same number of trains, acknowledging that they will be longer, and then later states that there will be fewer, longer, trains.	<p>Though admittedly unclear, the referenced statements do not conflict. One addresses the extent to which completion of the project will tend to change the anticipated amount of train traffic; the other addresses the extent to which external factors (e.g., market demand) will tend to change that amount.</p> <p>As noted in Section 4.3 of the application narrative, at present UPRR typically operates 20 to 30 trains a day through the project area and anticipates a similar number of daily trains upon completion of the project. The narrative also notes that UPRR (1) is a common carrier, such that the number trains that actually move along this line will depend far more on the demands of shippers than on any other factor, and (2) anticipates continued steady growth in those demands. Section 2.2.1 of the application narrative explains that the project is based on this anticipated steady growth, rather than on any sudden expansion.</p> <p>Section 2.2.4.1 observed how the project will affect the anticipated amount of train traffic. Advancements in locomotive engine technology are allowing the</p>

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		<p>railroad industry to run longer trains (which increases overall fuel efficiency). The existing Mosier siding does not facilitate those longer trains, and the second mainline will do so. Running longer trains will decrease the number of trains (as compared to the number that UPRR would have to run without the project).</p> <p>Accordingly, the application is not inconsistent as to the anticipated changes in train traffic and volume. UPRR is likely to carry more freight on this line in the future. With completion of the project, however, it expects to accommodate that increase by running trains that are longer than those run presently, rather than by running trains of the current length more frequently.</p>
Treaty Rights	Confirm any known traditional treaty tribe fishing access sites or traditional cultural properties, regardless of safe crossings or developed access points.	<p>The project is not located in the vicinity of, and will not impact, any known traditional Treaty Fishing Access Sites, In-Lieu Sites, or Shared Use Sites. Attachment C of this supplement provides a map of these locations that was prepared by the Columbia River Inter-Tribal Fish Commission (CRITFC). The nearest Treaty Fishing Access Site, Stanley Rock, is located approximately 2 miles west of the proposed project. As described in the findings to NSA-LUDO Sections 14.500 and 14.510, and in Appendix L (Cultural Resource and Historic Survey Report), the project is not anticipated to impact any known traditional cultural properties.</p>
Scenic	Please provide elevation drawings of the retaining wall(s) or modifications to existing bridges, outside of the Mosier urban area.	An elevation drawing for the retaining wall location can be found on page 60 of Appendix C – Engineering Drawings (60% design). There are no modifications proposed to existing bridges in the project area subject to Scenic Area Review.
Scenic	In addition to elevation drawings, please provide illustrations or photographs of the materials to be used in retaining walls. For example, will they be treated concrete or stacked stone? Please provide information about the rock source, shape or stacking configuration, and colors.	<p>An example of the visual treatment of the proposed rock façade retaining wall is included as Detail #11 in Appendix B – Typical Structure Photographs.</p> <p>As described in the narrative, the retaining wall will feature a treated concrete façade to appear like Oregon Basalt. In addition, Attachment D of this supplement provides a photographic simulation of the proposed retaining wall, as well as a representative view of the retaining wall location from Washington State Route 14 (SR-14), illustrating that dense intervening vegetation and existing topography will screen views of the retaining wall from the Columbia River or SR-14. Additional detail describing the visibility of the proposed retaining wall is described in detail in Section 5.2.3 and in the findings to Section 14.200 of the application narrative.</p>
Scenic	Please describe the visibility of the proposed retaining wall(s) from key viewing areas and anticipated impacts to scenic resources.	<p>The degree of visibility of the proposed retaining wall and anticipated impacts to scenic resources is described in detail in Section 5.2.3 and in the findings to Section 14.200 of the application narrative.</p> <p>As summarized, the retaining wall proposed in this area (between MP 71.27 and MP 71.30) will not be visible from the Columbia River or Old Washington State Route 14/Klickitat County Route 1230; the wall would be located approximately 600 feet west of the opening of the cut notch and would be fully screened by the topography and vegetation between it and the banks of the river. The north-facing wall location would not be visible from I-85, Route 30, or any other Key Observation Point (KOP) due to viewing angle. Additionally, the wall will be constructed with a basalt rock façade in order to blend the appearance of the</p>

Subject/Resource	Wasco County Planning Department Data Request	Comment/Response
		wall with the surrounding visual setting. The proposed retaining wall would, therefore, have no impact to scenic resources.
Scenic	Please acknowledge new guard rail along I-84 must be consistent with the safety and design requirements of the Interstate 84 Corridor Strategy (let me know if you need a copy).	<p>The proposed guardrail along I-84 has been designed through coordination with ODOT (Contact: Patrick Cimmiyotti) and will be consistent with the existing installed guardrail in the project area as well as applicable requirements of the Interstate 84 Corridor Strategy (ODOT, 2005). ODOT has indicated that it would be appropriate to match existing adjacent non-weathering steel guardrail rather than installing weathering steel guardrail based on the following language from the <i>Interstate 84 Corridor Strategy</i> (ODOT, 2005):</p> <p><i>Roadside guardrail should:</i></p> <ul style="list-style-type: none"> • maintain a visual connection to the line, color, and texture of bridge railing and railing transitions.
Scenic	The exterior of new buildings topographically visible from key viewing areas are subject to reflectivity guidelines. Please explain why the new equipment shelters cannot be constructed of non-metal materials. Also, please explain how the proposed shelters are treated to meet the reflectively standards of low-reflective or non-reflective (e.g. special paint).	An example of the visual treatment of the signal buildings is included as Detail #10 in Appendix B – Typical Structure Photographs. The proposed paint color and type is consistent with existing UPRR signal buildings located within the NSA. These structures house essential electronic equipment that is necessary for the safe operation of the railroad. Accordingly, it is imperative that these structures be constructed of watertight metal to regulate internal temperature of the cabins and prevent water leaks with minimal maintenance. The cabins, which are naturally highly reflective silver metal casings, are treated with dark reddish brown paint with a matte finish to satisfy low reflectivity standards. The paint used for the newly proposed signal cabins is the identical paint used for all existing signal cabins in the NSA.
Scenic	Please confirm whether a darker brown color can be used on the equipment buildings.	UPRR is unable to modify the existing approved signal cabin color used throughout the National Scenic Area. A darker color used for the cabin would absorb additional heat and could jeopardize the safe function of the electronics enclosed in the signal cabins. As a necessary safety measure, the paint color proposed for the new signal cabins will match what is provided in the application as Detail #10 in Appendix B – Typical Structure Photographs.
Cultural	Please provide a copy of the document used to solicit feedback from the four treaty tribes during preparation of the cultural resource survey and any correspondence received as a results	The letter delivered to the four treaty tribes prior to the cultural resource survey is included as Attachment E . No correspondence or feedback was received from the four treaty tribes.
Cultural	Please confirm all changes to existing underground utilities were reviewed as part of the cultural resource assessment.	All areas of proposed ground disturbance – including underground utility relocation and temporary disturbance areas – were surveyed during the cultural resources assessment. If on-site conditions precluded a particular area from being field-surveyed (for example, if large patches of blackberry bushes or poison oak did not allow for safe passage, this is noted in the Cultural Resources Report). See Figure 2 of the Cultural Resources Report, which shows the Area of Potential Effect that was used as the survey boundary.
Cultural	Please confirm areas of ground disturbance associated with temporary development were included in the cultural resources assessment.	All areas of proposed ground disturbance – including underground utility relocation and temporary disturbance areas – were surveyed during the cultural

Subject/Resource	Wasco County Planning Department Data Request	Comment/Response
		resources assessment. If on-site conditions precluded a particular area from being field-surveyed (for example, if large patches of blackberry bushes or poison oak did not allow for safe passage, this is noted in the Cultural Resources Report). See Figure 2 of the Cultural Resources Report, which shows the Area of Potential Effect that was used as the survey boundary.
Cultural	Please respond to Marge Dryden's request for additional information sent via email to Jeremy Sande on March 9, 2015. Note, this email is not attached due to confidentiality requirements for the protection of cultural resources.	A response to Marge Dryden was delivered on April 6, 2015 that addresses all additional information requested.
Natural	Please explain why there is no other location for construction staging outside of areas designated Open Space, including why staging cannot occur within the Mosier or The Dalles urban areas.	The staging areas located within UPRR property in the SMA Open Space zones were chosen based on the necessity to be in close proximity to the rock excavation area between MP 71.13 and MP 71.72. Potential staging areas within the Urban Areas of Mosier or The Dalles would not be able to satisfy this criteria because they are not in the immediate vicinity of rock excavation areas. Staging for other construction activities has been provided within the Mosier Urban Area to the greatest extent practicable. The staging areas in the Open Space zone have been reduced to the greatest extent practicable. Attachment F provides a revised Figure 4-1 Page 8 showing the updated staging areas. The impact from staging to areas designated Open Space has been reduced by 1.21 acres.
Natural	Please provide the acreage of impacts to each wetland and body of water. The application provides a concise description of what currently exists, but does not clearly identify volume of proposed impacts. This will be necessary to quantify mitigation requirements.	The acreage impacts to wetlands and waterbodies within the area subject to Scenic area Review, as well as their buffers is provided in Table 4-3 included in the application narrative.
Natural	Please confirm that with the exception of new culverts identified for resource mitigation and enhancement, proposed culverts will be limited to extending existing culverts.	As described in Section 1.1.3, one new culvert will be constructed to serve as an outlet for trackside ditches and to provide drainage under track embankment. Two new culverts will also be installed at the western end of Thompsons Lake with the objective of providing enhancements to fish passage for listed fish species that use the lake.
Natural	Please acknowledge that all tree removal will be coordinated with the Oregon Department of Forestry for any necessary forest practice permits and wildfire prevention, and with the Oregon Department of Fish and Wildlife to avoid any known habitat trees.	As explained in the application narrative, the Interstate Commerce Commission Termination Act (49 USC § 10501(b)(2)) vests the federal Surface Transportation Board with exclusive jurisdiction over construction, acquisition, operation, and abandonment of railroad lines. UPRR plans to coordinate tree removal with the Oregon Department of Forestry, but will obtain permits from that agency only to the extent that its jurisdiction does not conflict with that of the STB.
Natural	Please confirm any natural resource impacts resulting from crushing rock materials onsite.	There are no known permanent natural resource impacts that would result from rock crushing activities. The rock crushing process will involve short range transport of excavated rock material to a stockpile at the crushing site. Stockpiled material will be fed into a mobile crusher to be staged near the material source. Processed material will be stockpiled at the crushing site until access is available to fill locations on the project at which point the processed aggregate will be transported to those locations and used as fill.
Natural	Please confirm the source of any additional fill materials used to build up new ballast and best management practices that will be implemented to ensure invasive plant species are not introduced to the landscape.	The fill material to be used is most likely to be sourced from on site. Construction equipment shall be washed prior to transportation to the site in accordance with the project's forthcoming Stormwater Pollution Prevention

Subject/Resource	Wasco County Planning Department Data Request	Comment/Response
		Plan. Seeding to be used to stabilize disturbed areas will be of an approved native grass seed mix.
Recreation	Please identify current locations of recreation access within the UPRR right-of-way; whether or not it is legal or trespassing; and whether the proposed project will modify the current recreation use in any way.	Recreation access is not legally allowed through existing ROW and across active railroad tracks. The proposed project would not modify or impact recreational use or access, as discussed in the findings to NSA-LUDO Sections 14.700 and 14.710.
Recreation	Please identify new impacts to existing recreation resources, including direct impacts within Memaloose State Park, but also indirect impacts to recreation use occurring on the nearby Historic Columbia River Highway State Trail, recreation users on the Columbia River, and those traveling designated scenic travel corridors as a form of recreation.	The project's potential to impact existing recreational resources, including Memaloose State Park, is discussed in detailed in the findings to NSA-LUDO Sections 14.700 and 14.710. The project will have no impact on recreational users of the Columbia River or the Historic Columbia River Highway State Trail.
Recreation	Confirm the number of existing safe crossings and whether any new crossings are proposed as a result of this project. It would be helpful if this response included a description of crossings located inside the Mosier urban area.	There are three existing safe crossings within the project limits (including two within the Mosier Urban Area). Approximately nine temporary crossings will be installed for construction purposes and will be restricted to construction personnel only. Post-construction, no new crossings will be added and no existing crossings will be removed.
Miscellaneous	Please provide information that can verify existing and explain any proposed emergency response standards and plans for railroad related incidents in the project area and in general, the Columbia River Gorge as a region.	Attachment G of this supplement provides information on UPRR emergency response procedures within the NSA.

Attachment A
Landowner Authorization Forms

February 27, 2015

Wasco County
Planning Department
2705 East 2nd Street
The Dalles, OR 97058

Regarding: Consent for Union Pacific Railroad To File Wasco County National Scenic Area Review Applications for the Proposed Second Mainline Track Project

This document serves as notice that I/we, Oregon Department of Transportation as owner(s)/authorized representatives of the real properties commonly known as, Tax Lot Numbers 2N 11E 1 ROADS, 2N 11E 2 ROADS, 2N 11E 3 ROADS, 2N 12E 6 ROADS, and 3N 12E 31 ROADS, and as more particularly described below (see Table 1 and attached Figure 1) expressly give my/our permission and/or authorization for Union Pacific Railroad to file National Scenic Area Review Applications with Wasco County for permits necessary for the construction and operation of the proposed Second Mainline Track Project, which would require acquisition of a temporary construction access upon my/our property. These applications include Development Approval for Conditional Uses and a Planning Commission Variance Application. **The permission and/or authorization granted herein is for land use application purposes only and is not to be construed as any sort of lease, sale or other real estate transaction or contract. Furthermore, permission and/or authorization granted herein does not include consent for any re-zoning actions and/or encumbrances on the properties described in Table 1.**

Table 1: Property Description

Tax Lot No.	Property Location	Owner Name	Mailing Address	City	State	Zip Code
<u>2N 11E 1 ROADS</u>	See Figure 1	Oregon Department of Transportation	District 9 3313 Bret Clodfelter Way	Salem	OR	97058
<u>2N 11E 2 ROADS*</u>	See Figure 1	Oregon Department of Transportation	District 9 3313 Bret Clodfelter Way	Salem	OR	97058
<u>2N 11E 3 ROADS*</u>	See Figure 1	Oregon Department of Transportation	District 9 3313 Bret Clodfelter Way	Salem	OR	97058
<u>2N 12E 6 ROADS*</u>	See Figure 1	Oregon Department of Transportation	District 9 3313 Bret Clodfelter Way	Salem	OR	97058
<u>3N 12E 31 ROADS*</u>	See Figure 1	Oregon Department of Transportation	District 9 3313 Bret Clodfelter Way	Salem	OR	97058

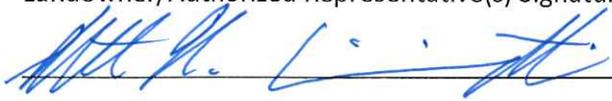
* Note: Data discrepancies exist between Union Pacific Railroad ROW deed and records, and Wasco County parcel data. Verification of this data may necessitate revisions to County data, and potentially result in the project's avoidance of Oregon Department of Transportation parcels.

Sincerely,

Legal Landowner(s)/Authorized Representative(s) Printed Name(s):

_Patrick N. Cimmiyotti_____

Landowner/Authorized Representative(s) Signature(s):

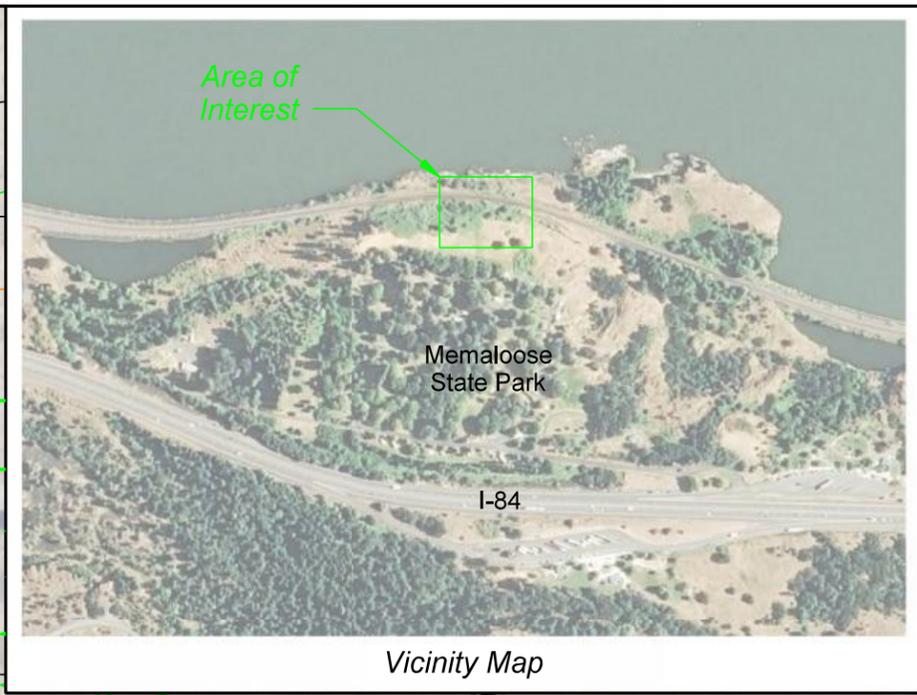
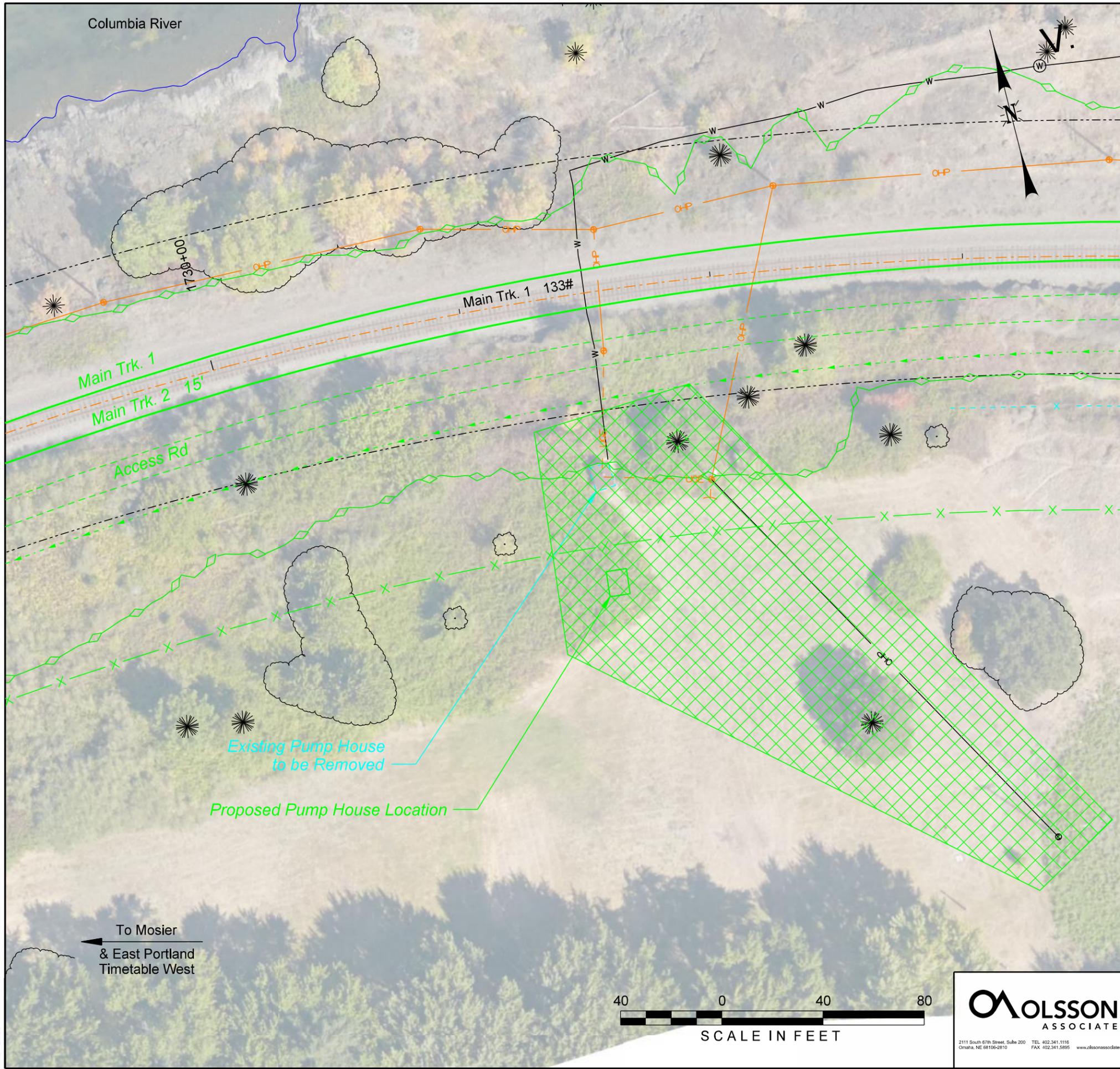


Date: 3/30/15

Date: _____

Attachment B
Utility Relocation Supplement

Color: table\F:\PROJECTS\011-1345\color\UPRR.tb1
 C:\P\projects\011-1345\TRNS\20_Mosier_West\PDF\Pen_Table\UPRR_V81_Pentable_Mosier.tb1
 F:\P\projects\011-1345\TRNS\19_Mosier_East\Design\DCN\Sheet\$00-Exhibit\$Additional Underground Utilities Exhibit.dgn
 Default
 4/27/2015



Legend

- Limits within which additional utility trenching will occur to facilitate electrical service and water line to the proposed pump house location (0.46 ac).
- Proposed Track
- Shift Track
- Existing Right of Way
- Remove Fence
- Proposed Fence
- Proposed Unimproved Road
- Proposed Ditch Flow Line
- Proposed Cut Lines
- Proposed Fill Lines
- Existing Water Line
- Existing Overhead Power Line
- Relocate Overhead Power Line
- Relocate Underground Electric Line

To Mosier
& East Portland
Timetable West

To Crates
& Hinkle
Timetable East



MOLSSON ASSOCIATES
 2111 South 67th Street, Suite 200 TEL: 402.341.1118
 Omaha, NE 68116-0210 FAX: 402.341.5895 www.molssonassociates.com



DRAWN BY: BWG
 CHECKED BY: RCK
 DATE: 4/2/2015
 SHEET NUMBER: E 001 of 001

UNION PACIFIC RAILROAD
 Office of Assistant Vice President
 Engineering Design/Construction

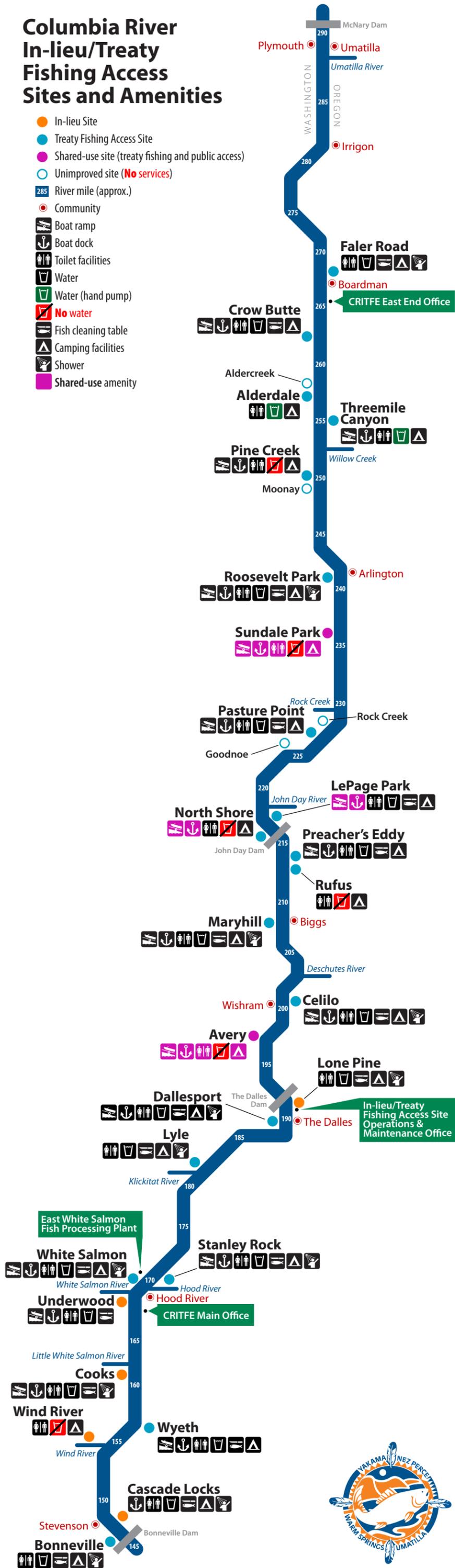
LOCATION & DESCRIPTION:
 Mosier, Oregon
 Portland Subdivision MP 66.98 to MP 72.35
 Construct Second Mainline

SHEET TITLE:
 ADDITIONAL UTILITY WORK AREA EXHIBIT

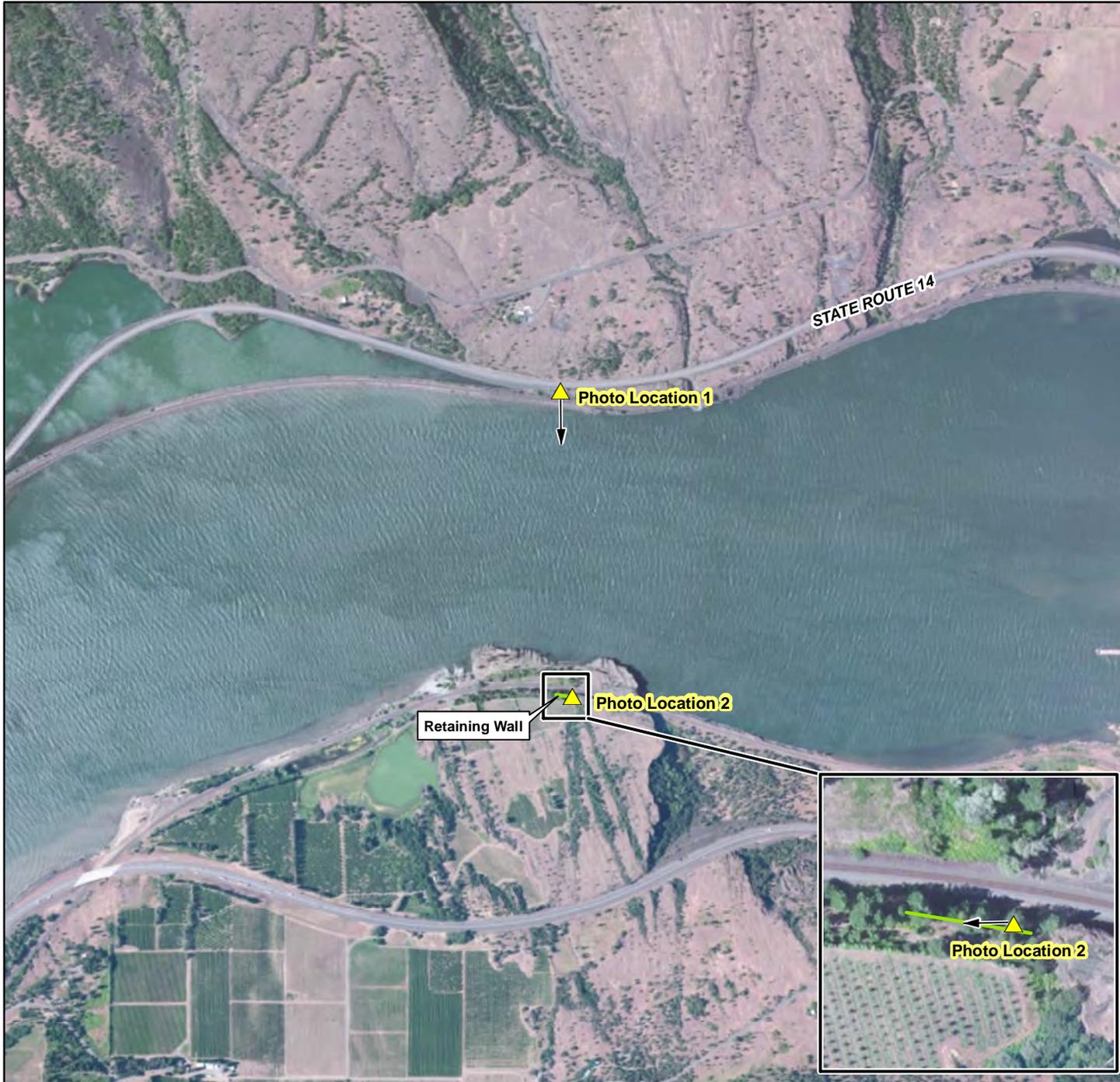
Attachment C
CRITFC Tribal Treaty Fishing Site Map

Columbia River In-lieu/Treaty Fishing Access Sites and Amenities

- In-lieu Site
- Treaty Fishing Access Site
- Shared-use site (treaty fishing and public access)
- Unimproved site (**No services**)
- 285 River mile (approx.)
- Community
-  Boat ramp
-  Boat dock
-  Toilet facilities
-  Water
-  Water (hand pump)
-  **No water**
-  Fish cleaning table
-  Camping facilities
-  Shower
- Shared-use amenity



Attachment D
Retaining Wall Visual Resources Supplement



LEGEND

- ▲ Photograph Location
- Retaining Wall

Aerial Basemap Source: ESRI, Microsoft
Location Map Data Source: ESRI

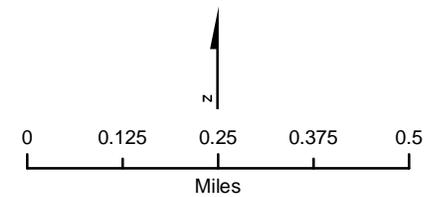


Figure 1
Retaining Wall Photograph Locations
Second Mainline Track Project
Union Pacific Railroad

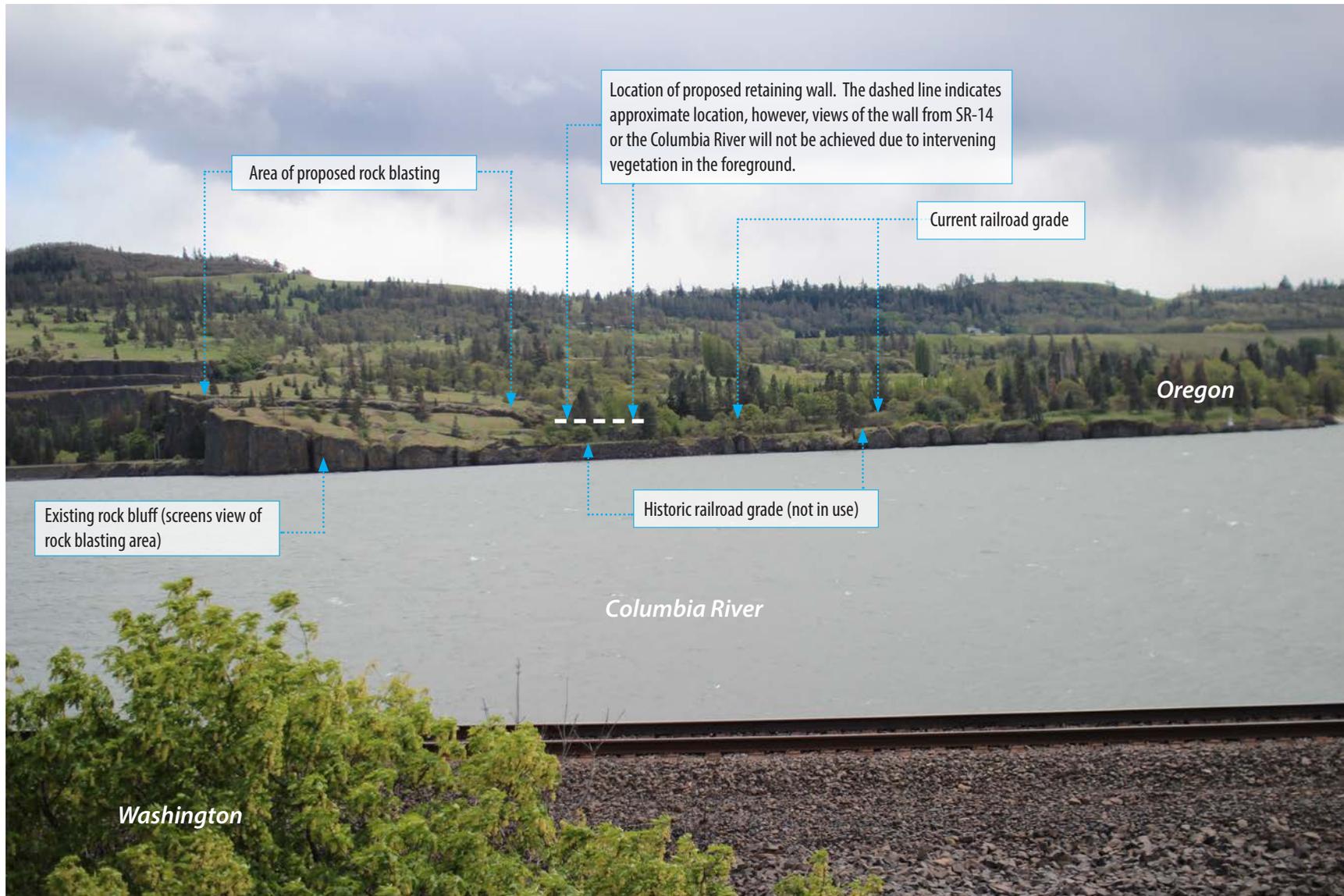


Figure 2
Photo Location 1: View of Proposed Retaining Wall Location from SR-14, Facing South
Second Mainline Track Project
Union Pacific Railroad



Figure 3A
Photo Location 2: Existing View of Proposed Retaining Wall Location from UPRR ROW, Facing West
Second Mainline Track Project
Union Pacific Railroad



Figure 3B
Photo Location 2: Photo Simulation of Proposed Retaining Wall Location from UPRR ROW, Facing West
Second Mainline Track Project
Union Pacific Railroad

Attachment E
Cultural Resources Survey Tribal Notification Letters



CH2M HILL
2020 South West 4th Avenue
3rd Floor
Portland, OR 97201-4958
Tel 503.235.5000
Fax 503.736.2000

April 8, 2014

Sally Bird
Warm Springs Tribe, Acting Program Manager/Cultural Resources
1233 Veteran St.
P.O. Box C
Warm Springs, OR 97761

Dear Ms. Bird:

Union Pacific Railroad proposes to construct approximately 4.02 miles of second mainline track along their existing Portland Subdivision between approximately MP 66.98 and 72.35 in Wasco County, Oregon. Figure 1 shows the boundaries of the project and the proposed extent of the cultural resources survey area. The proposed Project will include construction of additional track sections, construction of two bridges (at Mosier Creek and Rock Creek), realigning the new siding and the main track in some areas, cutting, filling, grading, and other ground disturbing activities. Additionally, new right-of-way (ROW) will be acquired for the project.

Most, but not all, of the construction of the proposed project will occur within existing Union Pacific Railroad (UPRR) ROW. The second mainline track will closely parallel the existing track. However, for the purposes of staging, and for improving curve radius, portions of the project extend beyond the existing ROW into other privately and publicly held lands. The project is not federally funded and does not occur on any federal lands. Publicly owned lands include parcels owned by the Oregon Department of Transportation (ODOT) and Oregon Department of Parks and Recreation. Archaeological permits No. 1881 and No. 1882 have been issued by the Oregon State Historic Preservation Office (SHPO) for investigations on these parcels.

The archaeological inventory will be conducted to document the presence or absence of archaeological resources within the Mosier Expansion Project and to document the nature and extent of such resources, if present. All fieldwork will be consistent with the Guidelines for Conducting Field Archaeology in Oregon issued by the Oregon SHPO (final version dated April 2007) and the provisions of the Columbia River Gorge National Scenic Area Act. Prior to conducting fieldwork, research will be conducted at the Oregon SHPO and at the Columbia River Gorge National Scenic Area office in Hood River to identify any previous investigations and previously recorded resources that may have occurred in this area. We realize that not all cultural resources are documented in these offices and ask that if you or any of your tribal members are aware of specific resources, or have specific cultural concerns about this area, that you let us know so we can properly account for them and plan accordingly. If you have any questions, or comments, please contact me at the number or email below.

Sincerely,

CH2M HILL

A handwritten signature in black ink, appearing to read "Robin McClintock".

Robin McClintock
Cultural Resources Specialist/CH2M HILL
2020 SW 4th Ave., Portland, OR 97202
Robin.McClintock@CH2M.com
503-736-4236 (office)/503-329-2458 (mobile)
Attachment



CH2M HILL
2020 South West 4th Avenue
3rd Floor
Portland, OR 97201-4958
Tel 503.235.5000
Fax 503.736.2000

April 8, 2014

Nez Perce Tribe
Cultural Resources Program
P.O. Box 305
Lapwai, ID 83540

Union Pacific Railroad proposes to construct approximately 4.02 miles of second mainline track along their existing Portland Subdivision between approximately MP 66.98 and 72.35 in Wasco County, Oregon. Figure 1 shows the boundaries of the project and the proposed extent of the cultural resources survey area. The proposed Project will include construction of additional track sections, construction of two bridges (at Mosier Creek and Rock Creek), realigning the new siding and the main track in some areas, cutting, filling, grading, and other ground disturbing activities. Additionally, new right-of-way (ROW) will be acquired for the project.

Most, but not all, of the construction of the proposed project will occur within existing Union Pacific Railroad (UPRR) ROW. The second mainline track will closely parallel the existing track. However, for the purposes of staging, and for improving curve radius, portions of the project extend beyond the existing ROW into other privately and publicly held lands. The project is not federally funded and does not occur on any federal lands. Publicly owned lands include parcels owned by the Oregon Department of Transportation (ODOT) and Oregon Department of Parks and Recreation. Archaeological permits No. 1881 and No. 1882 have been issued by the Oregon State Historic Preservation Office (SHPO) for investigations on these parcels.

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Sincerely,

CH2M HILL

A handwritten signature in black ink that reads "Robin McClintock".

Robin McClintock
Cultural Resources Specialist/CH2M HILL
2020 SW 4th Ave., Portland, OR 97202
Robin.McClintock@CH2M.com
503-736-4236 (office)/503-329-2458 (mobile)
Attachment



CH2M HILL
2020 South West Fourth Avenue
3rd Floor
Portland, OR 97201
Tel 503.235.5000
Fax 503.736.2000

April 8, 2014

Teara Farrow
Cultural Resources Confederated Tribes of the Umatilla, Program Manager
PO Box 638
73239 Confederated Way
Pendleton, Oregon 97801

Dear Ms. Farrow:

Union Pacific Railroad proposes to construct approximately 4.02 miles of second mainline track along their existing Portland Subdivision between approximately MP 66.98 and 72.35 in Wasco County, Oregon. Figure 1 shows the boundaries of the project and the proposed extent of the cultural resources survey area. The proposed Project will include construction of additional track sections, construction of two bridges (at Mosier Creek and Rock Creek), realigning the new siding and the main track in some areas, cutting, filling, grading, and other ground disturbing activities. Additionally, new right-of-way (ROW) will be acquired for the project.

Most, but not all, of the construction of the proposed project will occur within existing Union Pacific Railroad (UPRR) ROW. The second mainline track will closely parallel the existing track. However, for the purposes of staging, and for improving curve radius, portions of the project extend beyond the existing ROW into other privately and publicly held lands. The project is not federally funded and does not occur on any federal lands. Publicly owned lands include parcels owned by the Oregon Department of Transportation (ODOT) and Oregon Department of Parks and Recreation. Archaeological permits No. 1881 and No. 1882 have been issued by the Oregon State Historic Preservation Office (SHPO) for investigations on these parcels.

The archaeological inventory will be conducted to document the presence or absence of archaeological resources within the Mosier Expansion Project and to document the nature and extent of such resources, if present. All fieldwork will be consistent with the Guidelines for Conducting Field Archaeology in Oregon issued by the Oregon SHPO (final version dated April 2007) and the provisions of the Columbia River Gorge National Scenic Area Act. Prior to conducting fieldwork, research will be conducted at the Oregon SHPO and at the Columbia River Gorge National Scenic Area office in Hood River to identify any previous investigations and previously recorded resources that may have occurred in this area. We realize that not all cultural resources are documented in these offices and ask that if you or any of your tribal members are aware of specific resources, or have specific cultural concerns about this area, that you let us know so we can properly account for them and plan accordingly. If you have any questions, or comments, please contact me at the number or email below.

Sincerely,

CH2M HILL

A handwritten signature in black ink, appearing to read "Robin McClintock".

Robin McClintock
Cultural Resources Specialist/CH2M HILL
2020 SW 4th Ave., Portland, OR 97202
Robin.McClintock@CH2M.com
503-736-4236 (office)/503-329-2458 (mobile)
Attachment



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2020 South West Fourth Avenue
3rd Floor
Portland, OR 97201
Tel 503.235.5000
Fax 503.736.2000

April 8, 2014

Johnson Meninick
Yakama Indian Nation, Cultural Resource Director
P.O. Box 151
Toppenish, WA 98948

Dear Mr. Meninick:

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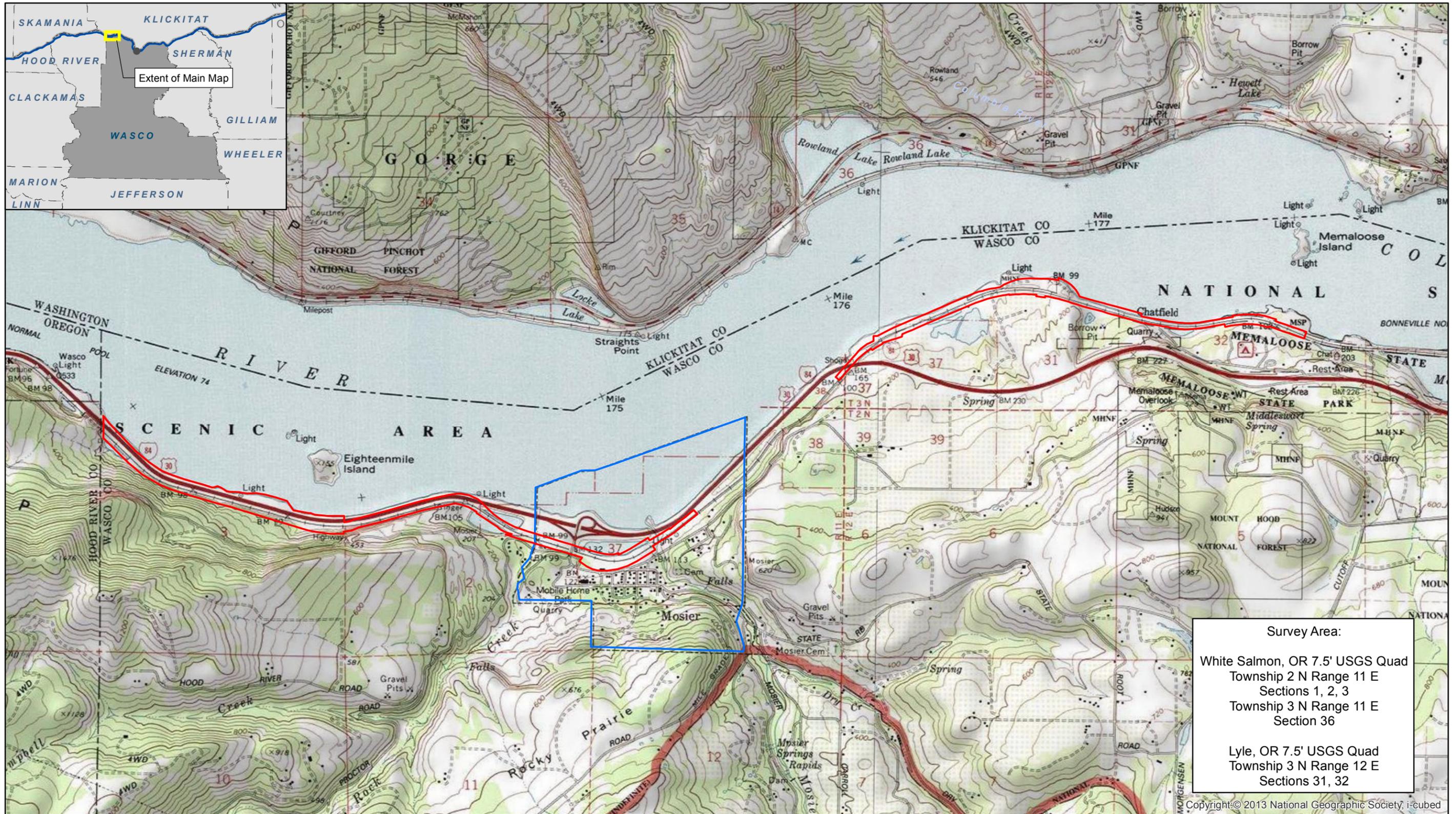
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Sincerely,

CH2M HILL

A handwritten signature in black ink that reads "Robin McClintock". The signature is written in a cursive style with a large initial "R" and a long, sweeping tail.

Robin McClintock
Cultural Resources Specialist/CH2M HILL
2020 SW 4th Ave., Portland, OR 97202
Robin.McClintock@CH2M.com
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Attachment



Legend

- Survey Area
- Mosier City Limits

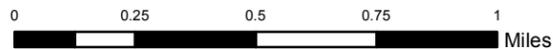


FIGURE 1
Area of Potential Effects (APE)
 UPRR Second Mainline Track Project
 Wasco County, OR

Attachment F
Revised Open Space Impact Figure



LEGEND

- Existing Mainline Track
- Proposed Mainline Track
- Proposed Realigned Mainline Track
- Existing UPRR ROW
- Existing Culvert
- Proposed ROW Enhancement
- Proposed Temporary Construction Easement
- Track Mileposts

Project Features

- Signal Building
- Signal Light
- Retaining Wall
- Guardrail
- Staging Areas
- Drainage Structures
- Track Embankment
- Rock Excavations
- Trackside Ditches
- Proposed Construction Access Road
- Proposed Permanent Maintenance/Construction Access Road
- National Scenic Area Boundary
- Designated Urban Area Boundary
- Memaloose State Park

Sources: Oregon Parks and Recreation Department (2010); Columbia River Gorge Commission (2010; 2013)



Figure 4-1, Page 8
Project Features
 Second Mainline Track Project
 Union Pacific Railroad

Attachment G
Emergency Response Procedures

Union Pacific Hazardous Materials Management Group

The Union Pacific Hazardous Materials Management Group (HMM) is made up of experts in hazardous material transportation safety, securement and response. The HMM team understands the risks associated with hazmat shipment by rail are a very real concern. We take our responsibility to ship hazmat, including crude oil and other commodities, very seriously. Providing safe and fuel efficient freight transportation is how Union Pacific is participating in America's energy evolution. We haul products related to the entire energy sector including wind, solar, coal, ethanol and crude oil. Union Pacific is a common carrier and under federal law must haul any freight that a customer delivers that is properly packaged, including crude. We take our responsibility to ship crude oil very seriously. Our goal is the same as our customers and the communities in which we operate, and that is to deliver every tank car safely while at the same time being prepared to respond in the case of an accident.

HMM is part of the Safety department at Union Pacific Railroad. The team's primary focus is the safety of all Union Pacific employees, the residents of communities where we operate trains and our customers. This team of experts has a four part mission:

Prevention - Prevent releases of hazardous materials in transportation

Preparedness - Develop internal and external assets for hazmat education, response and recovery

Response - Respond to incidents to protect health and minimize negative impact

Recovery – Restore normal operations as quickly as possible in the event of an incident

Prevention

Union Pacific's HMM team members regularly inspect tank cars moving on the Union Pacific network. In each inspection, an HMM team member examines fittings, markings, safety appliances, and waybills. Union Pacific's HMM managers annually perform thousands of these inspections. HMM conducts tank car inspection blitz programs throughout the year in which Union Pacific managers, outside contractors, Union Pacific customers and regulators work together to inspect a large number of tank cars in a defined geographic area. Beginning in 2013, high volume crude oil locations were chosen for tank car inspection blitz programs. Ten to 16 blitzes are performed annually across the Union Pacific network.

HMM is responsible for training Union Pacific employees about hazardous materials safety. All U.S. Department of Transportation-defined "hazmat employees" are required to be trained in the safe handling of



hazardous materials. Union Pacific train crews are required to carry a copy of *Instructions for Handling Hazardous Materials*, while operating a train carrying hazmat. This is a reference guide published by HMM.

If Union Pacific inspections identify a shipper with recurring issues, HMM will provide onsite training for proper tank car securement to ensure the shipper is educated in best practices for preparing hazardous materials shipments.

Preparedness

Preparation is critical to an appropriate incident response. HMM develops the Union Pacific *Hazardous Materials Emergency Response Plan* (HMERP), a performance based plan that provides guidance to the individual reporting a release as well as a list of training requirements for those responding to an incident. Each of the 21 operating divisions at Union Pacific undergoes an annual unannounced drill to ensure all aspects of the HMERP are in place and being followed by Union Pacific employees. The requirements, including drills and exercises, for specific plans for large oil storage tanks (Oil Pollution Act 1990 (OPA 90)) are managed by HMM.

Providing no-cost training to public responders is Union Pacific's most substantial preparedness effort. Having cataloged every fire department that may respond to an incident along the Union Pacific network, HMM team members reach out to fire departments on an annual basis to offer training or information to assist fire departments in their preparation for a potential incident. Training consists of classroom and hands-on activities using a specially designed training trailer or training tank car. Trainees learn how to contact the railroad during an emergency, how to read shipping documentation, derailment safety considerations, and what assets the railroad can provide in the event of an incident. HMM performs large scale training events in collaboration with Union Pacific's partners in TransCAER (Transportation Community Awareness and Emergency Response).

Response

The response process used by HMM is designed to be easily incorporated into public response incident command structure. This process requires analyzing the problem, planning the response, implementing the plan and evaluating and adjusting the response as necessary. Union Pacific's Response Management Communication Center (RMCC) is an around the clock security response center where critical call dispatchers manage calls from the public, law enforcement and others who are reporting emergencies and other incidents on Union Pacific's 32,000-mile network. RMCC follows all regulations regarding notification and local, state and federal agencies in the event of an accident and works closely with first responders throughout an incident.

Union Pacific has 30 highly trained hazardous materials responders. We rely on a network of private response contractors who are carefully vetted and audited on an annual basis to ensure a constant state of readiness. Most of these contractors are highly qualified with fire fighting or United States Coast Guard Oil Spill Recovery Organization (OSRO) certifications. OSRO certified contractors have demonstrated expertise and equipment



to handle oil spills on land and water. Contractors have access to the equipment (boats, boom, skimmers, vacuum trucks, storage tanks, heavy equipment) necessary to respond to a hazardous materials incident.

To supplement the response, HMM has air monitoring contractors who can be quickly deployed to provide real time data to public responders. Additionally, HMM can deploy contractors who are subject matter experts in toxicology, industrial hygiene, medicine, nursing and environmental protection. These specialty contractors can work in the communities impacted by an incident and in concert with first responders to ensure a safe response.

HMM invested in response equipment in the form of firefighting trailers, foam caches, air monitoring equipment and specialty tools to ensure resources are readily available.

Recovery

Once an incident has been stabilized, recovery begins. If a tank car has been damaged and cannot travel safely on the railroad, the contents must be transferred to an undamaged car. Union Pacific is the only railroad that owns and operates all of the equipment necessary to transfer any liquid or compressed gas from one tank car to another. Once the tank car is liquid free, HMM will clean and purge the damaged car to ensure it can be safely repaired or dismantled.

Once all hazardous materials have been removed from the incident site, HMM will transition the project to the Union Pacific Site Remediation Group for remediation and closure with regulatory agencies.

The final aspects of recovery include a debriefing with the public responders and an internal post incident analysis. These activities are an invaluable means of improving the group's overall capability to respond to a hazmat-related incident.

