

#EO-2888

**SURFACE TRANSPORTATION BOARD
OFFICE OF ENVIRONMENTAL ANALYSIS**

**SUPPLEMENTAL FINAL
ENVIRONMENTAL ASSESSMENT**

ENVIRONMENTAL RECOMMENDATIONS IN
DOCKET NO. AB 33 (SUB-NO. 326X)

March 6, 2017

ABANDONMENT TYPE

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

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

() **NO NEW COMMENTS WERE RECEIVED**

(X) **NEW COMMENTS WERE RECEIVED**

Recommendations: Recommend removing conditions 2, 3, 4 and 5 and adding a new condition

In this proceeding, Union Pacific Railroad Company (UP) filed a notice under 49 C.F.R. § 1152.50 seeking exemption from the requirements of 49 U.S.C. § 10903 in connection with the abandonment of approximately 4.3 miles of rail line in five segments known as the Alameda Industrial Lead in Alameda County, California. In addition to the five primary segments, the abandonment line includes all other UP ancillary, industrial, switching, siding, and spur tracks on Alameda Island.

By decision served on July 19, 2016, the Surface Transportation Board (Board) imposed five conditions that require UP to do the following: (1) consult with and notify the National Geodetic Survey (NGS) at least 90 days prior to beginning salvage activities that would disturb or destroy any geodetic station markers; (2) (a) consult with the San Francisco Bay Conservation and Development Commission (BCDC) to determine whether state coastal management consistency certification is required, pursuant to the Coastal Zone Management Act (16 U.S.C. § 1451 et seq.), and (b) not file its consummation notice or initiate any salvage activities related to abandonment (including removal of tracks and ties) until the results of these consultations has been reported, in writing, to OEA and the Board has removed this condition; (3) prior to commencement of any salvage activities, consult with the U.S. Army Corps of Engineers (Corps) regarding its requirements and, if applicable, comply with the reasonable requirements of the Corps; (4) to ensure that the 100-year floodplain is not adversely affected, consult with the Alameda County Public Works Agency (ACPWA) prior to commencement of any salvage activities regarding potential impacts to the floodplain and comply with the reasonable requirements thereof; and (5)(a) retain its interest in and take no steps to alter the historic integrity of all historic properties, including sites, buildings, structures, and objects within the project right-of-way (the Area of Potential Effect) that are eligible for listing or listed in the National Register of Historic Places (National Register) until the Section 106 process of the National Historic Preservation Act (NHPA), has been completed, (b) report back to OEA regarding any consultations with the California Office of Historic Preservation (State Historic Preservation Office or SHPO) and the public, and (c) not file its consummation

notice or initiate any salvage activities related to abandonment (including removal of tracks and ties) until the Section 106 process has been completed and the Board has removed this condition.

Comments

OEA received the attached environmental correspondence in response to the conditions, and has determined that four of the five Board-imposed conditions have been satisfied (conditions 2 through 5) and can now be removed. OEA also recommends adding a new condition.

Condition 2

Recommendation: Remove BCDC Condition

By email correspondence dated September 28, 2016 (attached), BCDC commented that a coastal zone consistency permit would not be needed for the salvage operations specified by UP. The only bridge on the line – the Fruitvale Lift Bridge – would remain intact and there would be no disturbance to the underlying waterway. BCDC also commented that a permit would be needed for any post-abandonment activities relating to the construction of a trail. In response, OEA notes that the Board's role is limited to the anticipated impacts of the abandonment proposal before the agency, including the diversion of traffic to other rail lines or transportation modes and the consequences of removing the track and related structures. Any permit requirements for activities, such as trail or other public use, are beyond the scope of the abandonment and would be the responsibility of the trail/public use sponsor.¹

Accordingly, OEA has determined that no further consultation with BCDC is necessary in this proceeding and recommends that the Board remove condition 2.

Condition 3

Recommendation: Remove Corps Condition

By email correspondence dated October 4, 2016 (attached), the Corps commented that the proposed abandonment is not subject to its requirements. UP has stated that it would salvage the limited amount of rail, tie, and track material in place but would retain the underlying ballast (unless suitable for resale) and any structures, including culverts, so as not to alter or impede existing drainage flows. The right-of-way would then be transferred to the city of Alameda and other parties for various uses.

Accordingly, OEA has determined that no further consultation with the Corps is necessary in this proceeding and recommends that the Board remove condition 3.

¹ Iowa Southern R. Co. – Exemption – Abandonment, 5 I.C.C.2d 496, 501 (1989), aff'd, Goos v. ICC, 911 F.2d 1283 (8th Cir. 1990).

Condition 4**Recommendation: Remove ACPWA Condition**

By email correspondence dated November 16, 2016 (attached), ACPWA commented that the proposed abandonment is not within ACPWA's jurisdiction but that some portions may be within a Federal Emergency Management Agency (FEMA) special flood hazard area. If the proposed abandonment is indeed within a FEMA designated floodplain, OEA notes that the salvage activities described by UP would cause minimal disruption to any special flood hazard areas because only rail, tie, and track/ballast material would be removed. All structures, including culverts, would be retained so as not to alter or impede existing drainage flows. The topography and any corresponding floodplain elevations would remain unchanged.

Accordingly, OEA has determined that salvage of the abandonment line would not have a significant impact on any FEMA floodplain. No further consultation with ACPWA or FEMA is necessary in this proceeding and OEA recommends that the Board remove condition 3.

Condition 5**Recommendation: Remove Section 106 Condition and add a new condition (New Condition 2) on unanticipated discoveries**

By letter dated February 24, 2017 (attached), the SHPO commented that the Fruitvale Avenue Railroad Bridge is eligible for listing on the National Register of Historic Places (National Register) as a significant steel-truss vertical bridge. The SHPO concurs that the salvage procedure described by UP in the proposed abandonment would not adversely affect this resource, pursuant to Section 106 regulations of the National Historic Preservation Act at 36 C.F.R. § 800.5(b).

Following consultation with the SHPO and the public, we have determined that the proposed abandonment would not affect historic properties listed in or eligible for inclusion in the National Register. The documentation for this finding, as specified at 36 C.F.R. § 800.11(e), consists of UP's historic report; all relevant correspondence; and the EA, Final EA, and this Supplemental Final EA, which have been provided to the SHPO and made available to the public through posting on the Board's website at <http://www.stb.gov>.

In the same letter, the SHPO stated that if any archaeological resources are uncovered during salvage activities, work in the area of the discovery should stop and further consultations should be undertaken. In response to the SHPO's concern regarding unanticipated discoveries of archaeological resources, OEA is recommending that the Board impose the following new condition:

In the event that any unanticipated archaeological sites, human remains, funerary items or associated artifacts are discovered during salvage activities, UP shall immediately cease all work and notify the Board's OEA, appropriate federally recognized tribes, and the SHPO, pursuant to 36 C.F.R. § 800.13(b). OEA will then consult with the SHPO, appropriate federally recognized tribes, the railroad, and other consulting parties, if any, to determine whether appropriate mitigation measures are necessary.

Conclusions

For the reasons stated above, OEA recommends that the Board: (1) remove conditions 2 through 5 that were imposed in the July 19, 2016 decision and (2) impose a new condition to address the SHPO's concerns regarding unanticipated discoveries of archaeological resources. Condition 1, which requires consultation with the National Geodetic Survey, remains unchanged. Accordingly, the conditions are as follows:

1. Union Pacific Railroad Company (UP) shall consult with the National Geodetic Survey (NGS) and notify NGS at least 90 days prior to beginning salvage activities that will disturb or destroy any geodetic station markers.
2. In the event that any unanticipated archaeological sites, human remains, funerary items or associated artifacts are discovered during salvage activities, UP shall immediately cease all work and notify the Board's Office of Environmental Analysis (OEA), appropriate federally recognized tribes, and the California Office of Historic Preservation (State Historic Preservation Office or SHPO), pursuant to 36 C.F.R. § 800.13(b). OEA will then consult with the SHPO, appropriate federally recognized tribes, UP, and other consulting parties, if any, to determine whether mitigation measures are necessary.

If the above conditions are imposed, OEA believes that the proposed action will not significantly affect the quality of the human environment.

Attachments

OEA CONTACT: Diana Wood
 202-245-0302
 woodd@stb.dot.gov

Distribution: Office of Proceedings
 OEA Chron
 ECT



Re: Union Pacific Alameda Abandonments (STB docket AB33-Sub No. 326X)

Arbelaez, Jhon@BCDC to: Olin H. Dirks

09/28/2016 02:28 PM

History.

This message has been replied to and forwarded.

This email originated from outside of the company. Please use discretion if opening attachments or clicking on links.

Hi Olin,

Thank you for the documents. Because the bridge would remain intact, and there's no work in the water, we have determined that this project will not need a permit at this moment. However, you had mentioned that it is possible that the bridge may become a public access path in the future. When/if that occurs, that project will require a BCDC permit.

Let me know if you have any questions.

Regards,

Jhon Arbelaez-Novak

Coastal Program Analyst

San Francisco Bay Conservation and Development Commission

(415) 352-3649

Jhon.Arbelaez@bcdcc.ca.gov

From: "Olin H. Dirks" <OHIRKS@up.com>

Date: Wednesday, September 21, 2016 at 2:07 PM

To: Jhon Arbelaez <Jhon.Arbelaez@bcdcc.ca.gov>

Subject: Union Pacific Alameda Abandonments (STB docket AB33-Sub No. 326X)

Jhon,

Please see the attached power point showing the five line segments going through the formal abandonment process at the Surface Transportation Board (STB).

I've also attached the STB decisions asking for consultation with the BCDC, and determining that an Environmental Impact Statement Process is unnecessary.

As we discussed, one segment is to have track removed, but the Fruitvale lift bridge will remain; two have road crossing removals only, and two others have no physical activity.

Thank you for your assistance. I will be out of the office after today, but will return on 9/28 if you have any questions or would like to discuss anything further.

Regards,

Olin

(See attached file: Alameda Work by Segment 326X.pdf)

<https://www.stb.gov/Decisions/readingroom.nsf/WEBUNID/5E8DF98AB5C828CB85257FF50062C1CD?OpenDocument>

<https://www.stb.gov/Decisions/readingroom.nsf/WEBUNID/63695F6D9B08E02585257FDB006C9DA3?OpenDocument>

E1-25753
Condition 2
CZMA

Olin H. Dirks
Sr Manager Rail Line Planning
Union Pacific Railroad
(402) 544-3889

**

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**

Wood, Diana

From: Jeremy M. Berman <jmberman@up.com>
Sent: Monday, January 23, 2017 1:58 PM
To: Wood, Diana
Subject: Re: AB 33 (Sub-No. 326X Abandonment Exemption in Alameda County, CA
Attachments: CZMA-SFBC Email.pdf; NGS Response, STB Docket AB-33 SUB NO. 326X.pdf; USACE Alameda Abandonment Consultation - AB33 Sub.pdf; ACPWA Consultation.pdf

Thank you for the response. I'm attaching the following documents:

Condition 1 (NGS): Attaching email from Simon Monroe identifying geodetic markers in the area. UP has no plans to salvage near these markers but will consult with NGS at least 90 days prior to any salvage.

Condition 2 (CZMA/San Francisco Bay Conservation): Attaching email from SFBC indicating that the abandonment and salvage will not require a permit.

Condition 3 (Army Corps): Attaching email from USACE indication there are no USACE requirements.

Condition 4 (Alameda County Public Works Agency): Attaching an memorializing discussions with ACPWA indicating no permit is required.

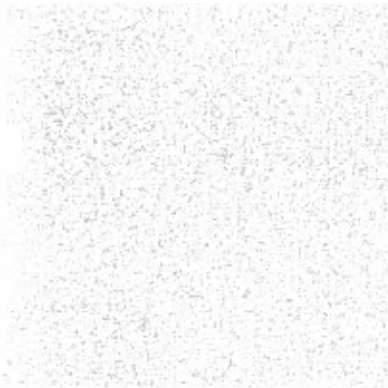
Condition 5 (Section 106): No attachments. We are still consulting with the California Office of Historic Preservation on the NHPA process. We will report back to OEA and will not file a consummation notice or initiate salvage until this condition is removed.

Please let me know if this documentation is adequate to remove Conditions 1-4. If not, please let me know what additional information is required.

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

From: "Wood, Diana" <Diana.Wood@stb.gov>
To: "jmberman@up.com" <jmberman@up.com>
Cc: "Wood, Diana" <Diana.Wood@stb.gov>
Date: 01/23/2017 07:42 AM
Subject: AB 33 (Sub-No. 326X Abandonment Exemption in Alameda County, CA

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Dear Mr. Berman:

I received your voice message regarding your question on how best to communicate the information on the required environmental and historic consultation conditions in the above referenced abandonment. The best way is email with attachments on all correspondence, including any of the conditions that didn't require reporting back, if available. However, the most important conditions are the ones that pose a barrier to consummation (2 and 5), the CZMA and Section 106.

Let me know if you have any questions.

Regards,

Diana Wood

Diana F. Wood
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW Room 1110
Washington DC 20423
202-245-0302
Diana.Wood@stb.gov

**

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RE: [EXTERNAL] UPRR Alameda Abandonment Consultation - AB33 Sub
No. 326X

Dillabough, Michael A SPN to: OHDIRKS@up.com

10/04/2016 11:09 AM

Cc: "Dunlap, Derrick T SPN", "Goodenough, Merry SPN", "Paniccia,
Alfred (Al) SPN", "Youn, Elizabeth A SPK"

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Good Morning Olin

Per our phone conversation this morning this e-mail is the response for the below inquiry into the any USACE needs / concerns on the rail lines leading to the Fruitvale Avenue Railroad Bridge, spanning the water between the cities of Oakland and Alameda. The U.S. Army Corps of Engineers has no requirements / need for the rail lines in question.

In regards to the interesting question you raise as to who owns the actual rail lines on the bridge I will start an investigation to see if we can determine ownership. Up until you posing the question I had always assumed we owned the rails. But as you stated normally the rail road owns the rails to ensure proper inspections / O&M is accomplished. Please give us a few weeks to solve this puzzle as the records for this I am sure is buried somewhere in a very old file.

If you have any questions or need a formal letter in this regard please contact me. Once we have some information on the ownership of the rails I will certainly get back in touch with you.

Respectfully

Mike

Mike Dillabough
Chief Operations and Readiness Division
San Francisco District
U.S. Army Corps of Engineers
415-503-6770

-----Original Message-----

From: Paniccia, Alfred (Al) SPN
Sent: Tuesday, September 27, 2016 7:48 AM
To: Dillabough, Michael A SPN <Michael.A.Dillabough@usace.army.mil>
Cc: Dunlap, Derrick T SPN <Derrick.T.Dunlap@usace.army.mil>; Goodenough, Merry SPN <Merry.Goodenough@usace.army.mil>
Subject: FW: [EXTERNAL] UPRR Alameda Abandonment Consultation - AB33 Sub No. 326X

Hi Mike,

Since you are the actual "owner" of the illustrious Fruitvale Avenue Railroad Bridge, I should have forwarded this to you last month. It is a request from Union Pacific RR to consult with us on their proposed abandonment of the approach to the bridge. I suppose a letter reply is in order here.

E1-25754
Condition 3
USACE

Thanks,

Al

From: Olin H. Dirks [mailto:OHDIRKS@up.com]
Sent: Wednesday, August 24, 2016 9:27 AM
To: Paniccia, Alfred (Al) SPN <Al.Paniccia@usace.army.mil>
Subject: [EXTERNAL] UPRR Alameda Abandonment Consultation - AB33 Sub No. 326X

Al,
Per my VMX, Please see the attached materials regarding the Union Pacific
Alameda Island Abandonment (AB33-Sub No. 326X).

The STB in it's 7/19/16 decision, has asked UPRR to consult with the Corps
regarding it's requirements prior to commencement of salvage activities
(attachment, page 4, order 2, item 3).

In previous informal discussions, it was not anticipated that there would be
any issues, because at that time the best future use of the bridge was
considered to be a transfer to the County for a walking trail.

In light of the board's request, UPRR would like to officially consult with
the Corps as to what it's requirements, if any, would be.

Please don't hesitate to call if you have any questions.

Thank you.

(See attached file: Alameda Map of Segments 326X.pdf) (See attached file: 326X
Decision with conditions 45272.pdf)

Olin H. Dirks
Sr Manager Rail Line Planning
Union Pacific Railroad
(402) 544-3889

**

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Wood, Diana

From: Jeremy M. Berman <jmberman@up.com>
Sent: Monday, January 23, 2017 1:58 PM
To: Wood, Diana
Subject: Re: AB 33 (Sub-No. 326X Abandonment Exemption in Alameda County, CA
Attachments: CZMA-SFBC Email.pdf; NGS Response, STB Docket AB-33 SUB NO. 326X.pdf; USACE Alameda Abandonment Consultation - AB33 Sub.pdf; ACPWA Consultation.pdf

Thank you for the response. I'm attaching the following documents:

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Condition 5 (Section 106): No attachments. We are still consulting with the California Office of Historic Preservation on the NHPA process. We will report back to OEA and will not file a consummation notice or initiate salvage until this condition is removed.

Please let me know if this documentation is adequate to remove Conditions 1-4. If not, please let me know what additional information is required.

Jeremy M. Berman
General Attorney
Union Pacific Railroad
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jmberman@up.com

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Let me know if you have any questions.

Regards,

Diana Wood

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Condition 4
Public Works
E-25755

To:
Cc:
Bcc:

Subject: Fw: ACPWA consultation for STB Docket AB33 Sub No. 326X

----- Forwarded by Jeremy M. Berman/UPC on 01/23/2017 12:50 PM -----

From: Olin H. Dirks/UPC
To: Jeremy M. Berman/UPC@UP
Date: 11/29/2016 02:26 PM
Subject: Re: ACPWA consultation for STB Docket AB33 Sub No. 326X

Jeremy,

I received a voicemail on 10/28 from Ramses Manalo at ACPWA explaining that since there are no structures on the properties where we are doing work, that no flood permitting is required. I will forward it to you so you can listen to it.

Thanks,
Olin

Olin H. Dirks
Sr Manager Rail Line Planning
Union Pacific Railroad
(402) 544-3889

"Manalo, Ramses" This email originated from outside of the company. Please use discretion if op... 11/16/2016 03:18:20 PM

From: "Manalo, Ramses" <ramses@acpwa.org>
To: "Olin H. Dirks" <OHDIRKS@up.com>
Date: 11/16/2016 03:18 PM
Subject: RE: ACPWA consultation for STB Docket AB33 Sub No. 326X

This email originated from outside of the company. Please use discretion if opening attachments or clicking on links.

Dear Olin,

The properties described in the attached documents are not within Alameda County Public Works Agency's jurisdiction. However, information

on the properties in relation to the latest FEMA Flood Insurance Rate Map (FIRM) are provided within.

There are several properties that are located within the FEMA Flood Insurance Rate Map Special Flood Hazard Area (SFHA). According to the FEMA FIRM dated August 3, 2009 the following properties are within Zone AE which is a Special Flood Hazard Area. These properties are listed below with the respective Map Number.

APN	APN_SORT	SitusAddre	OwnersName	MailingA_5	FEMA_FLD_ZONE	2009 FEI
74-1363-5	074 136300500	MARINER SQUARE DR ALAMEDA 94501	S P CO 872-1-126F-34	PO BOX 2500 BROOMFIELD CO 80038	AE	
74-1363-7	074 136300700	MARINER SQUARE DR ALAMEDA 94501	S P CO 872-1-126F-34	PO BOX 2500 BROOMFIELD CO 80038	AE	
74-905-25-5	074 090502505	2700 MAIN ST ALAMEDA 94501	S P CO 872-1-129C-8	PO BOX 2500 BROOMFIELD CO 80038	AE	
74-905-27-2	074 090502702	2960 MAIN ST ALAMEDA 94501	S P CO 872-1-64G-15	PO BOX 2500 BROOMFIELD CO 80038	AE	
74-905-27-3	074 090502703	2960 MAIN ST ALAMEDA 94501	S P CO 872-1-64G-15	PO BOX 2500 BROOMFIELD CO 80038	AE	
74-905-28-4	074 090502804	MAIN ST ALAMEDA 94501	S P CO 872-1-126H-39	PO BOX 2500 BROOMFIELD CO 80038	AE	
74-906-39-6	074 090603906	BETHLEHEM AVE ALAMEDA 94501	S P CO 872-1-66B-9	PO BOX 2500 BROOMFIELD CO 80038	AE	
74-906-40-1	074 090604001	BETHLEHEM AVE ALAMEDA 94501	S P CO 872-1-65A-3	PO BOX 2500 BROOMFIELD CO 80038	AE	
74-906-40-2	074 090604002	BETHLEHEM AVE ALAMEDA 94501	S P CO 872-1-65A-2	PO BOX 2500 BROOMFIELD CO 80038	AE	
74-906-41-1	074 090604101	WORK ST ALAMEDA 94501	S P CO 872-1-64K-20	PO BOX 2500 BROOMFIELD CO 80038	AE	

Let me know if you have any questions.

Regards,

Ramses Manalo
 Alameda County Public Works Agency
 Engineering and Construction
 399 Elmhurst Street
 Hayward, CA 94544
 Phone: (510) 670.6470
 Fax: (510) 670.5247
 e-mail: ramses@acpwa.org

From: Olin H. Dirks [mailto:OHDIRKS@up.com]
Sent: Tuesday, October 25, 2016 3:41 PM
To: Manalo, Ramses <ramses@acpwa.org>
Subject: ACPWA consultation for STB Docket AB33 Sub No. 326X

Ramses,
Per our phone conversation today, please see the attached map and photos of the inactive rail line that Union Pacific has filed to formally abandon in STB Docket AB33 Sub No. 326X.

The STB has requested a consultation with the Alameda County Public Works (decision attached), and it appears the locations in question may fall within the Alameda City Public Works jurisdiction.

Thank you for your assistance,
Olin

(See attached file: Alameda Work by Segment 326X.pdf) (See attached file: 326X Decision with conditions 45272.pdf)

Olin H. Dirks
Sr Manager Rail Line Planning
Union Pacific Railroad
(402) 544-3889

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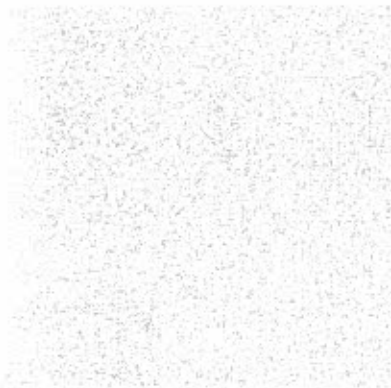
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Jeremy M. Berman
General Attorney
Union Pacific Railroad
402-544-4735
jmberman@up.com

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To: "jmberman@up.com" <jmberman@up.com>
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Let me know if you have any questions.

Regards,

Diana Wood

Diana F. Wood
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW Room 1110
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Diana.Wood@stb.gov

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DEPARTMENT OF PARKS AND RECREATION**

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calshpo@parks.ca.gov
www.ohp.parks.ca.gov

#EI-25777
Condition 5



February 24, 2017

Reply To: STB_2016_0328_001

Jeremy Berman
Union Pacific Railroad
1400 Douglas St., Stop 1580
Omaha, Nebraska 68179

Re: Proposed Abandonment and Discontinuance of UP trackage in Alameda County, California; – STB Docket No. AB-33 (Sub-No. 329X)

Dear Mr. Berman:

OHP received your January 25, 2017 Letter Report on February 6, 2017 for the above undertaking. You are seeking my comments, on behalf of the STB, pursuant to 36 CFR 800regulations implementing Section 106 of the National Historic Preservation Act regarding the above referenced undertaking.

Union Pacific Railroad Company (UP) is seeking my concurrence on the eligibility of the Fruitvale Avenue Railroad Bridge for listing in the National Register of Historic Places (NRHP) and on the finding of effect that the proposed undertaking, the Abandonment, will have no adverse effect on historic properties.

As I presently understand it, Union Pacific Railroad Company (UP) will be filing a Joint Notice of Exemption with the Surface Transportation Board (STB) for the abandonment and discontinuance of all remaining UP trackage on Alameda Island, consisting of five segments:

- UP's Alameda Industrial Lead from MP 10.0 near Fruitvale to MP 10.4 near Lincoln Junction
- The Alameda Industrial Lead from MP16.0 near Mastic Junction to MP 18.2 near West Alameda
- The former South Pacific Coast Railway mainline from MP 5.0 at West Alameda to MP 6.1 at Pacific Junction
- The connection between the Alameda Industrial Lead at MP 18.0 and South Pacific Coast MP 5.4 near West Alameda and
- Track #7, the connection between the Alameda Belt Line near St. Charles Avenue and the Alameda Industrial Lead at its MP 16.5 near Constitution Way, a total of 4.3 miles in Alameda County, CA including all other UP ancillary, industrial, switching, siding and spur trackage on Alameda Island (collectively the "Line").

UP determined that the area of potential effects (APE) is defined as the railroad Right Of Way (ROW) within the 4.3 mile segment proposed for abandonment. For the identification of historic properties, UP conducted a records search from the Northwest Information Center (IC) to identify historic properties in the APE.

OHP reviewed the documentation provided and offers the following comments.

The APE has been delineated sufficiently pursuant to 36 CFR Part 800.4(1).

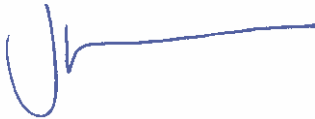
I concur that the 1951 Fruitvale Avenue Railroad Bridge, Alameda, Alameda County is eligible for the NRHP under Criterion C as a significant bridge type, a steel-truss vertical span bridge. And I concur that the undertaking as described will not adversely affect historic properties.

Be advised that under certain circumstances, such as an unanticipated discovery or a change in project description, you may have additional future responsibilities for this undertaking under 36 CFR Part 800.

Should you encounter cultural artifacts during ground disturbing activities, please halt all work until a qualified archaeologist can be consulted on the nature and significance of such artifacts.

If you have any questions, please contact Michelle C. Messinger, State Historian II of my staff at (916) 445-7005 or e-mail at Michelle.Messinger@parks.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Julianne', followed by a long horizontal line.

Julianne Polanco
State Historic Preservation Officer