

#EO-2811

**SURFACE TRANSPORTATION BOARD
OFFICE OF ENVIRONMENTAL ANALYSIS**

FINAL ENVIRONMENTAL ASSESSMENT

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

July 14, 2016

ABANDONMENT TYPE

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

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

☒ (X) **NO NEW COMMENTS WERE RECEIVED**

☐ () **NEW COMMENTS WERE RECEIVED**

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, UP states that the proposed abandonment includes all other UP ancillary, industrial, switching, siding, and spur tracks on Alameda Island (the Line).¹ The Office of Environmental Analysis (OEA) issued an Environmental Assessment (EA) for this proceeding on June 24, 2016 for public review and comment. In the EA, OEA recommended five environmental conditions and concluded that the proposed action would not significantly impact the quality of the human environment.

Conclusion

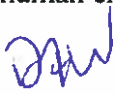
The EA comment period has ended. Accordingly, OEA recommends that the five conditions recommended in the EA should be imposed upon any decision granting abandonment authority. The conditions are:

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.

¹ In its combined environmental and historic report, UP notes that since the Line was used in electric interurban service from 1911 to 1940, it appeared to have been reclassified by then-owner Southern Pacific Railroad and viewed as an unregulated switching spur. UP views the Line as potentially falling under Surface Transportation Board jurisdiction and is seeking exempt abandonment authority to clarify the record with regard to the Line.

2. Prior to beginning any salvage activities, UP shall consult with the San Francisco Bay Conservation and Development Commission to determine whether state coastal management consistency certification is required, pursuant to the Coastal Zone Management Act (16 U.S.C. § 1451 et seq.). UP may not file its consummation notice or initiate any salvage activities related to abandonment (including removal of tracks and ties) until it reports the results of these consultations in writing to the Surface Transportation Board's (Board) Office of Environmental Analysis (OEA) and the Board has removed this condition.
3. Prior to commencement of any salvage activities, UP shall consult with the U.S. Army Corps of Engineers (Corps) regarding its requirements and, if applicable, shall comply with the reasonable requirements of the Corps.
4. To ensure that the 100-year floodplain is not adversely affected, UP shall consult with the Alameda County Public Works Agency prior to commencement of any salvage activities regarding potential impacts to the floodplain and shall comply with the reasonable requirements thereof.
5. UP shall retain its interest in and take no steps to alter the historic integrity of all historic properties including sites, buildings, structures, and objects within the project right-of-way (the Area of Potential Effect) that are eligible for listing or listed in the National Register of Historic Places until the Section 106 process of the National Historic Preservation Act, 16 U.S.C. § 470f, has been completed. UP shall report back to OEA regarding any consultations with the California Office of Historic Preservation (State Historic Preservation Office or SHPO) and the public. UP may not file its consummation notice or initiate any salvage activities related to abandonment (including removal of tracks and ties) until the Section 106 process has been completed and the Board has removed this condition.

OEA concludes that if the above conditions are imposed, the proposed action would not significantly affect the quality of the human environment.

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