

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

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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 800 regulations 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 MP 16.0 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,



Julianne Polanco
State Historic Preservation Officer