

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

CG



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October 4, 2005

REPLY TO: STB050214K

Victoria Rutson, Chief
Section of Environmental Analysis
Surface Transportation Board
1925 K StreeK, NW
Washington, D.C. 20423

RE: Abandonment Exemption for AB-874, Sierra Northern Railway, West Sacramento, Yolo County

Dear Ms. Rutson,

This letter proposes to conclude consultation on the above-referenced undertaking, pursuant to 36 CFR part 800, regulations implementing Section 106 of the National Historic Preservation Act. The Surface Transportation Board (STB) is considering approval of abandonment of 17.7 kilometers (11 miles) of the Clarksburg Branch, currently owned by Sierra Northern Railway Company. The City of West Sacramento is proposing to turn 5.2 kilometers (3.23 miles) of the alignment into a multi-use trail system based on the "rails-to-trails" concept.

Catherine Glidden of your staff has provided additional information by email as well as providing a consultant-prepared report that discusses eligibility of historic properties and effects of the undertaking. Glidden's email explains STB's authority extends only to the abandonment of the rail line itself and any salvage activities. The trail construction project, however, is not under the Board's jurisdiction.

Eligibility of Historic Properties

The consultant-prepared report concludes that prehistoric archaeological site CA-YOL-132 is eligible to the National Register *for the purposes of this undertaking*. I do not object to this management strategy. The report explains that three earthen ditches (LNWI-C-2, LNWI-C-6, and LNWI-C-8) were evaluated by Jones & Stokes in 2003 for an Army Corps of Engineers undertaking. That evaluation determined that the three ditch segments were not eligible for the National Register, either individually or as part of a historic district. The present report recommends the three ditches are not eligible *for the purposes of the undertaking*. I do not object to this management strategy.

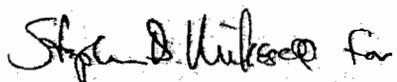
In previous correspondence, I had questioned whether four residential structures were within the project's Area of Potential Effects (APE). The report clarifies that the four residential structures will not be affected by the undertaking and therefore are not included in the APE.

Assessment of Effect

The consultant-prepared report explains that CA-YOL-132 is located underneath a levee and the ballast of the rail line. Glidden's email explains that the proposed undertaking will involve removal of rails, ties, and no more than 7 to 8 inches of ballast. Given the nature of the proposed activities at this location, STB has made a finding of No Adverse Effect for this undertaking. Glidden's email also confirms that, in the event that any unanticipated discoveries are uncovered in the course of railway salvage activities, STB will contact me pursuant to 800.13. I do not object to this effect finding.

Thank you again for seeking our comments on your project. If you have any questions, please contact staff historical archaeologist Anmarie Medin at (916) 651-0304 or amedin@parks.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Milford Wayne Donaldson".

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer