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REDEVELOPMENT AGENCY  
OF SALT LAKE CITY

D.J. BAXTER  
EXECUTIVE DIRECTOR

BEI-7718  
10/20  
MS-33 262X

April 7, 2008

Barbara L. Murphy  
Deputy State Historic Preservation Officer  
Division of State History  
300 South Rio Grande Street  
Salt Lake City, UT 84101-1182

Dear Ms. Murphy:

Thank you for meeting with Dan Harbecke and me on March 24, 2008 regarding the abandonment of the 900 South Union Pacific Rail line. I very much appreciated the information you provided, and I write to confirm my understandings from the meeting.

As we discussed, Union Pacific has ceased rail operations over its 900 South line, and now is seeking formal abandonment authority for the line from the federal Surface Transportation Board (STB). This action is pursuant to an agreement between Salt Lake City and Union Pacific, under which Union Pacific agreed to complete the abandonment and transfer the rail corridor property to Salt Lake City upon completion of the Grant Tower rail reconfiguration.

As part of the formal abandonment process, it is my understanding that the STB is required by Section 106 of the National Historic Preservation Act to consult with the State Historic Preservation Officer regarding properties being abandoned and their eligibility for designation under the National Register of Historic Places. You have told us that two bridges along the line are eligible because of their age and integrity.

During our recent meeting, I indicated my concern that an eligibility determination might hinder Salt Lake City's efforts to develop a trail along the rail corridor. In response to this concern, you stated that even if the abandonment is completed with all parties accepting that these bridge structures are eligible for designation, this would in no way affect Salt Lake City's discretion or flexibility in handling the structures in the future. In fact, you said, even if we all accept that the structures are eligible, Salt Lake City could alter or even demolish these structures without further consultation with or permission from your office.

If I have understood you correctly, this will, of course, greatly ease Salt Lake City's concerns regarding eligibility. To that end, I would be grateful for a written confirmation from you that this is correct, and Salt Lake City will be free to demolish or alter these structures without further consultation or permission. While I do not believe Salt Lake City has any immediate intention to alter the structures – in fact, they will likely use them in their current condition – the City nevertheless wants to ensure the

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greatest degree of flexibility possible in dealing with the property Union Pacific transfers to City ownership.

Thank you again for meeting with us recently and increasing my understanding of this process. I would be grateful for any written confirmation or clarification you could provide regarding Salt Lake City's ongoing obligations with regard to these bridges.

Best regards,

A handwritten signature in black ink, appearing to read "D.J. Baxter", written in a cursive style.

D.J. Baxter

Cc: Dan Harbecke, Union Pacific  
Rick Graham, Salt Lake City Public Services