

Attachment C: Section 106 Correspondence from SHPO



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

Armando Quintero, Director

Julianne Polanco, State Historic Preservation Officer

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April 16, 2025

VIA EMAIL

In reply refer to: FTA_2024_1226_001

Mr. Ray Tellis, Regional Administrator
Federal Transit Administration
888 South Figueroa Street, Suite 440
Los Angeles, CA 90017-5467

RE: Section 106 Consultation for the Proposed Valley Link Rail Project, Alameda County, CA

Dear Mr. Tellis:

The Federal Transit Administration (FTA), in coordination with Tri-Valley – San Joaquin Valley Regional Rail Authority (TV-SJVRRA), is initiating consultation under Section 106 of the National Historic Preservation Act, as amended (36 CFR 800) for above project. In accordance with 36 CFR Part 800.3(g), FTA is requesting comments from the State Historic Preservation Officer (SHPO) with regards to the consolidated steps of delineation of the area of potential effects (APE), concurrence on the determinations of eligibility for the National Register of Historic Places (NRHP), and finding of no adverse effect, in accordance with 36 CFR 800.4 and 36 CFR 800.5. As part of the submitted documentation, the FTA provided a revised Cultural Resources Management Report and other supplementary materials for the project area.

Project Description

The TV-SJVRRA proposes to construct a new passenger rail service along a 22-mile corridor between the existing Dublin/Pleasanton Bay Area Rapid Transit (BART) Station in Alameda County and the Mountain House/Tracy area. The Project also includes a Mountain House Community Station in San Joaquin County that would provide all-day bi-directional service at frequent intervals using zero-emission multiple unit vehicles.

The Project includes four new stations located: (i) across from the Dublin/Pleasanton BART Station, (ii) in the I-580 median near the Isabel Avenue Interchange, (iii) a station platform in the I-580 median at Southfront Road in Livermore, and (iv) a platform north of the I-205 near Mountain House Parkway. The Project also includes a Maintenance-of-Way (MOW) staging area in the Altamont Pass area, as well as a Layover Facility and an Operations and Maintenance/Operations Support Site in areas at the east end of the alignment.

Area of Potential Effect (APE)

The APE consists of architectural and archaeological components to encompass all areas that could be directly or indirectly affected by construction and operation of the Project. The vertical APE ranges from grading with less than 5 feet ground disturbance, to retaining walls between

20 and 50 feet deep, to bridge abutment/foundations/pilings as deep as 135 feet. In consideration of potential indirect or cumulative impacts to historic properties, the APE also includes parcels with historic-age built environment resources that are intersected by the Project footprint outside of existing road and railroad rights-of-way where construction or physical changes may occur. The APE extends generally one parcel adjacent to the existing right-of-way where:

- Improvements are outside the existing rights-of-way.
- New railroad track is being added.
- Introduction of visual or audible elements may affect a historic property's integrity.

Identification of Historic Properties

As part of its efforts to identify historic properties the FTA performed record searches at the Central California and Northwest Information Centers, conducted pedestrian surveys for archaeology and the built environment, and consulted with Native American Tribes and other interested parties.

Pursuant to 36 CFR Part 800.5, the FTA has determined that the following properties are not eligible for the NRHP:

- 3680 Las Colinas Road, Livermore
- 5281 Southfront Road, Livermore
- 5605 Southfront Road, Livermore
- 5715 Southfront Road, Livermore
- 5753 Southfront Road, Livermore
- 5835 Southfront Road, Livermore
- 5863 Southfront Road, Livermore
- WP 834 234 H (WPRR bridge), Altamont
- 9989 Altamont Pass Road, Rural Livermore
- Altamont Pass Road / Lincoln Highway, Rural Livermore and Altamont
- Altamont Townsite, Altamont
- Summit Garage property as a district, 10605-10617 Altamont Pass Road, Altamont
- Summit Garage Residence 10617 Altamont Pass Road Altamont
- Former Blacksmith Shop at Summit Garage property at 10605-10617 Altamont Pass Road, Altamont
- 16163 W. Grant Line Road, Mountain House
- 482 N. Midway Road, Mountain House
- 410 N. Midway Road, Mountain House
- 499 N. Midway Road, Mountain House
- 15178-15580 West Schulte Road, Tracy

The FTA also determined that the following properties are eligible for the NRHP:

Name / Address / Primary Number	NRHP Criteria and Level of Significance	Period of Significance
Gandolfo Ranch / 487 East Airway Boulevard, Livermore / P-01-002204; P-01-002205	A & C; Local	1885-1950 and 1885-1930
Segment of existing UPRR tracks (formerly WPRR) / P-01-002190	A; Local	1907-1919
West Altamont Pass Road Underpass (UP) / Bridge No. 330C0013 / P-01-010672	A; Local	1907-1919
Altamont Pass Road Underpass (UP) / Bridge No. 330C0109 / P-01-010671	A; Local	1907-1919
SPRR Grade / P-01-001783	A & C; Local	1869-1984
Summit Garage / 10605 Altamont Pass Road	A & C; Local	1913-1938 and 1931
California Aqueduct / Alameda County / P-39-000090; P-24-001931; P-50-001903	A & C; State	1960-1974
Dental-Mendota Canal / San Joaquin County / P-39-000089; P-24-0001703	A & C; State	1952

Evaluation of Effects

Pursuant to 36 CFR Part 800.5, FTA found that the proposed project will have no adverse effect on historic properties given the following conditions:

1. The areas around Culverts 11 and 13 of the SPRR grade will be identified in the Project Design and Construction Documents as areas that cannot be used for construction staging purposes.
2. Prior to construction environmentally sensitive area fencing will be installed around Culverts 11 and 13 to prohibit vehicular or other construction related machinery from traveling over the culverts.

Based on review of the submitted materials, I have the following comments:

- Pursuant to 36 CFR Part 800.3(g), I agree to expedited review of multiple items.
- Pursuant to 36 CFR Part 800.4, the APE as currently delineated appears adequate and I concur with the eligibility determinations listed above.
- Pursuant to 36 CFR Part 800.5 (b), I have no objections to FTA's finding of no adverse effect for this undertaking.

Mr. Tellis
April 16, 2025
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If you require further information, please contact Natalie Lindquist at
Natalie.Lindquist@parks.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to be 'J. Polanco', with a long horizontal line extending to the right.

Julianne Polanco
State Historic Preservation Officer