APPENDIX D

Cultural Resources Identification Memorandum

Michael Baker
INTERNATIONAL

February 2025

Joe Enke
Public Works Director
City of Martinez
Public Works Department
525 Henrietta Street
Martinez, CA 94553

RE: CULTURAL RESOURCES IDENTIFICATION MEMORANDUM FOR MARTINEZ TERMINAL RAIL RESTORATION PROJECT, CITY OF MARTINEZ, CONTRA COSTA COUNTY, CALIFORNIA

Dear Mr. Enke:

TransMontaigne (the project applicant) proposes the Martinez Terminal Rail Restoration Project (proposed project) to reestablish a former rail line on the south side of the existing Martinez Terminal in the City of Martinez, connecting to the existing Union Pacific Railroad (UPRR) railroad tracks south of Waterfront Road. The rail spur would be located within the existing Martinez Terminal property and within the UPRR right-of-way (ROW). The project would include construction of approximately 3,850 linear feet of new track, with a lead track of approximately 1,900 feet, and three operating industry tracks of approximately 650 feet each. These tracks would hold train cars for the transport of a range of petroleum-based and renewable products, feed stocks, and blend stocks commodities (Attachment 1).

The Martinez Terminal Rail Restoration Project constitutes a project as defined by the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Section 21000 et. seq.). CEQA Guidelines Section 15367 states that a lead agency is "the public agency which has the principal responsibility for carrying out or approving a project." The City of Martinez (City) is the lead agency responsible for compliance with CEQA for the proposed project, and the City Planning Commission is the approving body for the proposed project.

The project requires a Nationwide Permit from the US Army Corps of Engineers San Francisco District, triggering Section 106 of the National Historic Preservation Act. A *Cultural Resources Study, TransMontaigne Railroad Spur Project Martinez, Contra Costa County, California* (Hibma and Kolar 2023) and a *Supplemental Cultural Resource Study, TransMontaigne Railroad Spur Project Martinez, Contra Costa County, California* were completed for the project (Hibma and Morgan 2025; see Attachment 2). Those studies identified no historic properties with the project area of potential effects (APE).

In support of the project, Michael Baker International reviewed existing material prepared for Section 106 compliance for the project, including the 2023 and 2025 cultural studies, and supplemented this with a new literature and map review. This analysis included a review of the existing Northwest Information Center (NWIC) records search; a literature, aerial photograph, and historical map review; Native American Heritage Commission (NAHC) Sacred Lands File search; and documentation of the existing archaeological survey results and archaeological sensitivity assessment to determine whether the Project could result in a substantial adverse change in the significance of a historical or archaeological resource pursuant to PRC Section 15064.5. Methods, results, and recommendations are summarized below.

PROJECT DESCRIPTION

The project applicant proposes the Martinez Terminal Rail Restoration Project to reestablish a former rail line on the south side of the existing Martinez Terminal in the City of Martinez, connecting to the existing UPRR railroad tracks south of Waterfront Road. The rail spur would be located within the existing Martinez Terminal property and within the UPRR right-of-way (ROW). The project would include construction of approximately 3,850 linear feet of new track, with a lead track of approximately 1,900 feet, and three operating industry tracks of approximately 650 feet each. These tracks would hold train cars for the transport of a range of petroleum-based and renewable products, feed stocks, and blend stocks commodities.

PROJECT SITE

The project site is located at the southern boundary of the existing Martinez Terminal industrial property. The project site comprises approximately 2.7 acres along the southern boundary of the Martinez Terminal and extends south of Waterfront Road to the existing UPRR tracks. The project would be situated within the Martinez Terminal property and within the UPRR ROW, with Waterfront Road bisecting the project site. The project site is bounded by the northern portion of the Martinez Terminal property on the north, industrial and undeveloped lands on the east, the UPRR ROW on the south, and state lands and tidelands on the west (Attachment 1).

CULTURAL RESOURCES IDENTIFICATION METHODS

The results of the NWIC records search, archival research, literature, historical map and aerial photograph review, NAHC Sacred Lands File search, and archaeological site sensitivity analysis are presented below. As described below, much of this material is drawn from *Cultural Resources Study: TransMontaigne Railroad Spur Project, Martinez, Contra Costa County, California* (Hibma and Kolar 2023), a document prepared to comply with Section 106 requirements for the project.

SACRED LANDS FILE SEARCH

The NAHC conducted a Sacred Lands File search of the project site on October 5, 2021. The result of that search was negative. Correspondence with the NAHC is included in Appendix B of Attachment 2.

NORTHWEST INFORMATION CENTER

Staff at the NWIC conducted a cultural resources records search on September 8, 2021 (NWIC File #21-0299). The records search included the project site and a half-mile radius. The NWIC, located at Sonoma State University, Rohnert Park, California, is part of the California Historical Resources Information System, an affiliate of the California Office of Historic Preservation (OHP). It is the official state repository of cultural resources records and reports for Contra Costa County. In addition to this records search, Michael Baker International staff consulted the following federal and California inventories:

- National Register of Historic Places (National Park Service 2020).
- Built Environment Resources Directory for Contra Costa County (OHP 2024a). The directory includes built resources reviewed for eligibility by the California State Historic Preservation Office (SHPO) for the National Register and the California Historical Landmarks programs through federal and state environmental compliance laws, and built resources nominated under federal and state registration programs, including the National Register, California Register, California Historical Landmarks, and California Points of Historical Interest.
- California Historical Resources (OHP 2024b). Includes resources listed in the National Register, California Register, California State Landmarks, and California Points of Historical Interest.

RECORDS SEARCH RESULTS

Previous Studies

Eighteen cultural resources studies have previously been completed within 0.5 miles of the project site, as outlined in the table below. Three of these overlapped the project site and are identified in the table below.

In addition to the documents filed at the NWIC, two additional reports were conducted of the entire project site to comply with Section 106 of the National Historic Preservation Act (Hibma and Kolar 2023; Hibma and Morgan 2025).

TABLE 1. PREVIOUS STUDIES WITHIN A HALF-MILE SEARCH RADIUS OF THE PROJECT SITE

Report Number	Date	Author	Title/Description	Intersects Project Site?
S-017993 and a—m	1995	Brian Hatoff, Barb Voss, Sharon Waechter, Stephen Wee, and Vance Bente	*Cultural Resources Inventory Report for the Proposed Mojave Northward Expansion Project*	Overlaps southwest boundary of project site

Report Number	Date	Author	Title/Description	Intersects Project Site?
S-019263 and a—h	1991	California Department of Transportation	*Finding of Effect Report, Benicia-Martinez Bridge System Improvement Project, Contra Costa and Solano Counties, California, CC-680 21.2/21.5, SOL-680 0.0/13.1, SOL-780 0.7/7.2, SOL-80 10.8/14.2, 04193-006010*	Overlaps west end of project site
S-025311 and a—h	2002	Leigh Martin and William Self	*Cultural Resources Assessment Report, SFPP, L.P. Proposed Concord to Sacramento Pipeline Project*	Overlaps northwest boundary of project site
S-000727	1977	Miley Holman and David Chavez	*Archaeological Reconnaissance of Two New Proposed Waste Water Pipeline Routes, Livermore-Amador Valley Water Management Agency, Alameda County, California*	No
S-001582	1979	Peter Banks	*An Archaeological Investigation of the Plant Modernization Project, Shell Oil Refinery, Martinez, Contra Costa County, California*	No
S-001954	1980	Theo N. Mabry	*Archaeological Records Search and Field Survey, Industrial Access Road, Martinez, California*	No
S-006705	1984	Miley Paul Holman	*Martinez/I-680 Development Area Archaeological Reconnaissance*	No
S-022579	1999	William Self	*Inspection of Line Section 25, Contra Costa County, California*	No
S-022925	2000	William Self	*Archaeological Survey, Construction Monitoring and Assessment of Anomaly Repair Projects in Contra Costa and Yolo Counties, California*	No

Report Number	Date	Author	Title/Description	Intersects Project Site?
S-022953	2000	Miley Paul Holman	*Archaeological Field Inspection of the Proposed Administration and Learning Center Project Area, Mt. View Sanitary District, Martinez, Contra Costa County, California*	No
S-029906	1997	Meta Bunse Linn	*Inventory and Evaluation: Peyton Marsh Drainage System, Contra Costa County, California*	No
S-043270	2002	URS Corporation	*Cultural Resources Technical Report for the Proposed Remediation of Peyton Slough, Martinez, California*	No
S-047775 and a,b	2016	Adrian Whitaker	*Historic Property Survey Report for the CCTA Interstate 680 Express Lanes Project, Contra Costa County, California; 04-CCO-680 PM R8.0-25.0, EA 04H610 (EFIS ID# 0413000216)*	No
S-049373	2016	Becky Rozumowicz	*Cultural Resources Report for the Moorhen Marsh Maintenance and Habitat Enhancement Project, Martinez, Contra Costa County, California*	No
S-051681	1975	G. James West and Peter D. Schulz	*An Archaeological Survey of the Stockton Ship Channel Dredged Material Disposal Sites, False River Cut-off, Levee Setback Sites and U.S. Navy Lands at Port Chicago*	No
S-048394a	2016	Cher L. Peterson, Carrie D. Wills, and Kathleen A. Crawford	*Cultural Resource Records Search and Site Visit Results for T-Mobile West, LLC, Candidate SF70111m (Church Street) 2 Church Street, Mountain View, Santa Clara County, California*	No

Report Number	Date	Author	Title/Description	Intersects Project Site?
S-048394b	2016	Carrie D. Wills and Kathleen A. Crawford	*Direct APE Historic Architectural Assessment for T-Mobile West, LLC, Candidate SF7011M (Church Street), 2 Church Street, Mountain View, Santa Clara County, California*	No
S-048394c	2016	Julianne Polanco	*SF70111M (Church Street) 2 Church Street, Mountain View, Collocation*	No

Previously Documented Resources

A total of five cultural resources are documented within 0.5 miles of the project site, as summarized in the table below. Of these, one resource partially intersects the project site and is described below.

TABLE 2. RESOURCES PREVIOUSLY RECORDED WITHIN A HALF-MILE RADIUS OF THE PROJECT SITE

Primary No.	Trinomial	Name/Description	Intersects APE?	Evaluation Status
P-07-000500	None	Southern Pacific Railroad: Northern Contra Costa Route, SPN7	Yes	Ineligible for National Register
P-07-000438	CA-CCO-697	Historic farmstead	No	Unevaluated
P-07-002677	None	Peyton Slough historic scatter; historic refuse deposit	No	Unevaluated
P-07-002685	None	Peyton Marsh drainage system	No	Ineligible for National, California, or local register
P-07-004505	None	Peyton Slough shed	No	Ineligible for National Register

Previously Recorded Cultural Resources within the Project Site

P-07-000500/Southern Pacific Railroad: Northern Contra Costa Route, Segment SPN-7

This resource consists of a single set of railroad tracks and associated railroad spur tracks. The resource was first evaluated as part of the Mojave Natural Gas Pipeline, Northern Expansion Project. The resource was found not eligible for inclusion in the National Register due to a lack of integrity (Hatoff et al. 1995). The resource was revisited in 2021, at which time it was found that the portion of the spur track connecting it to the main track had been removed. The resource was again evaluated and found not eligible for inclusion in the National Register (Hibma and Kolar 2023).

LITERATURE, HISTORICAL MAP, AND AERIAL PHOTOGRAPH REVIEW

Michael Baker International reviewed literature, maps, and aerial photographs for historical and archaeological information about the project site and the vicinity.

Results

This section presents the literature review results in a brief but comprehensive overview of the project area's prehistoric, ethnographic, and historic context. It provides a summary of the patterns of resource utilization, adaptation to evolving environmental conditions, and the overall settlement history of the region.

Prehistoric Context

Archaeological data indicates that human occupation in California occurred during the Early Holocene (11,500–7,000 years before present [BP]). Archaeological sites from this period are rarely encountered in the Bay Area due to sea level rise and the fact that old sites tend to be deeply buried. In the Middle and Late Holocene, population density and cultural diversity increased, leaving more archaeological sites (Moratto 1984).

One of the first specific archaeological chronologies developed for Central California, including Contra Costa County and the Bay Area is provided by Fredrickson (1974:66). His taxonomy consists of broad periods defined by shifts in adaptive patterns that may reflect environmental changes and the movement and influences of pre-contact and post-contact indigenous groups within the regions. He defined three periods: the Paleoindian period (ca. 10,000–6000 BC); the Archaic period (6000 BC–AD 500), which is divided into Lower Archaic (6000–3000 BC), Middle Archaic (3000–1000 BC) and Upper Archaic (1000 BC–AD 500) periods; and finally, the Emergent period. Each period is further defined by spatial and cultural units called patterns, phases, and aspects. Patterns are units of culture having similar economic and technical manifestations, mortuary patterns, concepts of wealth, and trade practices.

Paleoindian Period

The Paleoindian period in California is typically dated between approximately 13,550 and 10,550 years BP. Archaeological evidence of Paleoindian sites indicated hunting adaptation characterized by large, fluted projectile points and hunting of megafauna and other faunal resources for inland sites. Fluted projectile points throughout California indicate that Paleoindians at least traveled through the region, but few stratified sites of this culture have been found (Chartkoff and Chartkoff 1984). Due to climate change during the Holocene, periods of erosion and deposition have altered large segments of the Pleistocene landscape (Rosenthal et al. 2004).

Early people along the coast, dubbed "Paleocoastal" cultures, subsisted by hunting marine mammals, fishing, and collecting shellfish. Sites from this period and culture occur along the coasts and offshore islands, representing a significant watercraft technology required to reach them (Erlandson et al. 2007). Materially, sites are composed of shell middens with lithic bifaces, crescents, and barbed projectile points. As is the case in much of California, very few sites of this period are known in the region of the North Coast Ranges (Fredrickson 1984).

Archaic Period

Lower Archaic Period (6000–3000 BC) Several sites in Contra Costa County date to the Lower Archaic period and typically contain artifacts consistent with a mobile hunting and gathering economy. Mobile foragers appeared to have resided in camps situated along marshes and on grasslands and took advantage of a wide array of resources available in the surrounding uplands on a seasonal basis. The artifacts found in archaeological sites dating to this period include large, wide-stemmed projectile points, cobble tools, handstones, and milling slabs. The ubiquity of artifact styles through space indicates a high degree of generalization compared to the more specialized assemblages of those practicing low residential mobility seen in latter periods (King, Hildebrandt, and Waechter 2016).

Middle Archaic Period (3000–1000 BC) As in the preceding period, mobile foragers in the Bay Area region resided in camps situated along marshes and on grasslands and used the surrounding uplands for resources on a seasonal basis, albeit on a more limited basis. The Middle Archaic period was also marked by new groundstone technology and increased trade, evidenced by cut marine shell (*Olivella* sp.) beads found within mortuary contexts. Formalized exchange relationships appear to have been established in the flake stone industry as well. Mortars and pestles first appear in sites dating to this period, which is thought to signal an increased dietary reliance on acorns rather than hard seeds and an associated increase in sedentism.

Upper Archaic Period (1000 BC–AD 500) The Upper Archaic period was characterized by cooler conditions and increased precipitation in northern and central California, which resulted in more favorable conditions for human occupation. Upper Archaic traits typically include tightly flexed burials, with fewer grave offerings and no preference toward orientation. When present, burial artifacts typically include *Olivella* saddle and saucer beads and *Haliotis* pendants. These sites are

also characterized by utilitarian objects, numerous mortars, and pestles, implying greater reliance on acorns and a highly developed bone tool industry. One of the best documented Bay Area archaeological sites is the Tamien Station site (CA-SCL-690), located in the City of San Jose. The Tamien Station site yielded radiocarbon dates from 1230 +/- 70 uncalibrated years BP to 700 +/- 60 uncalibrated years BP. The site yielded a diverse archaeological assemblage including human burials, shell beads and pendants, projectile points, bone whistles and awls, and steatite tobacco pipes and plummets (Hylkema 1994). The specialized nature of these artifact assemblages seems to indicate a high degree of sedentism (King, Hildebrandt, and Waechter 2016).

Emergent Period (AD 500–1500) The Emergent period is thought to be associated with a new level of sedentism, status ascription, ceremonial integration, and regional trade, as indicated by the presence of finished artifacts and food remains that could not be obtained locally; this is referred to as the Augustine pattern.

There appears to have been a diversity of socioeconomic strategies associated with Augustine pattern sites, with some sites revealing a continuance of sedentary systems initiated during the Upper Archaic and others resulting from mobile foraging adaptations. New ornament forms and technologies emerged, such as the bow and arrow, toggle harpoon, hopper mortar, clamshell disk beads, and steatite and magnesite beads and tubes (Fredrickson 1984a: 563). This period was marked by wide-ranging changes in *Olivella* bead forms and their distribution patterns. The *Olivella* saucer bead trade network appears to have collapsed suddenly between AD 430 and 1050, and the *Olivella* saucer bead industry was replaced by more regionally integrated shell bead forms, such as *Olivella* wall beads and clamshell disk beads, possibly indicating the increased importance of communicating cultural affiliation within an increasingly populated region (Bennyhoff 1994). The manufacture of clamshell disk beads seems to have centered primarily on the Santa Rosa Plain and within the Napa Valley. Clamshell disk beads were used as exchange currency with a standardized value. The burial practice of cremation was also introduced in the North Bay during this time (Milliken et al. 2007). These shifts in technology, artifact types, and mortuary practices, which mainly spread throughout the San Francisco Bay area from north to south, indicate that another upward cycle of regional integration occurred in the Emergent period. However, this cycle was stopped short by the Contact period, marked by the Spanish settlement of the region. The effects of European-introduced epidemics significantly affected Native American populations and culture.

Ethnographic Context

At the time of Spanish intrusion into California, the project vicinity was occupied by a group known to descendant communities and anthropologists as the Ohlone (formerly known as the Costanoans). The Ohlone occupied the California coast stretching from the San Francisco Bay to Monterey Bay and into the lower Salinas Valley. The Ohlone are a group of ethnically diverse peoples who traditionally spoke more than 50 related languages that together formed a sub-family of the Utian language family. Specifically, the area was occupied by the Karkin, or Carquin (Byrd et al. 2017:3-29; Levy 1978: 485). The basic unit of Ohlone political organization was

the tribelet, consisting of one or more villages and varying numbers of associated camps (Levy 1978; Shipley 1978).

The most important plant food of the Ohlone was the acorn, which was processed in mortars and made into mush or acorn bread much as it had been for centuries. Other plant foods were also eaten raw and cooked. A number of plant seeds were roasted by placing and tossing them alongside live coals in basketry trays. Mammals, reptiles, and birds were hunted using bows and arrows, generally with stone or bone arrowheads, and nets were used for both trapping and fishing. Tule watercraft were used for transportation, hunting, and fishing. The Ohlone were adept basket makers, and baskets were used for a variety of purposes, including food storage and preparation (Levy 1978).

Historic Context

Spanish and Mexican Periods

Spanish explorers first visited the coast of southern California in 1542. But European settlement did not begin in the area until 1769, when Gaspar de Portola led an exploratory mission intended to open up Alta California to settlement. In 1776, the Spanish established the Presidio de San Francisco and the Mission San Francisco de Asis on the San Francisco Peninsula. The project site fell within the jurisdiction of Mission San Francisco.

In 1821, Mexico won its independence from Spain. The new state was secular in nature and moved increasingly toward secularization of the mission and dispersal of the mission properties among politically connected elites. In 1834, the missions began to be secularized and their lands divided up. In 1844, Governor Manuel Micheltorena granted 13,293 acres, including the project site, to William (Guillermo) Welch, a naturalized Mexican citizen born in Ireland. Welch's land grant was called Rancho las Juntas. An adjacent land grant, Rancho Pinole, had been made in 1842 to Ygnacio Martinez (Shumway 1988).

From 1846 to 1848, the United States and Mexico fought the Mexican-American War. Northern California was soon seized by Americans living in California and then by the United States military itself. In 1847, Robert Semple contracted with Mariano Guadalupe Vallejo to establish a ferry between Benicia and what became Martinez, the first ferry in the Bay Area (Martinez Historical Society n.d.).

California was ceded to the United States at the closure of the Mexican-American War. The discovery of gold in California in 1848 almost immediately led to a population boom that continued through the 1850s and 1860s. In 1849, the Martinez family subdivided a part of the Rancho Pinole and established Martinez, which was designated the seat of Contra Costa County in 1851 (Martinez Historical Society n.d.).

In 1877, the California Pacific Railroad constructed a line from Roseville to Oakland. The railroad passed through Martinez before taking a rail ferry from Port Costa. In 1885, the railroad was leased

to the Southern Pacific Railroad, which purchased it outright in 1898. The railroad allowed for the industrial development of Martinez. In 1930, the railroad ferry was replaced with a railroad bridge. The Southern Pacific Railroad merged with the Union Pacific Railroad on September 11, 1996 (Martinez Historical Society n.d.).

The deep-water harbor and rail connections drew the petroleum industry to Martinez. In 1915, Shell Oil established a refinery in Martinez. Associated Oil followed with one near Martinez. The petroleum industry fostered Martinez's growth in the twentieth century (Martinez Historical Society n.d.).

Project Site Development History

The earliest available maps of the project vicinity are *disenos* of Rancho las Juntas. These maps, prepared for land claims, show no development of the project site (United States Northern District [184-?]). General Land Office maps generated in 1870 and 1914 show the surrounding salt marshes and the town of Martinez, but they are limited in the level of development they depict, and the 1914 map does not even show the railroad (General Land Office 1870, 1914).

United States Geological Survey maps show the evolution of the project site over time. In 1896, 1898, and 1901, the railroad passes through the project site, crossing salt marshes. The spur has not yet been constructed. The future location of the spur and the TransMontaigne Operations property is a point jutting into a salt marsh (USGS 1896, 1898, 1901).

By 1940, Waterfront Road has been constructed in the project vicinity, and the map notes an overpass at the bridge crossing. A railroad spur appears in this map, to the west of the present railroad spur and extending all the way to Suisun Point northwest of the project area. Two buildings are shown in what is now the TransMontaigne Operations property, and the word "ZINC" appears on the point (USGS 1940). This is likely the site of one of the zinc extraction facilities that once stood on the Martinez waterfront (*San Francisco Bulletin* 1917). The 1942 map no longer shows the railroad spur, but does show the levee on which it was located (USGS 1942).

By 1951, a dirt road entered the project site from Waterfront Road. A stack stands in the future TransMontaigne Operations property, and slag is noted on the northeast slope of the point. Other than the main railroad track, the project site itself is undeveloped (USGS 1951).

The year 1959 shows the first major developments making the TransMontaigne Operations property resemble its current appearance. Several tanks appear in the TransMontaigne Operations property, and much of the surrounding marsh has been reclaimed (USGS 1959). The project site continues in this state in 1968 and into the present (Google Maps 2024; USGS 1968).

BURIED ARCHAEOLOGICAL SITE SENSITIVITY ANALYSIS

Sensitivity for buried archaeological historic properties is low in the center of the project site. It is similarly low at the surface at the two ends of the project site due to past disturbances but increases with depth.

The rise in the center of the project site is mapped as Upper Great Valley Sequence Cretaceous sandstone (Ku) and massive sandstone (Kuss). These rocks are greater than 65 million years old, and so are too old to contain archaeological deposits. The soil in this part of the project site is mapped as Alamont clay, 15 to 30 percent slopes (AbE). The A horizon of these deposits, which extends up to 14 inches below the surface, has the potential to contain archaeological deposits if undisturbed (NRCS 2024). The shallow deposits, which have the potential to include archaeological resources, are likely to be disturbed.

Geologic maps indicate that either end of the project site consists of Holocene estuary deposits (bay mud) (Qhbm). The soil at either end is mapped as Omni silty clay (Ob). These deposits date to the Holocene and so are coterminous with human occupation of the region. These soils are often very deep, with the H horizon in a typical profile greater than 60 inches thick, and have the potential to cover significant archaeological sites (NRCS 2024). Buried sites may include those flooded by estuaries due to sea level rise. One notable site on the San Francisco Peninsula, CA-SFR-220, is submerged and buried beneath 10 to 12 feet of bay mud; it is approximately 7,900 years old and is the oldest known archaeological site in the San Francisco Peninsula (City and County of San Francisco 2019: 26-27). Soils close to the surface throughout the project site are anticipated to be disturbed due to past railroad construction, road construction, and the construction of the oil facility and associated utilities trenching. However, deeper Holocene estuary deposits have a moderate to high potential for buried cultural resources.

SITE SURVEYS

No new fieldwork was conducted for this study. However, on October 5, 2021, LSA Archaeologist Lennon Fanning conducted a pedestrian survey of the project site (Hibma and Kolar 2023). The survey included the main railroad track and ROW, the area between the ROW and Waterfront Road at the east end of the APE, the abandoned railroad spur and adjacent access road stretching northwest of the main track, and the wetland area west of the spur road. The survey was conducted in approximately 5-meter-wide transects. Only that part of the project site where piping will be installed from the rail car unloading area to the bulk storage tanks was not surveyed. However, that part of the project site is completely developed with no ground visibility. A supplemental archaeological survey was conducted by LSA Archaeologist Christopher Morgan on November 5, 2024, and a supplemental built environment survey was conducted on January 14, 2025, by LSA Architectural Historian Michael Hibma (Hibma and Morgan 2025). The purpose of the supplemental surveys was to examine additions to the project site not included in the initial survey.

Two cultural resources were identified as a result of the surveys:

Isolate LSA-TMO2101-I-1 is a solarized (amethyst) glass bottle fragment with a tooled finish.

P-07-000500 is the Southern Pacific – Northern Contra Costa Route railroad tracks and associated spur railroad track.

Complete Department of Parks and Recreation 523 series forms can be found in Attachment 2.

EVALUATIONS

Following are evaluations of the two resources documented within the project site for their eligibility for inclusion in the California Register. These resources have not previously been evaluated for the California Register.

Isolate LSA-TM-02101-I-1

The isolated artifact, LSA-TMO2101-I-1, is by its nature ineligible for inclusion in the California Register. This glass fragment is not associated with specific events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States (Criterion 1). It is not associated with the lives of persons important to local, California or national history (Criterion 2). The glass fragment does not embody the distinctive characteristics of a type, period, region or method of construction or represent the work of a master or possess high artistic values (Criterion 3). Finally, the glass fragment has not, and does not have the potential to, yield information important to the prehistory or history of the local area, California or the nation (Criterion 4). Lacking significance, this resource is recommended as ineligible for listing in the California Register. It is not a historical resource property as defined by as defined in PRC Section 15064.5(a).

P-07-000500

The following is an evaluation of that segment of P-07-000500, the Southern Pacific – Northern Contra Costa Route located within the project site for its eligibility for inclusion in the California Register.

The resource was previously evaluated twice for its potential eligibility for the National Register (Hatoff et al. 1995; Hibma and Kolar 2023). Both evaluations found the resource not to be eligible for inclusion in the National Register.

Criterion 1 – The railroad was initially constructed between 1872 and 1878. However, it has been consistently used, and therefore repeatedly altered, since that time. It contributed to the development of Contra Costa County, Martinez, and the local oil industry. However, it does not represent any single event or pattern of events that have made a significant contribution to an associated historic context. Although it was constructed during a period of rapid growth in Martinez, the resource is not directly related to the City's significant late nineteenth and early twentieth century development trends. The property's use is not associated with any significant events at the local, state, or national level. Therefore, the property is recommended not eligible for listing in the California Register under Criterion 1.

Criterion 2 – Research failed to indicate that the railroad segment is directly associated with the lives of persons who significantly contributed to local, state, or national culture and history. A number of engineers, builders, and others constructed and used the railroad, but this segment is not specifically or exceptionally important to their lives or careers. Therefore, the property is recommended not eligible for listing in the California Register under Criterion 2.

Criterion 3 – The railroad segment within the project site consists of a single set of railroad tracks and associated (but now disconnected) railroad spur, consisting of rail, ballast, and ties. The subject segment of tracks is a standard engineering feature, typical of twentieth century railroad tracks found across California and the nation, that has been continuously maintained and updated during its approximately 150 years of use. The track is typical in size, scale, and design, and does not exhibit character-defining features of any architectural style. It is not a notable example of railroad tracks, nor is it the work of a master engineer or builder. Therefore, the resource is recommended not eligible for listing in the California Register under Criterion 3.

Criterion 4 – The subject property is not likely to yield valuable information which will contribute to our understanding of human history. The resource is a standard engineering feature, restricted to what is visible on the surface, and has been continuously maintained and modified. The data it provides is exhausted by previous documentation (Hatoff et al. 1995; Hibma and Kolar 2021). The resource is not and never was the principal source of important information. Therefore, the property is recommended not eligible for listing in the California Register under Criterion 4.

Conclusion – Lacking significance, this resource is recommended as ineligible for listing in the California Register. It is not a historical resource property as defined by as defined in PRC Section 15064.5(a).

SUMMARY OF FINDINGS AND RECOMMENDATIONS

The NWIC records search, literature review, past field surveys, NAHC Sacred Lands File search, historical society consultation, and field survey identified two resources within the project site that are historic in age. Resource LSA-TMO2101-I-1 is a glass fragment and is, by its nature, ineligible for inclusion in the California Register. The second resource, P-07-000500, is a segment of the Southern Pacific Railroad and associated spur. Resource P-07-000500 was previously evaluated twice and recommended ineligible for inclusion in the National Register. It was again evaluated for this Cultural Resources Identification Memorandum, and is recommended ineligible for inclusion in the California Register. The archaeological sensitivity analysis identified low sensitivity at shallow depths, but moderate to high sensitivity for deeper excavations in the bay mud.

Impacts to archaeological resources and human remains will be avoided through implementation of the following recommendations:

Worker Environmental Awareness Plan Prior to the beginning of the earth-moving construction activities, the construction crew shall be informed of the nature of cultural resources and the regulatory protections afforded those resources. The crew shall also be informed of procedures relating to the discovery of unanticipated resources. The crew shall be cautioned not to collect artifacts, and directed to inform a construction supervisor and the on-site archaeological monitor in the event that cultural remains are discovered during the course of construction, including if a cultural resources monitor is not present. The on-site monitor shall administer supplemental briefing to all new construction personnel, prior to their commencement of earth-moving construction activities.

Archaeological Resources Monitoring Archaeological monitoring for all ground-disturbing activities that have the potential to encounter archaeological resources shall be conducted by a qualified archaeological monitor who is working under the guidance of an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology (48 Federal Register 44738). Ground-disturbing activities include, but are not limited to, geotechnical boring, boring, trenching, grading, and excavating. The archaeological monitor shall observe ground-disturbing activities in all areas with potential to contain significant cultural deposits. These locations are anticipated to include the east and west side of the project site, where geologic maps indicate Holocene deposits exist. If, during the course of project excavations, the qualified archaeologist determines that archaeological sensitivity within the project site is low due to prior disturbances, then monitoring may be reduced or eliminated at the discretion of the qualified archaeologist.

Archaeological Resources Inadvertent Discovery. In the event that any subsurface cultural resources are encountered during earth-moving activities, it is recommended that all work within 100 feet be halted until an archaeologist can evaluate the findings and make recommendations. Prehistoric materials can include flaked-stone tools (e.g., projectile points, knives, choppers) or obsidian, chert, or quartzite toolmaking debris; culturally darkened soil (i.e., midden soil often containing heat-affected rock, ash, and charcoal, shellfish remains, and cultural materials); and stone milling equipment (e.g., mortars, pestles, handstones). Historical materials might include wood, stone, or concrete footings, walls, and other structural remains; debris-filled wells or privies; and deposits of wood, metal, glass, ceramics, and other refuse. The archaeologist will evaluate the find in accordance with federal, state, and local guidelines, including those set forth in the California Public Resources Code Section 21083.2, to assess the significance of the find and identify avoidance or other measures as appropriate.

Human Remains Inadvertent Discovery. If human remains are found, excavations shall stop within 100 feet of the find, and State of California Health and Safety Code Sections 7050.5-7055 will be followed. The contractor shall notify the City of Martinez immediately. The City will notify the Contra Costa County coroner. If the coroner determines the remains are human and archaeological, in compliance with Section 5097.98 of the California Public Resources Code, the coroner shall notify the Native American Heritage Commission, who

will identify the legal most likely descendant (MLD). If avoidance is not feasible, then the qualified archaeologist, in consultation with the MLD, shall prepare and execute a plan of treatment with the advice and consent of the City. Treatment is anticipated to include respectful excavation of the remains and repatriation and reburial.

PREPARER QUALIFICATIONS

This memorandum was prepared by Michael Baker International Senior Archaeologist Marc Beherec, PhD, RPA. The memorandum was reviewed for quality control by Senior Archaeologist Kholood Abdo, RPA.

MARC BEHEREC, PHD, RPA, PRINCIPAL INVESTIGATOR/SENIOR ARCHAEOLOGIST

Dr. Beherec has more than 20 years of experience in prehistoric and historical archaeology and cultural resources management. His experience includes writing technical reports, including National Environmental Policy Act, National Historic Preservation Act, and CEQA compliance documents. He has supervised and managed all phases of archaeological fieldwork, including survey, Phase II testing and evaluations and Phase III data recovery, and archaeological construction monitoring at sites throughout Southern California. Dr. Beherec meets the Secretary of the Interior's Professional Qualification Standards for prehistory and historical archaeology and is listed in the Register of Professional Archaeologists.

KHOLOOD ABDO, MA, SENIOR ARCHAEOLOGIST

Ms. Abdo has worked as an archaeologist in cultural resource management since 1999. She meets the Secretary of the Interior's Professional Qualification Standards for prehistory and historical archaeology. She has completed projects in all phases of archaeology: Phase I pedestrian and shovel test surveys, extended Phase I survey, buried site testing, archaeological sensitivity assessments, Phase II testing and evaluations, Phase III data recovery, and Phase IV monitoring in California. Ms. Abdo has written and contributed to scores of technical reports, including National Environmental Policy Act, National Historic Preservation Act, and CEQA compliance documents. Her project responsibilities include project management, oversight of archaeological studies, phases of archaeological fieldwork, and tribal consultation and coordination. Ms. Abdo works to ensure that the quality of analysis and reporting meets or exceeds appropriate local, state, and federal standards.

Sincerely,



Marc Beherec, PhD, RPA

Attachments:

Attachment 1 – Figures

Attachment 2 – *Supplemental Cultural Resources Study: TransMontaigne Railroad Spur Project, Martinez, Contra Costa County, California*

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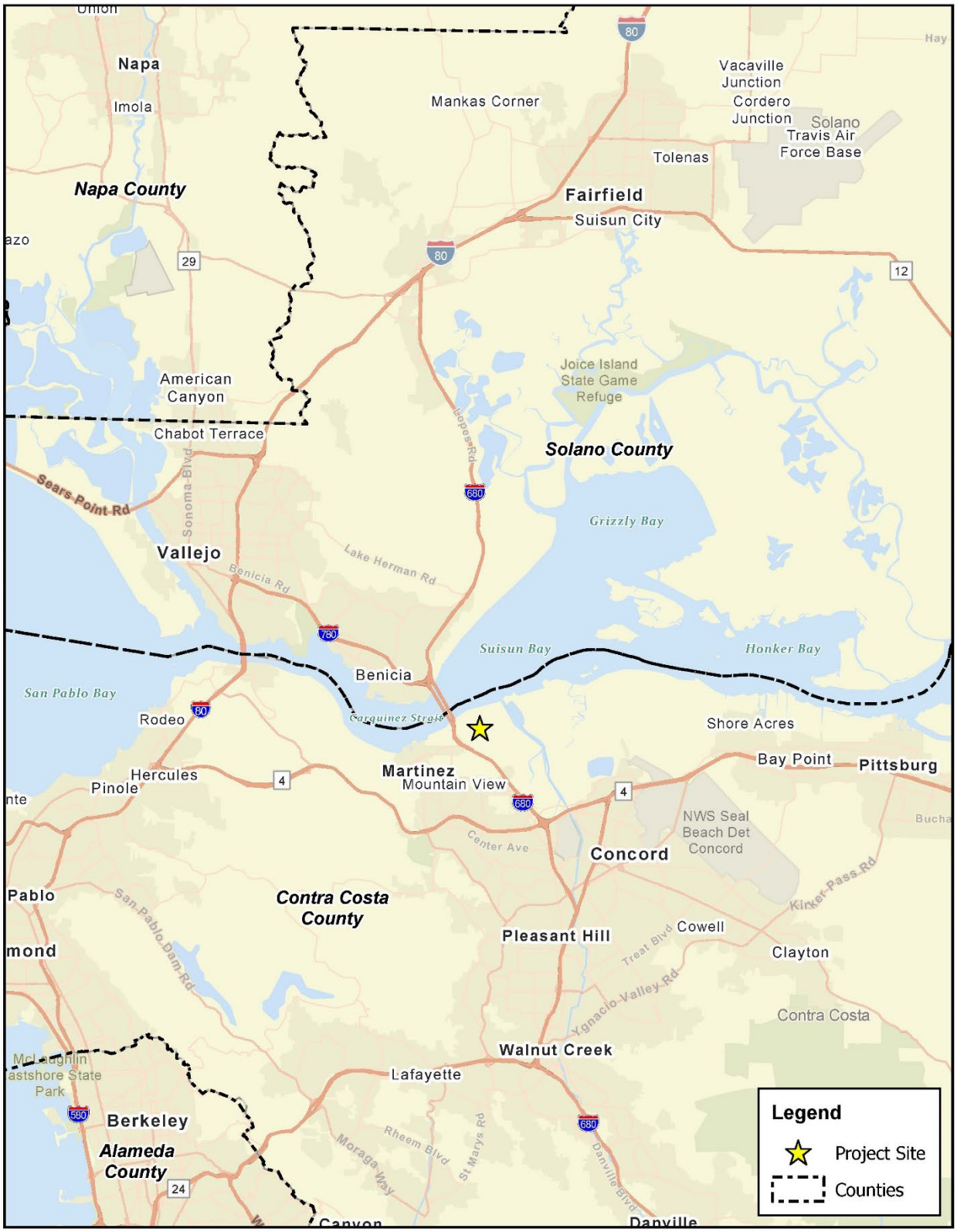
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Attachment 1

Figures

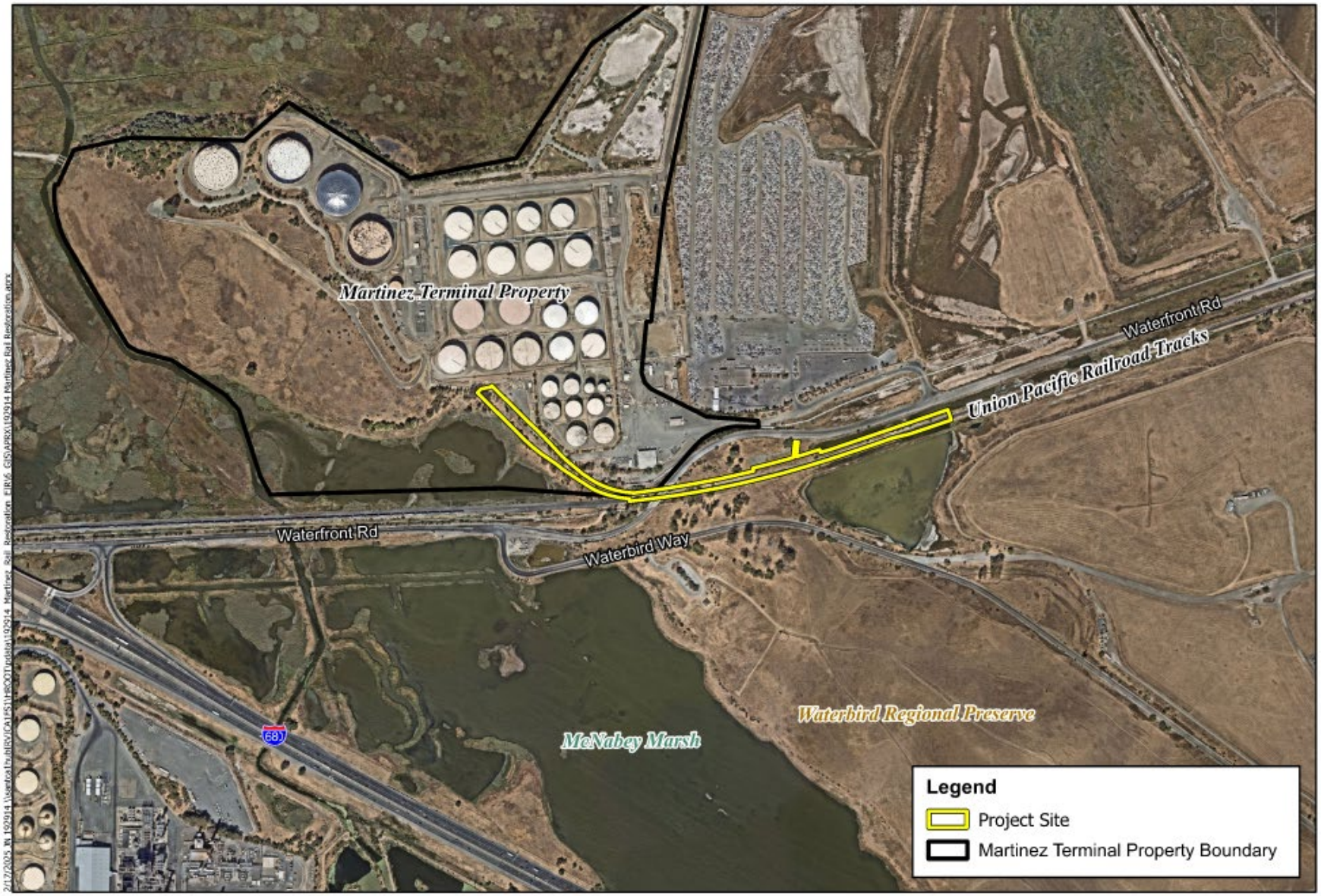


MARTINEZ TERMINAL RAIL RESTORATION PROJECT

Michael Baker INTERNATIONAL

Regional Location Map

Figure 1



MARTINEZ TERMINAL RAIL RESTORATION PROJECT

Michael Baker INTERNATIONAL

0 350 700 US Feet

Source: Esri, JMA Civil, TransMontaigne, Esri Hybrid Reference Layer, Nearmap Imagery 2025

Project Location Map

Figure 2

Attachment 2

Supplemental Cultural Resources Study:

TransMontaigne Railroad Spur Project

Martinez, Contra Costa County, California

SUPPLEMENTAL CULTURAL RESOURCE STUDY

TRANSMONTAIGNE RAILROAD SPUR PROJECT

MARTINEZ, CONTRA COSTA COUNTY, CALIFORNIA



LSA

January 2025

SUPPLEMENTAL CULTURAL RESOURCE STUDY

TRANSMONTAIGNE RAILROAD SPUR PROJECT

MARTINEZ, CONTRA COSTA COUNTY, CALIFORNIA

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LSA

January 2025

EXECUTIVE SUMMARY

In November 2021, LSA completed a cultural resources study for the proposed Martinez Terminal Railroad Spur Project (project) in Martinez, Contra Costa County, California. Because the project is applying for a Nationwide Permit from the U.S. Army Corps of Engineers San Francisco District (Corps), the Corps is required to address requirements of Section 106 of the National Historic Preservation Act for this undertaking prior to issuance of the permit, as described in the implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

On April 18, 2022, the California State Historic Preservation Officer (SHPO) was contacted to review the definition of the Area of Potential Effect (APE) and the finding of No Historic Properties Affected for the project following completion of the original cultural resources study. On May 18, 2022, SHPO confirmed the APE and requested additional information, including efforts taken to identify historic properties in the vertical extent of the APE and the eligibility of the isolate identified during the field survey. In February 2023, LSA prepared a revised cultural resources study, which was submitted to SHPO. This revised cultural resource study is provided herein in Appendix B. On May 24, 2023, SHPO provided concurrence on a finding of no historic properties affected (Appendix C).[1] Based on the project changes and APE modifications, the Corps will continue consultation with SHPO. As part of the ongoing Section 106 process, the Corps will submit this supplemental cultural resource study to SHPO and request comments on the delineation of the APE, as well as concurrence on the determination of no historic properties affected.

Since that time, the project has been modified and the Area of Potential Effects (APE) has been revised. As such, this supplemental cultural resource study has been prepared to identify any historic properties in the revised APE and to assess the potential to affect such resources, as defined under 36 CFR 800.16(l)(1) and 33 CFR 325(1)(b). This supplemental study consisted of a review of the revised cultural resources study (LSA ,2023) and a pedestrian field survey of the revised APE.

This supplemental study did not identify any cultural resources in the revised APE and, as such, the original study findings, and recommendations in LSA (2023) remain applicable. In brief, this includes a determination of a very low potential for historic-period archaeological resources to be encountered but not sufficient to recommend archaeological monitoring for historic period resources. Alternatively, the presence of Holocene-age estuarine deposits i.e., bay mud, at the east - end of the APE increases the potential for the presence of buried precontact resources. In the Bay Area, these deposits have often been associated with precontact archaeological sites and therefore heighten the sensitivity level in this portion of the proposed project location. A recommendation for archaeological monitoring of ground-disturbing construction activities remains in this portion of the APE containing mapped and confirmed deposits.

In accordance with the previous findings and recommendations from LSA (2023), this supplemental study also concludes that since there are no historic properties within the APE, the appropriate designation for this undertaking remains one of **No Historic Properties Affected**. The presence of an

[1] Julianne Polanco, State Historic Preservation Officer. 2023. Section 106 consultation for Martinez Terminal Railroad Spur Project, Martinez, Contra Costa County (COE File No. 2012-00075S). May 24.

archaeological monitor during construction related ground-disturbing activities in the east end of the APE will ensure that no historic properties are affected by the project. In the event of the accidental discovery of archaeological deposits during construction, recommendations included in the LSA 2023 study still stand and can be referenced in Appendix B of this supplemental report.

LSA Architectural Historian Michael Hibma, M.A., and LSA Archaeologist Chritopher Morgan, M.A., RPA prepared this supplemental study.

Mr. Hibma meets the Secretary of the Interior's Professional Qualifications Standards for History and Architectural History (36 CFR Part 61). Mr. Hibma is an architectural historian in the Point Richmond, California, office of LSA and has over 18 years of experience in cultural resources management. Mr. Hibma holds an M.A. in History from California State University, Sacramento and meets the Secretary of the Interior's Professional Qualifications Standards as an architectural historian and historian.

LSA Archaeologist Christopher Morgan, M.A., RPA, conducted the archaeological field survey of the revised APE and also assisted in preparing this supplemental cultural resource study. Mr. Morgan meets the Secretary of the Interior's *Professional Qualifications Standards* for Archaeology (36 CFR Part 61) and has over 14 years of experience in cultural resources management throughout Central and Southern California. Mr. Morgan holds an M.A. in Biological Anthropology from the University of Oklahoma; and is Registered of Professional Archaeologist #989437.

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D: HISTORICAL ORGANIZATION OUTREACH (LSA 2025)

LIST OF ABBREVIATIONS AND ACRONYMS

APE	Area of Potential Effects
CFR	Code of Federal Regulations
City	City of Martinez
Corps	U.S. Army Corps of Engineers
LSA	LSA Associates, Inc.
NAHC	Native American Heritage Commission
NRHP	National Register of Historic Places
NWIC	Northwest Information Center
project	Transmontaigne Railroad Spur Project
RPA	Registered Professional Archaeologist
SHPO	State Historic Preservation Officer
SLF	Sacred Lands File
UPRR	Union Pacific Railroad
USGS	United States Geological Survey

1.0 INTRODUCTION

1.1 PROJECT HISTORY

In November 2021, LSA completed a cultural resources study for the proposed Martinez Terminal Railroad Spur Project (project) in Martinez, Contra Costa County, California. Because the project is applying for a Nationwide Permit from the U.S. Army Corps of Engineers San Francisco District (Corps), the Corps is required to address requirements of Section 106 of the National Historic Preservation Act for this undertaking prior to issuance of the permit, as described in the implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

On April 18, 2022, the California State Historic Preservation Officer (SHPO) was contacted to review the definition of the Area of Potential Effect (APE) and the finding of No Historic Properties Affected for the project following completion of the original cultural resources study. On May 18, 2022, SHPO confirmed the APE and requested additional information, including efforts taken to identify historic properties in the vertical extent of the APE and the eligibility of the isolate identified during the field survey. In February 2023, LSA prepared a revised cultural resources study (LSA, 2023), which was submitted to SHPO. This revised cultural resource study is provided herein as Appendix B. On May 24, 2023, SHPO provided concurrence on a finding of no historic properties affected is provided herein as Appendix C.[2] Based on the project changes and APE modifications, the Corps will continue consultation with SHPO. As part of the ongoing Section 106 process, the Corps will submit this supplemental cultural resource study to SHPO and request comments on the delineation of the APE, as well as concurrence on the determination of no historic properties affected.

Since that time, the project has been modified and the Area of Potential Effects (APE) revised. As such, LSA prepared this this supplemental cultural resource study to identify any historic properties in the revised APE and to assess the potential to affect such resources, if any, as defined under 36 CFR 800.16(l)(1) and 33 CFR 325(1)(b). This supplemental study consisted of a review of the revised cultural resources study (LSA, 2023) and pedestrian field surveys of the revised APE.

1.2 PROJECT MODIFICATIONS

Since completion of the original cultural resources study, the project was modified to include the following elements, which are reflected in the revised APE map (Appendix A; Figure 3):

- **Extension of the northern and southern ends of the alignment:** As shown on Figure 3, the eastern and western APE termini were extended approximately 50 feet and 8 feet, respectively.
- **Expansion of APE on the eastern side of the proposed railroad spur:** To accommodate the proposed retaining walls along the rail alignment, the APE was expanded to the north of the proposed railroad spur, particularly in proximity to the railroad undercrossing of Waterfront Road. The proposed project would include construction of an approximately 445-foot-long retaining wall on the west side of the proposed railroad tracks into the terminal facility. This drilled pier retaining wall would include installation of 24-inch-diameter piles extending up to 32

[2] Julianne Polanco, State Historic Preservation Officer. 2023. Section 106 consultation for Martinez Terminal Railroad Spur Project, Martinez, Contra Costa County (COE File No. 2012-00075S). See Appendix C.

feet below grade. Piles would be spaced every 8 feet along the length of the proposed retaining wall. The retaining wall would be 8 feet high, extending 6 feet below existing grade. A 1,282-foot retaining wall would also be constructed on the east side of the tracks, consisting of a 459-foot cantilevered retaining wall in the northernmost portion and an 823-foot soil nailed retaining wall extending under Waterfront Road. This wall would be approximately 16.5 feet high and extend 8 feet below existing grade.

- **Construction access.** Refinements to the construction scenario resulted in the addition of construction access from Waterfront Road via an extant gate and proceed through an existing undeveloped parcel on an unpaved road and connect the existing UPRR railroad mainline. The access route is shown as an added area on Figure 3. Use of this construction access would also require a slight expansion of the APE in this area to accommodate the temporary staging area.

1.3 REVISED AREA OF POTENTIAL EFFECTS

The 8.84-acre revised APE, like the previous APE, is within the UPRR right-of-way and a portion of Assessor's Parcel Number 159-310-038-9 located in Martinez, in Contra Costa County, California. The APE consists of approximately 2.72 acres along the southern boundary of the existing Martinez Terminal extending south of Waterfront Road to the existing UPRR tracks. The APE boundary includes the proposed railroad spur alignment, and adjacent areas needed for access, lay-down, and construction staging. The rail spur would be located within the existing Martinez Terminal property and within UPRR right-of-way. The proposed project would construct approximately 3,843 linear feet of new track, with a lead track of approximately 1,868 feet, and three operating industry tracks that together total 1,974 feet.

Interstate 680/Senator Daniel E. Boatwright Highway is approximately 0.5 mile west of the APE's western terminus. The APE is situated in unsectioned lands of *Rancho Las Juntas*, Township 2 North, Range 2 West, Mount Diablo Baseline and Meridian, as depicted on the U.S. Geological Survey's *Vine Hill, Calif.*, 7.5-minute series topographic quadrangle, centered approximately at 122.098125° West and 38.026552° North (Appendix A: Figures 1 and 2). The APE is located at an average of 13 feet above mean sea level. The closest fresh water source, Pacheco Creek, flows northerly, approximately 0.85 mile east of the APE's eastern terminus.

The revised APE for the project was delineated to take into account the horizontal and vertical extent of project-related ground disturbance (Appendix A: Figure 3). The only changes from the previously anticipated depth of disturbance are the depths of the proposed piles for the retaining wall to the west of the proposed railroad tracks, which are shown on Figure 3. The vertical APE for the remainder of the project components, including grading, soil compaction and stabilization, placement of sub-ballast, and installation of rail, ties, and ballast, would be approximately 16 feet below surface for construction of the retaining wall north of the proposed railroad tracks. The majority of project-related excavation for the track areas will not exceed 5 feet below surface.

1.4 PROJECT SETTING

The environmental, cultural, and regulatory settings of the revised APE remain the same as documented in the original cultural resources study (LSA, 2023: 2-9; see Appendix B).

2.0 STUDY METHODS AND RESULTS

2.1 ORIGINAL STUDY METHODS AND RESULTS

The LSA 2023 study included background research consisted of a records search at the Northwest Information Center (NWIC) and a literature and historical map review, as well as a geoarchaeological sensitivity analysis, Native American consultation, and field surveys. The 2023 LSA study is attached to this supplemental report as Appendix B.

2.1.1 Background Research

As part of the original cultural resources study, LSA conducted background research to identify cultural resources within, and cultural resources studies of, the original APE, and to assess the potential for subsurface archaeological deposits. consisted of background research (involving a records search at the Northwest Information Center (NWIC), an online search of local and State cultural inventories, a review of historical maps and aerial photographs, and an examination of published surficial geology and soils information), a search of the Native American Heritage Commission Sacred Lands File and consultation outreach with local historical societies, and archaeological and architectural field surveys. These tasks were completed to identify cultural resources in the APE that may qualify as historic properties as defined at 36 CFR 800.16(l)(1).

The study identified a previously recorded segment of the Southern Pacific – Northern Contra Costa Route (P-07-000500) in the APE. This resource was evaluated in 1994 as part of the Mojave Natural Gas Pipeline, Northern Extension Project. This segment was evaluated for National Register of Historic Places (NRHP) eligibility and found not eligible due to “an overall lack of integrity to the [1872-1878] period of significance, primarily in setting, design, materials workmanship, feeling and association.” LSA concurred with the earlier finding that P-07-000500 does not appear eligible for NRHP inclusion. The study also identified a historical artifact isolate (LSA-TMO2101-I-1) consisting of an amethyst glass bottle fragment. The isolated artifact has exhausted its data potential to provide information important to the past through recordation and submittal of the records. As such, the bottle fragment is not considered eligible for inclusion in the NRHP.

2.1.2 Field Survey

An archaeological pedestrian field survey was also conducted as part of the original cultural resources study. The original field survey identified a solarized (amethyst) glass bottle fragment with a tooled finish was found in the wetland area west of the access road in the northwest portion of the APE. Based on these characteristics, the bottle fragment likely was produced circa 1885-1920. No other artifacts or archaeological deposits were observed in the immediate vicinity, so the bottle fragment was recorded as historical isolate LSA-TMO2101-I-1 (site form in LSA, 2023; Appendix B).

An architectural field survey documented the condition and setting of a previously evaluated segment of Union Pacific Railroad in the APE (P-07-000500) in field notes and photographs. This resource consists of an approximately 1,500-foot single linear track alignment in an area east of Interstate 680 in Martinez. The field survey identified an approximately 500-foot-long segment of abandoned spur track outside and adjacent to the Architectural APE. The segment is currently

physically disconnected from the UPRR mainline / P-07-000500 and the remnant roadbed and tracks veer off to the northwest near the western end of the APE. However, when P-07-000500 was recorded in 1994, this spur track was connected to a sidetrack that paralleled the mainline. This spur track was included in that evaluation as SPN-7. The spur track is in poor condition and overgrown in several places, with missing or rotting rail ties, rails, and other related switching gear (LSA, 2023:22) (see updated site form in LSA, 2023; Appendix B).

2.1.2.1 Supplemental Site Surveys

On November 5, 2024, LSA archaeologist Christopher Morgan conducted a pedestrian site survey of the supplemental APE.

On January 14, 2025, LSA architectural historian Michael Hibma conducted a supplemental site survey from the public right of way of Waterfront Road, north of and adjacent to the APE.

2.1.3 Tribal Outreach

As part of the original 2023 study, LSA submitted a request to the NAHC to search the SLF for Native American cultural resources that may be impacted by the revised project. The NAHC maintains the SLF database and is the official State repository of Native American sacred-site location records in California.

2.1.4 Historical Organization Outreach

On January 14, 2025, LSA emailed local historical societies describing the revised project with maps depicting the APE to requesting information or concerns they may have (Appendix B). Those organizations that did not respond within 10 days received follow-up telephone calls from LSA. See Appendix D.

2.2 SUPPLEMENTAL STUDY METHODS AND RESULTS

2.2.1 Background Research

The NWIC records search, archival map, and aerial photograph review, and geoarchaeological sensitivity analysis conducted for the original cultural resources study were determined adequate and applicable to this supplemental cultural resource study since the revised APE did not expand beyond the original APE's general vicinity.

The SLF search results provided by the NAHC also were determined applicable to this supplemental study since the revised APE did not expand beyond the original APE's general vicinity. The SLF search results are included in Appendix B of this supplemental report.

2.2.2 Field Survey

On September 21, 2021, LSA archaeologist Lennon Fanning conducted a pedestrian field survey of the revised APE. The entire revised APE was surveyed using transects spaced approximately 5 meters. Rodent burrowing holes and backdirt piles were examined for indications of archaeological deposits and/or human remains. Loose and dead vegetation were also examined for indications of archaeological deposits and/or human remains.

The field survey did not identify any cultural resources, or human remains in the revised APE. Ground visibility in the revised APE was highly variable, ranging from less than 5 percent in portions with overgrown vegetation to approximately 80 percent where the ground consisted of dried dirt and rocks. Modern trash associated with homeless encampments was identified in various portions of the revised APE.

2.2.2.1 Supplemental Site Surveys

On November 5, 2024, LSA archaeologist Christopher Morgan conducted a pedestrian site survey of the supplemental APE. The site survey consisted of following the previous APE boundaries and surveying the revised APE in transects (when possible) spaced approximately 15-20 feet apart. The ground was obscured by high brush and vegetation as well as flooded lands between Waterfront Road and the UPRR main line and the in marshy areas in the western portion of the APE. Other areas surveyed showed signs of heavy disturbance with above ground pipeline, railroad bed grading, and associated materials. No new resources were observed.

On January 14, 2025, LSA architectural historian Michael Hibma conducted a supplemental site survey from the public right of way of Waterfront Road, north of and adjacent to the APE. Due to safety reasons, Mr. Hibma did or cross into the railroad right of way or onto the tracks to survey the eastern portion of the supplemental APE, which consists of a short segment of the UPRR mainline / P-07-000500 track and railbed. The western portion of the APE was included as part of the original site survey and corresponds to the conditions described in LSA 2023 of the spur track that was connected to a sidetrack that originally paralleled the UPRR mainline. This spur track, and adjacent areas on either side that now are included int eh supplemental APE were evaluated as SPN-7. At the time of the 202 3recordation and evaluation, the spur track is in poor condition and overgrown in several places, with missing or rotting rail ties, rails, and other related switching gear. No additional built environment cultural resources were observed in the supplemental APE.

2.2.3 Tribal Outreach

The U.S. Army Corps of Engineers will conduct Section 106 Native American Consultation using the contact list provided in the NAHC response (See LSA, 2023: Appendix B).

2.2.4 Historical Organization Outreach

On January 14, 2025, LSA emailed local historical societies describing the revised project with maps depicting the APE to requesting information or concerns they may have (Appendix B). Those organizations that did not respond within 10 days received follow-up telephone calls from LSA. A summary of the letters and follow-up telephone calls is summarized below. See Appendix D.

2.2.4.1 Contra Costa County Historical Society

On January 14, 2025, LSA emailed the Contra Costa County Historical Society (CCCHS) requesting any information the society may have regarding the revised project. No response has been received to date.

2.2.4.2 Martinez Historical Society

On January 14, 2025, LSA emailed the Martinez Historical Society requesting any information the society may have regarding the revised project. Sonn after reaching 90ut to the Martinez Historical Society, LSA received an autoreply thanking LSA for the email and that it "will be passed on to the appropriate parties for an answer and someone will respond in the next few days." No response has been received to date.

3.0 STUDY FINDINGS AND RECOMMENDATIONS

This supplemental cultural resource study consisted of a review of the original study (LSA, 2023; Appendix B), a search of the NAHC Sacred Lands File and consultation outreach with local historical societies, and archaeological and architectural field surveys of the revised APE. The supplemental study did not identify any new or additional cultural resources in the revised APE and, as such, the original study findings, and recommendations in LSA, 2023: 23-26; Appendix B) remain applicable and are included below.

3.1 FINDINGS

3.1.1 Archaeological Sensitivity

Historical maps and photographs show the APE remained undeveloped apart from construction of the UPRR main and spur lines, the access road adjacent to the spur line, and the portion of Waterfront Road that crosses the main line. The presence, however, of recorded historical artifacts and a historical farmstead site close to the APE and the discovery of a historical amethyst bottle fragment within the APE indicate that there is potential, albeit low, for historical archaeological resources to be encountered during the proposed project.

The east and west ends of the APE are located in Holocene-age estuarine deposits, i.e., bay mud (see Appendix B: Figure 4), which in the Bay Area have high sensitivity for buried precontact archaeological sites. As indicated by soils data, these mud deposits in the APE could reach considerable depths; accordingly, the potential for buried archaeological resources also could extend deep below surface. The middle portion of the APE has limited potential for buried archaeological resources as this area sits on shallow bedrock dating to the Cretaceous (Appendix B: Figure 4). The area of the APE with the deepest maximum ground disturbance depth (16 feet below surface) is located within Cretaceous bedrock.

An analysis of subsurface sediments and related potential for archaeological deposits was possible based on geotechnical investigations conducted for the project. Excavated borings (B1, B2, and B3; see Appendix A: Figure 4 for boring locations) conducted along the spur line (in the northwestern portion of the APE) encountered artificial fill to a depth of 1 foot to 3.5 feet below existing grade. The artificial fill was underlain by residual soils (resulting from weathering and decomposition of rocks) to a depth of up to 5.5 feet below existing grade. In turn, these residual soils were underlain by Panoche Formation (Cretaceous age) sediments. While bay mud deposits have been mapped in this part of the APE by Dibblee (2006), no bay mud sediments were observed in any of the geotechnical borings excavated along the spur line (Geocon, 2022). Based on the geotechnical investigation results from borings B1, B2, and B3, there is limited potential for excavation in the western portions of the APE that are mapped as consisting of Holocene bay mud/estuarine deposits to contain subsurface archaeological resources.

Cone Penetrometer Tests (CPTs) were conducted along the south side of Waterfront Road near the eastern portion of the APE, which is also mapped as consisting of bay mud deposits (see Appendix B: Figure 4 for CPT locations). The results of excavations at CPT2, CPT3, and CPT4 indicate the presence of between 5 feet and 10 feet of artificial fill above bay mud, which extends to a minimum of 50 feet

below existing grade (Geocon, 2022). Project-related excavations in these areas will extend a maximum of 6.5 feet below existing grade for a ditch. While artificial fill exists within the majority of these proposed ditch excavations, there is elevated potential for buried archaeological resources in the relatively thin layers of bay mud that exist beneath the artificial fill and will be impacted by project excavation.

The northwestern portion of the APE does not contain bay mud deposits (as documented in the geotechnical investigations) and, as such, subsurface archaeological testing is not necessary since project excavation would not enter bay mud or other archaeologically sensitive deposits.

Additionally, subsurface archaeological testing in the eastern portion of the APE (where bay mud is mapped by Dibblee 2006 and confirmed by geotechnical work), while technically feasible, is not warranted because archaeological hand excavations would not extend past the 5 feet to 10 feet of artificial fill that exists in this area. No *in situ* artifacts or historic properties would be identified in the artificial fill, which extends 5 feet to 10 feet below existing grade (and project-related excavation will extend a maximum of 6.5 feet below grade). Depending on the actual depth of artificial fill in the eastern portion of the APE, the maximum extent of the bay mud level of sediment that could be impacted by project work would be 1.5 feet thick in some areas, and in some areas, it is possible that no bay mud would be impacted at all.

3.2 RECOMMENDATIONS

The study identified no historic properties within the APE. However, the APE does have sensitivity for historical and precontact archaeological resources, which means there is the possibility of encountering archaeological resources during project construction. The likelihood of encountering historic-period resources is relatively low. For this reason, construction monitoring is not recommended for historic-period resources; however, project personnel should be made aware of the potential for historical artifacts and deposits to be found during construction-related ground-disturbing activities and should follow the procedures relating to accidental discoveries provided in the following section. There is a higher potential for encountering buried precontact resources during construction in certain portions of the APE where ground disturbance will extend into estuarine deposits. Out of an abundance of caution and due to the sensitivity of estuarine deposits (despite the likely limited amount of estuarine deposits that will be impacted by project work), it is recommended that an archaeologist monitor all construction-related ground-disturbing activities in the east end of the APE, where estuarine deposits are mapped and present (as evidenced by geotechnical investigations), as delineated in Appendix B: Figure 4.

Because no new historic properties identified within the APE as a result of this supplemental analysis, the finding of **No Historic Properties Affected** remains appropriate for this undertaking. The presence of an archaeological monitor during construction-related ground-disturbing activities will ensure that no historic properties are affected by the project. If archaeological deposits are identified during project activities, the provisions in 36 CFR 800.13(b) (*Discoveries without prior planning*) will be followed.

3.2.1 Accidental Discovery of Archaeological Deposits

If deposits of precontact or historic-period archaeological materials are encountered during project activities, all work within 25 feet of the discovery should be redirected and a qualified archaeologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. Project personnel should not collect or move any archaeological materials. Archaeological materials can include flaked-stone tools (e.g., projectile points, knives, and choppers) or obsidian, chert, basalt, or quartzite toolmaking debris; bone tools; culturally darkened soil (i.e., midden soil often containing heat-affected rock, ash and charcoal, shellfish remains, bones, and other cultural materials); and stone-milling equipment (e.g., mortars, pestles, and handstones). Precontact archaeological sites often contain human remains. Historic-period materials can include wood, stone, concrete, or adobe footings, walls, and other structural remains; debris-filled wells or privies; and deposits of wood, glass, ceramics, metal, and other refuse.

If such deposits cannot be avoided, they should be evaluated in consultation with the Corps, the City of Martinez, and the SHPO for their NRHP eligibility. If the discovery is precontact in nature, tribal stakeholders should be consulted as part of this process. If the deposit is eligible for the NRHP, adverse effects to the deposit will need to be avoided or such effects must be treated. If treatment is required, a plan should be developed in consultation with the Corps, the City of Martinez, and the SHPO to mitigate, avoid, or minimize adverse effects to historic properties. Treatments may consist of, but are not necessarily limited to, systematic recovery and analysis of archaeological deposits; recording the resource; preparation of a report of findings; accessioning recovered archaeological materials at an appropriate curation facility; and community outreach. All reports produced as part of the evaluation and treatment of cultural resources identified during the project shall be submitted to the City of Martinez, Corps, and SHPO for review and comment. All final documents should be submitted to the NWIC.

3.2.2 Accidental Discovery of Human Remains

If human remains are encountered during project activities, work within 25 feet of the discovery should be redirected and the Contra Costa County Coroner notified immediately. At the same time, an archaeologist should be contacted to assess the situation and consult with agencies as appropriate. Project personnel should not collect or move any human remains and associated materials. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.

The archaeologist should prepare a report that provides recommendations for the treatment of the human remains and any associated cultural materials as well as proposed or implemented methods and results from excavation and analysis. Treatment of the remains and associated cultural materials should be done in coordination with the recommendations of the MLD, Corps, and the City of Martinez. The report should be submitted to the Corps, City of Martinez, and SHPO for review and comment. The final report should be submitted to the NWIC.

4.0 REFERENCES

Geocon Consultants, Inc. (Geocon)

2022 DRAFT Geotechnical Investigation: TransMontaigne Martinez Rail Track Expansion, Waterfront Road, Martinez, California. Geocon Project No. E9272-04-01. January.

LSA

2023 *Cultural Resources Study, TransMontaigne Railroad Spur Project, Martinez, Contra Costa County, California.* LSA Project No. TMO2101. On file LSA Associates, Point Richmond, California.

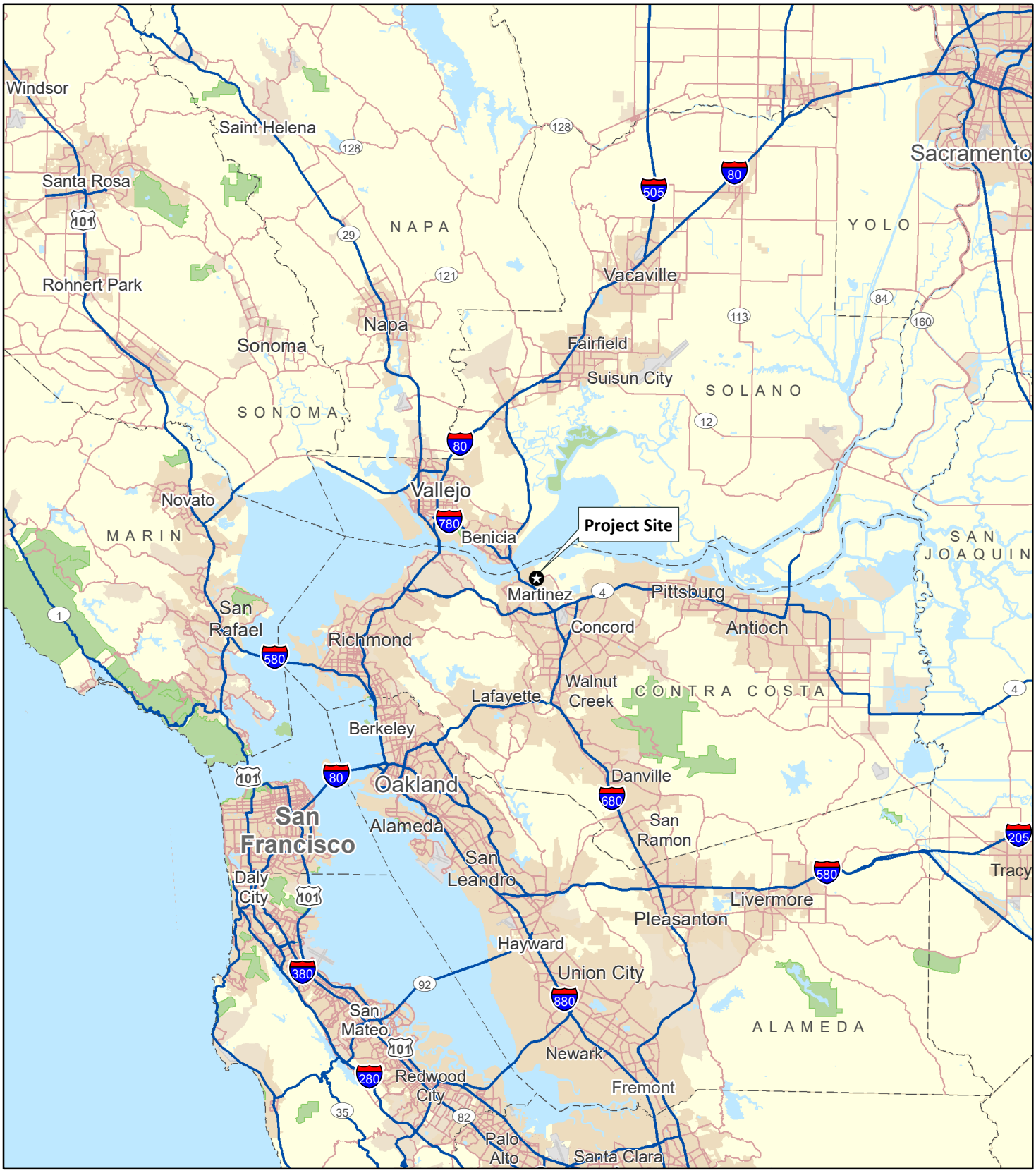
United States Geological Survey (USGS)

1980 *Vine Hill, Calif*., 7.5-minute topographic quadrangle. USGS, Washington, D.C.

APPENDIX A

FIGURES

Figure 1: Regional Location
Figure 2: Project Location
Figure 3a-c: Revised Area of Potential Effects
Figure 4: Surficial Geology and Recommended Monitoring Locations within Area of Potential Effects



LSA

FIGURE 1

N

0 5 10
MILES

SOURCE: StreetMap North America (2009).

I:\T\TMO2101\GIS\Maps\Cultural\APE\Figure 1_Regional Location.mxd (1/21/2025)

TransMontaigne Railroad Spur Project
Martinez, Contra Costa County, California

Regional Location



LSA

LEGEND

Area of Potential Effects

FIGURE 2

N

0 1000 2000

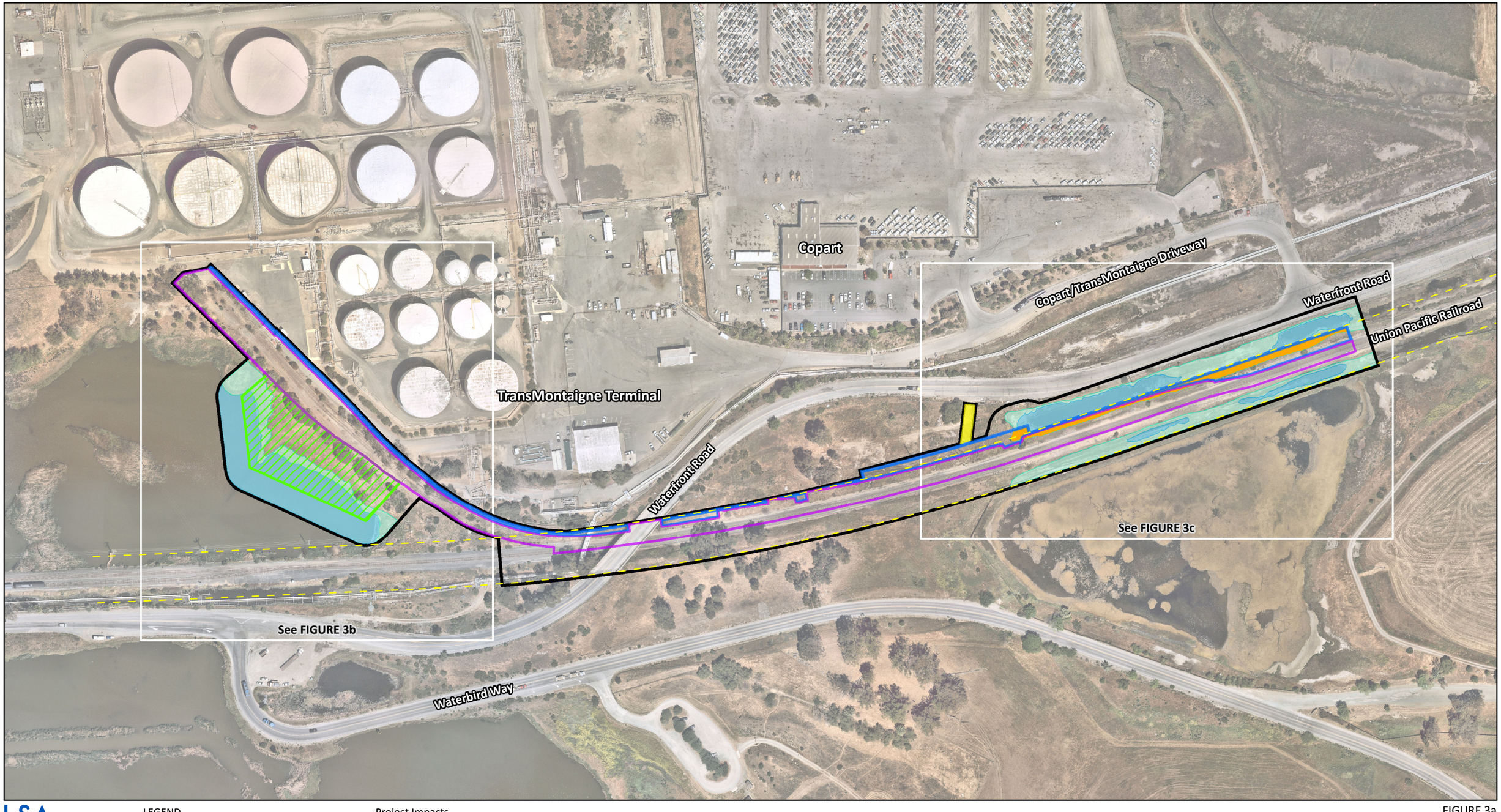
FEET

TransMontaigne Railroad Spur Restoration Project
Martinez, Contra Costa County, California

Project Location

Source: USGS 7.5-minute Topo Quad - *Vine Hill, Calif.* (1980).

I:\T\TMO2101\GIS\Maps\Cultural\Figure 2_Project Location.mxd (1/21/2025)



LSA

LEGEND

Area of Potential Effects (8.84 acres)

Project Impacts

- Permanent Impacts
- Temporary Impacts
- Temporary Construction Access
- Impacts to Waters of the United States
- Proposed Wetland Mitigation Area
- UPRR Right of Way

0 100 200
FEET

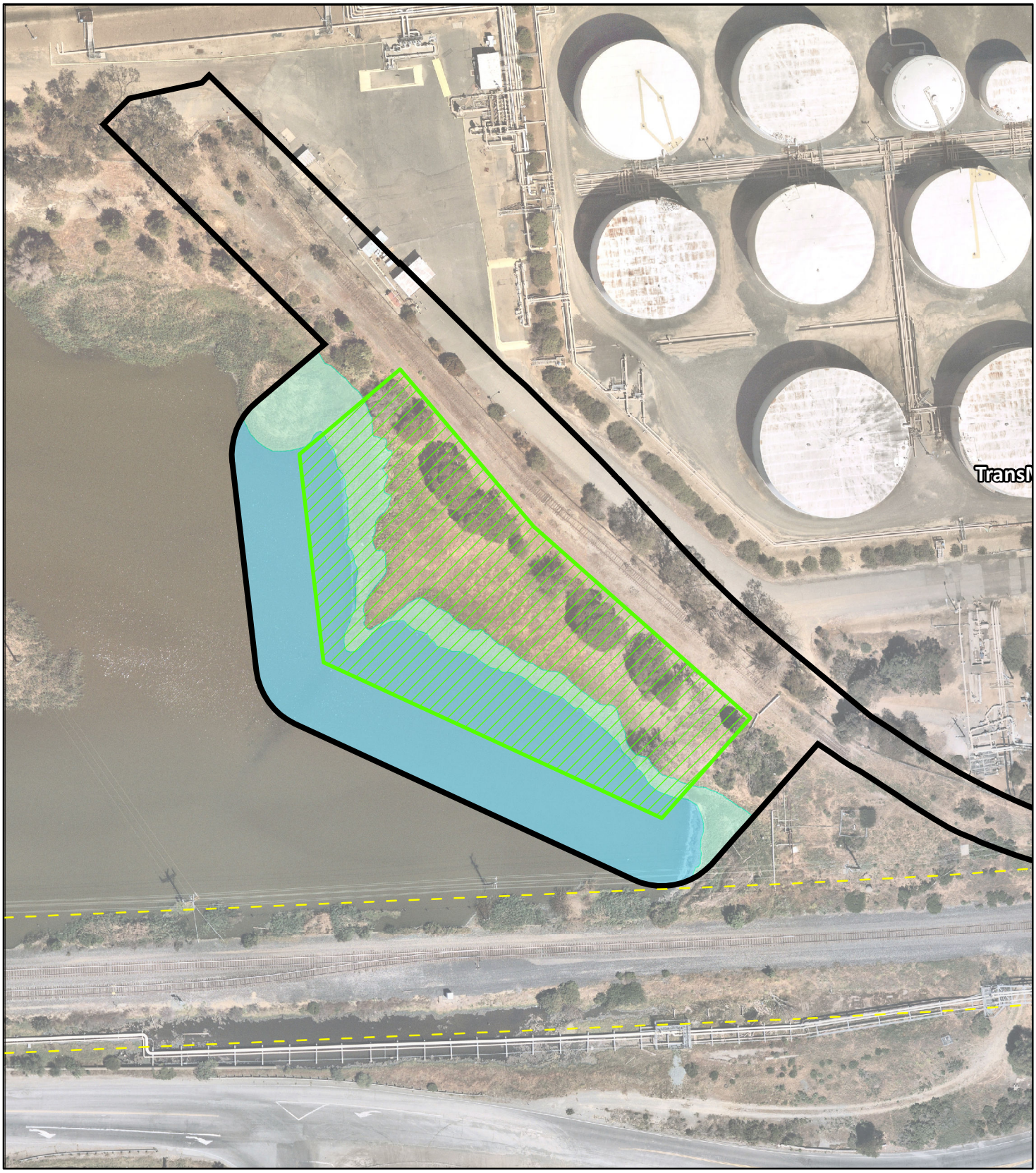
SOURCE: Trans Montaigne (08/2024); LSA (2014); Google (2024).

I:\T\TMO2101\GIS\Maps\Cultural\APE\Figure 3a_Area of Potential Effects.mxd (1/21/2025)

FIGURE 3a

TransMontaigne Railroad Spur Project
Martinez, Contra Costa County, California

Area of Potential Effects



LSA

LEGEND

Area of Potential Effects

Proposed Wetland Mitigation Area

Waters of the United States

Wetlands

Other Waters

FIGURE 3b

N

0 50 100

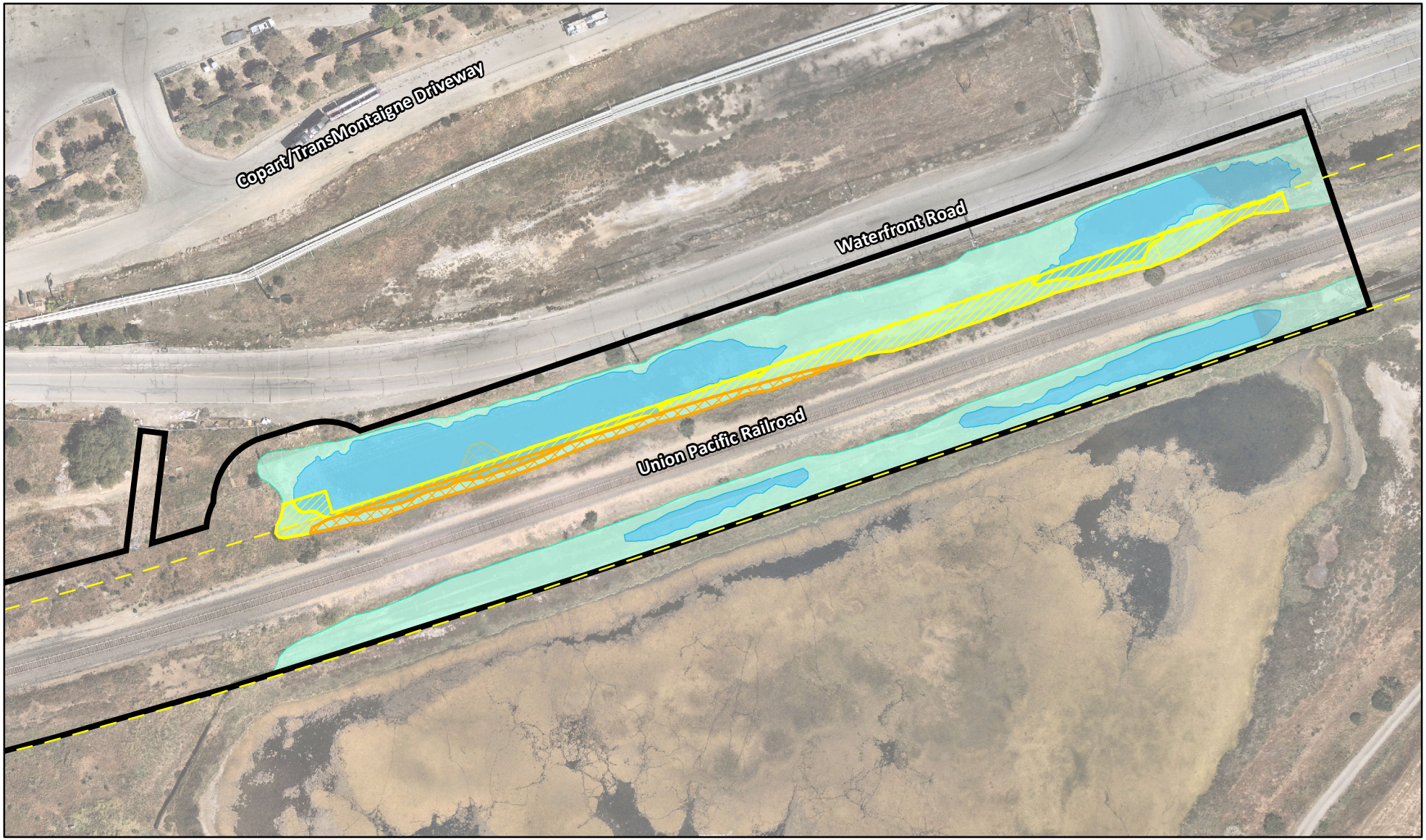
FEET

TransMontaigne Railroad Spur Project
Martinez, Contra Costa County, California

Detail of Western Portion of the Area of Potential Effects

SOURCE: Trans Montaigne (2021); LSA (2014); Google (2024).

I:\T\TMO2101\GIS\Maps\Cultural\APE\Figure 3b_Detail of Western Portion of Area of Potential Effects.mxd (1/21/2025)



LSA

LEGEND

Area of Potential Effects

UPRR Right of Way

Waters of the United States

Wetlands

Other Waters

Project Impacts to Wetlands or Other Waters

Permanent Impacts (0.05 ac.)

Temporary Impacts (0.20 ac.)

N

0 50 100

FEET

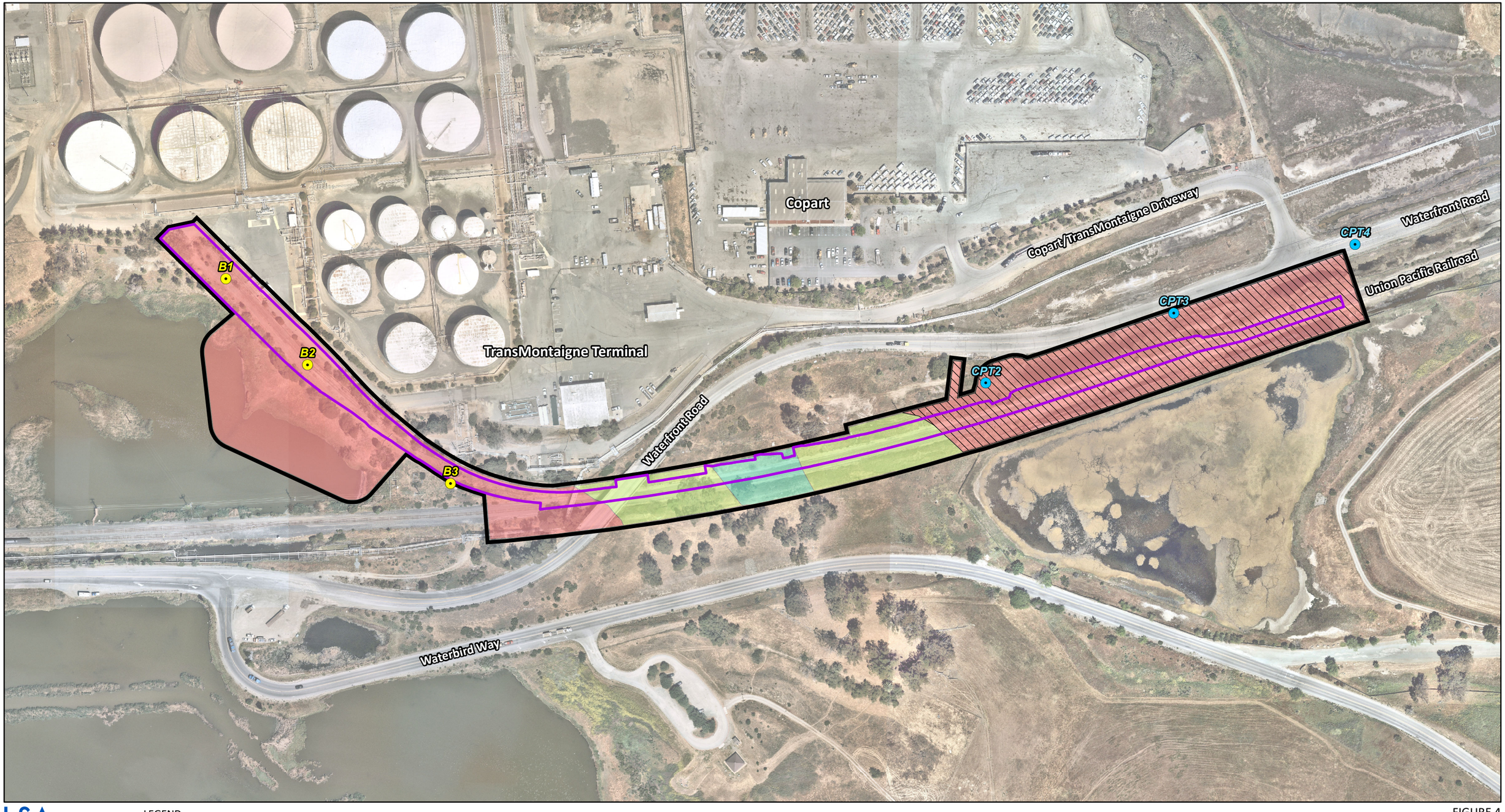
SOURCE: Trans Montaigne (08/2024); LSA (2021); Google (2024).

I:\T\TMO2101\GIS\Maps\Cultural\APE\Figure 3c_Detail of Eastern Portion of Area of Potential Effects.mxd (1/21/2025)

FIGURE 3c

TransMontaigne Railroad Spur Project
Martinez, Contra Costa County, California

Detail of Eastern Portion of the Area of Potential Effects



LSA

LEGEND

- Area of Potential Effects
- Permanent Impacts
- Archaeological Monitoring Recommended

Surficial Geology (per Dibblee 2006)

- Kp (Cretaceous Clay Shale, Claystone)
- Kps (Cretaceous Sandstone)
- Qbm (Holocene Bay Mud/Estuarine Deposits)

- Approximate Boring Location
- Approximate CPT Location

0 100 200
FEET

SOURCE: Trans Montaigne (08/2024); LSA (2014); Google (2024); Dibblee Geological Foundation (2006).

I:\T\TMO2101\GIS\Maps\Cultural\APE\Figure 4_Area of Potential Effects Surficial Geology.mxd (1/21/2025)

FIGURE 4

TransMontaigne Railroad Spur Project
Martinez, Contra Costa County, California
Surficial Geology and Recommended Monitoring Locations
within Area of Potential Effects

APPENDIX B

CULTURAL RESOURCES STUDY (LSA, 2023)

CULTURAL RESOURCES STUDY

TRANSMONTAIGNE RAILROAD SPUR PROJECT

MARTINEZ, CONTRA COSTA COUNTY, CALIFORNIA



LSA

February 2023

CULTURAL RESOURCES STUDY

TRANSMONTAIGNE RAILROAD SPUR PROJECT

MARTINEZ, CONTRA COSTA COUNTY, CALIFORNIA

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LSA Project No. TMO2101

LSA

February 2023

EXECUTIVE SUMMARY

LSA conducted a cultural resources study for the proposed Martinez Terminal Railroad Spur Project (project) in Martinez, Contra Costa County, California. Because the project is applying for a Nationwide Permit from the U.S. Army Corps of Engineers San Francisco District (Corps), the Corps is required to address requirements of Section 106 of the National Historic Preservation Act for this undertaking prior to issuance of the permit, as described in the implementing regulations at 36 Code of Federal Regulations (CFR) Part 800.

The study consisted of background research (involving a records search at the Northwest Information Center, an online search of local and State cultural inventories, a review of historical maps and aerial photographs, and an examination of published surficial geology and soils information), a search of the Native American Heritage Commission Sacred Lands File and consultation outreach with local historical societies, and archaeological and architectural field surveys. These tasks were completed to identify cultural resources in the Area of Potential Effect (APE) that may qualify as historic properties as defined at 36 CFR 800.16(l)(1). This study identified a previously recorded segment of the Southern Pacific – Northern Contra Costa Route (P-07-000500) in the APE. This resource was evaluated in 1994 as part of the Mojave Natural Gas Pipeline, Northern Extension Project. This segment was evaluated for National Register of Historic Places (NRHP) eligibility and found not eligible due to "an overall lack of integrity to the [1872-1878] period of significance, primarily in setting, design, materials workmanship, feeling and association." LSA concurs with the earlier finding that P-07-000500 does not appear eligible for NRHP inclusion. The study also identified a historical artifact isolate (LSA-TMO2101-I-1) consisting of an amethyst glass bottle fragment. The isolated artifact has exhausted its data potential to provide information important to the past through recordation and submittal of the records. As such, the bottle fragment is not considered eligible for inclusion in the NRHP.

The east end of the APE is located in Holocene-age estuarine deposits, i.e., bay mud, which in the Bay Area have high sensitivity for buried precontact archaeological sites. Archaeological monitoring of ground-disturbing construction activities is recommended in the portion of the APE with mapped and confirmed estuarine deposits.

The presence of previously recorded historical artifacts and a historical farmstead site close to the APE and the discovery of the historical amethyst bottle fragment during survey within the APE indicate that there is potential, albeit low, for historic-period archaeological resources to be encountered during construction of the proposed project. Given the relatively low sensitivity, archaeological monitoring for historic-period archaeological resources is not recommended at this time.

Because there are no historic properties within the APE, a finding of **No Historic Properties Affected** is appropriate for this undertaking. The presence of an archaeological monitor during construction-related ground-disturbing activities in the east end of the APE will ensure that no historic properties are affected by the project. In the event of the accidental discovery of archaeological deposits during construction, recommendations are included for the identification and treatment of such deposits.

LSA Architectural Historian Michael Hibma, M.A., AICP, and LSA Archaeologist Kendra Kolar, M.A., prepared this study. LSA Archaeologist Lennon Fanning, B.S., conducted the archaeological field survey of the APE.

Mr. Hibma meets the Secretary of the Interior's *Professional Qualifications Standards* for History and Architectural History (36 CFR Part 61). Mr. Hibma is an architectural historian in the Point Richmond, California, office of LSA and has over 14 years of experience in cultural resources management. Mr. Hibma holds an M.A. in History from California State University, Sacramento; meets the Secretary of the Interior's *Professional Qualifications Standards* as an architectural historian and historian (48 CFR 44716); and is certified by the American Institute of Certified Planners (AICP #32009).

Ms. Kolar meets the Secretary of the Interior's *Professional Qualifications Standards* for Archaeology (36 CFR Part 61) and has over 10 years of cultural resources management experience in California and the Pacific Northwest. She holds a B.A. in Anthropology from the University of California, Berkeley, and a M.A. in Applied Anthropology (Archaeology, Cultural Resource Management) with a secondary emphasis in Geomorphology/Geology from Oregon State University, Corvallis.

Mr. Fanning has a B.S. in Social Sciences (Anthropology-Geography) from California Polytechnic State University, San Luis Obispo, and has experience conducting archaeological field surveys, archaeological subsurface testing, and archaeological monitoring.

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- Figure 3a-c: Area of Potential Effects
- Figure 4: Surficial Geology and Recommended Monitoring Locations within Area of Potential Effects

Appendix B: Interested Parties Consultation

Appendix C: Site Photographs (10.5.2021)

Appendix D: California Department of Parks and Recreation Series 523 Form – Update P-07-000500; Southern Pacific – Northern Contra Costa Route

California Department of Parks and Recreation Series 523 Form – Primary Record: LSA-TMO2101-I-1; Amethyst Bottle Fragment Isolate

1.0 INTRODUCTION

TransMontaigne Partners LLC (TransMontaigne) proposes to restore rail service to its existing Martinez Terminal via reconstruction of a rail spur from the existing Union Pacific Railroad (UPRR) tracks located south of the existing terminal. The Area of Potential Effect (APE) consists of approximately 2.714 acres along the southern boundary of the existing Martinez Terminal extending south of Waterfront Road to the existing UPRR tracks. The APE boundary includes the proposed railroad spur alignment, and adjacent areas needed for access, lay-down, and construction staging. The rail spur would be located within the existing Martinez Terminal property and within UPRR right-of-way. The proposed project would construct approximately 3,000 linear feet of new track, with a lead track of approximately 2,050 feet, and three operating industry tracks of approximately 475 feet each. These tracks would be long enough to hold approximately 20 train cars for transportation of a range of petroleum-based and renewable products.

The rail spur would cross under the existing Waterfront Road overpass. The new track would be positioned between the existing bridge columns with applicable pier protection provided. A standard UPRR railroad ditch would be constructed along the new track outside of the terminal to capture and infiltrate storm water runoff from the proposed rail spurs and retain existing drainage patterns. The proposed project would involve the installation of piping, headers, and hose connections at the operating spur area, a pumping system, and an upgraded heating plant with thermal oil and railcar steam generation equipment; conversion of two existing aboveground storage tanks to heated product service; and construction of additional pipeline shipping modifications within the existing terminal.

Construction of the proposed project would temporarily increase local traffic to the site for the duration of construction activities. All of the contractor parking, stockpiles, equipment staging, and lay-down areas would be located within the existing Martinez Terminal. Construction vehicles would access the site from Interstate 680 from the Marina Vista interchange and Waterfront Road to avoid traversing downtown Martinez. Track construction would include grading, soil compaction and stabilization, placement of sub-ballast, and installation of rail, ties, and ballast. the maximum depth of construction-related excavation would be approximately 16 feet below surface for construction of a crash wall. The majority of project-related excavation for the track areas will not exceed 5 feet below surface. The existing terminal would continue to operate during its normal round-the-clock business hours. Additional employees would be needed to staff the proposed rail line.

The project qualifies as an “undertaking” as defined at 36 CFR Part 800.16(y) and has the potential to affect historic properties (36 CFR Part 800.3(a)). Therefore, the U.S. Army Corps of Engineers (Corps) must address Section 106 of the National Historic Preservation Act by taking into account the effect of the undertaking on any district, site, building, structure, or object included in or eligible for inclusion in the National Register of Historic Places (NRHP). This study consisted of background research to gather information about previously identified cultural resources—and the potential for such resources—in the APE; and a pedestrian field surveys to identify cultural resources in the APE. Pursuant to 36 CFR Part 800.2(c) (2), LSA requested a search of the Sacred Lands File for Native American cultural resources that may be impacted by the proposed project. LSA also contacted local historical societies and organizations regarding the project’s potential effects on historic properties.

2.0 PROJECT SETTING

2.1 ENVIRONMENT AND AREA OF POTENTIAL EFFECT

The APE is within the UPRR right-of-way and a portion of Assessor's Parcel Number 159-310-038-9 located in Martinez, in Contra Costa County, California. The APE consists of approximately 2.714 acres along the southern boundary of the existing Martinez Terminal extending south of Waterfront Road to the existing UPRR tracks. The APE boundary includes the proposed railroad spur alignment, and adjacent areas needed for access, lay-down, and construction staging. The rail spur would be located within the existing Martinez Terminal property and within UPRR right-of-way. The proposed project would construct approximately 3,000 linear feet of new track, with a lead track of approximately 2,050 feet, and three operating industry tracks of approximately 475 feet each.

Interstate 680/Senator Daniel E. Boatwright Highway is approximately 0.5 mile west of the APE's western terminus. The APE is situated in unsectioned lands of *Rancho Las Juntas*, Township 2 North, Range 2 West, Mount Diablo Baseline and Meridian, as depicted on the U.S. Geological Survey's *Vine Hill, Calif.*, 7.5-minute series topographic quadrangle, centered approximately at 122.098125° West and 38.026552° North (Appendix A: Figures 1 and 2). The APE is located at an average of 13 feet above mean sea level. The closest fresh water source, Pacheco Creek, flows northerly, approximately 0.85 mile east of the APE's eastern terminus.

The east and west ends of the APE bisect extant, remnant, and former marshlands connected to the Pacheco Slough delta to the east, Peyton Slough to the north, and Peyton Marsh/McNabney Marsh to the west. The center of the APE crosses a slight rise in a low northwest-southeast oriented ridge. Elevations within much of the APE would be around mean high water (MHW) if not for various anthropogenic alterations over the past century in the marsh areas. Much of the surrounding landscape has been filled and drained, leaving a patchwork of elevated fill surfaces, berms, ditches, and remnant marsh.

2.1.1 Surficial Geology and Soils

Geologic mapping shows the east and west ends of the APE sitting on Holocene-age bay mud (Qbm). The slightly elevated middle portion of the APE sits on clay shale/claystone (Kp) and sandstone (Kps) of the Panoche Formation that formed during the late Cretaceous (Dibblee 2006). Soil survey data document Omni silt clay (Ob) in both ends of the APE, where the bay mud is present. This soil unit develops in alluvium on floodplains; the typical profile consists of silty clay and clay overlying gradations of loam, which extend at least 5 feet below surface. Altamont clay (AbE) is documented in the middle of the APE, where the bedrock of the Panoche Formation is present near the surface. This soil unit forms on hillslopes in sediments weathered from sandstone and shale. The typical profile consists of clay and silty clay extending to bedrock that starts approximately 3 feet to 5 feet below surface (NRCS 2021).

2.2 PRECONTACT[1]

The Paleo-Archaic-Emergent cultural sequence developed by Fredrickson (1974) is commonly used to interpret precontact occupation of the Bay Area. Fredrickson's cultural sequence has been updated (Milliken et al. 2007), however, to account for new radiocarbon and archaeological data informing the timing and nature of Native Californian occupation during the precontact period. The updated sequence—briefly summarized below—consists of the Pleistocene-Holocene Transition/Paleo-Indian Period (cal 11,500 to 8,000 B.C.), the Early Holocene/Lower Archaic (cal 8,000-3,500 B.C.), the Early Period/Middle Archaic (cal 3,500-500 B.C.), the Lower Middle Period/Initial Upper Archaic (cal 500 B.C.-A.D. 430), the Upper Middle Period/Late Upper Archaic (cal A.D. 430-1050), the Initial Late Period/Lower Emergent (cal A.D. 1050 to 1550), and the Terminal Late Period/Upper Emergent (cal A.D. 1550 to contact).

The Paleo-Indian Period began with the first entry of people into California, with the San Francisco Bay Area presumably being settled between 11,500 to 8,000 B.C. (Milliken et al. 2007:114). Human populations during the Paleo-Indian Period were low and probably consisted of small groups moving frequently in order to exploit plant and animal resources. Current research, however, is indicating more sedentism, plant processing, and trading than previously believed. The Early Holocene is characterized by "a generalized mobile forager pattern," as indicated by assemblages containing millingslabs and handstones, as well as large wide-stemmed and leaf-shaped projectile points (Milliken et al. 2007:114). Early Holocene archaeological sites are rare, although this may in part be due to ancient deposits likely underlying several feet of sediment or having been submerged by sea-level rise (Meyer and Rosenthal 2007). Early Holocene sites have been identified in interior Contra Costa County at Los Vaqueros Reservoir, where a radiocarbon date of 9870 cal B.P. (7920 cal B.C.) was obtained from charcoal beneath an inverted millingslab associated with a deeply buried component (Meyer and Rosenthal 1997:III.64-III.65).

Although local variations occur, the Early Period is generally marked by increased sedentism, regional trade, and symbolic integration. Trade and symbolic integration is evidenced by marine shell ornaments, including rectangular *Olivella* and *Haliotis* shell ornaments (Elsasser 1978:38). A transition from a forager adaption to semi-sedentism is indicated in the archaeological record of bayshore shellmounds during this period. Symbolic integration systems and technology evolved during the Lower Middle Period. At the onset of the Middle Period—referred to as the Early-Middle Transition (EMT)—rectangular shell beads, markers of the Early Period, are replaced in the archaeological record with stylistically new beads, including split-beveled and saucer *Olivella.* Other artifacts were also introduced during this period, including barbless fish spears, elk femur spatula, tubes, whistles, and bone basketry awls (Elsasser 1978:39). Culturally distinct traits appear by the Upper Middle Period, suggesting migration of a new population. This new population, known as the Meganos Aspect, is primarily characterized by its mortuary complex, which typically includes extended burial posture. The Meganos Aspect spread from the San Joaquin Delta during the EMT to

[1] The term "precontact" as used here is synonymous with the term "prehistory," meaning the time prior to Euro-American contact with indigenous tribes of California. The term is exchanged to avoid pejorative implications that have previously been the subject of tribal concerns.

the Livermore Valley, reaching the Walnut Creek/San Ramon Valley by the Upper Middle Period (Bennyhoff 1994b).

The Initial Late Period is marked in part by increased sedentism, status ascription and social stratification observed in burial practices, and the introduction of new technology. The latter consists notably of the bow and arrow, which is evidenced in the archaeological record by arrow-sized projectile points. Other artifacts associated with the Initial Late Period include *Haliotis* "banjo" ornaments, *Olivella* callus cup beads, and collared smoking pipes (Bennyhoff 1994a). It has been suggested that these changes in burial practices and artifacts is associated with the emergence of the Kuksu Cult, a ceremonial system found throughout northern California at the time of European contact. Sudden cultural changes occurred during the Terminal Late Period, which are indicated by changes in artifact types. These include replacement of Initial Late Period shell bead types with clam shell disk beads, as well as the appearance of toggle harpoon tips. The presence of magnesite tube beads and corner-notched arrowheads from the North Coast Ranges, and Desert side-notched points from the central coast, along with other evidence, indicates widespread exchange of material culture in the Bay Area. This suggests considerable population movement and regional integration, and may represent development of a new regional cultural pattern that was interrupted by Spanish incursion into the Bay Area (ASC 2013:64).

2.3 ETHNOGRAPHY[2]

The APE is situated within the ethnographic territory of the Ohlone, which stretched along the coast from the San Francisco peninsula to south of Monterey Bay and inland as far as Livermore and Soledad. Ohlone is a linguistic subfamily of the Penutian language stock that consisted of eight distinct language branches (researchers are unsure whether these were dialects or distinct languages). Each of these was spoken in a particular geographic location by the resident tribelet(s) (Caltrans 2017:3-28). The location of the APE falls within the area associated with the Carquin tribelet (Caltrans 2017:3-29).

The tribelet comprised the basic unit of political organization for the Ohlone, consisting of a "territory-holding group of one or more associated villages and smaller temporary encampments… Permanent villages were established near the coast, the bay, and along river drainages, while temporary camps were located in prime resource-processing areas. Some tribelets occupied a central village, while others had several villages within a few miles of each other" (Caltrans 2017:3-28).

The Ohlone traditionally utilized a wide variety of seasonally available food resources. These included plant foods (acorns, nuts, seeds, greens, and bulbs) and terrestrial mammals (deer, pronghorn, tule elk, and smaller animals), as well as sea mammals and waterfowl. They also fished and collected shellfish (oysters, mussels, and abalone), relying heavily on marine resources for food

[2] Portions of this section are adapted from *Archaeological Data Recovery at the Yerba Buena Site (CA-SFR-114) for the Moscone Center Expansion Project, San Francisco, California* (Brian F. Byrd, John Berg, Jack Meyer, Far Western Anthropological Research Group, Inc., Davis, California 2018) and *San Francisco Bay-Delta Regional Context and Research Design for Native American Archaeological Resources, Caltrans District 4* (Office of Cultural Resource Studies, California Department of Transportation District 4, Oakland 2017).

as evidenced by "the proliferation of shell middens throughout the Bay Area" (Byrd et al. 2018:16). To encourage growth of useful plant species and large game forage, the Ohlone regularly burned areas in their landscape.

Plants and animals were also important sources of raw materials. Tule, for example, was used for making canoes, mats, and baskets; plant materials, generally, were made into cordage, nets, and baskets, as well as shelters, sweathouses, and fences (Levy 1978:492). Animal bones, teeth, beaks, and claws were made into awls, pins, knives, and scrapers. Pelts and feathers became clothing and bedding, while sinews were used for cordage and bow strings. Feathers, bone, and shells were crafted into ornaments. Shell was also fashioned into beads, which were used for ornamentation, gaming, and trading.

Trade relations with neighboring villages and groups were well established with "bows, arrows, basketry materials, paints, and feather blankets…procured from the east, while the Ohlone traded mussels, dried abalone, salt, and abalone shells to the neighboring Yokut groups and provided the Sierra Miwok with *Olivella* and abalone shell beads" (Byrd et al. 2018:16). Obsidian was also acquired through trade, and along with locally procured chert and other stone types, was used to produce a range of tools including knives, arrow and spear points, handstones and millingslabs, mortars and pestles, net sinkers, anchors, and pipes.

Ohlone culture was disrupted by the influx of European explorers and then radically transformed by the subsequent establishment of Spanish missions in the late 18th century. Colonization and occupation quickly reduced Ohlone populations, displaced them, and dramatically altered their traditional way of life. As a result, ethnographic information for the Ohlone is limited, compared to Native groups in other regions of California, coming primarily from early European accounts (by explorers and mission staff) and a few 20th century interviews by anthropologists who gathered information on remembered lifeways (Caltrans 2017:3-27).

2.4 HISTORY

2.4.1 Contra Costa County

The first recorded exploration of what would become Contra Costa County by Europeans was the Fages-Crespí Exploration of 1772-1773. Captain Don Pedro Fages was sent to locate the harbor of San Francisco reported by earlier Spanish mariners unable to conclusively find the harbor due to heavy coastal fogs. Additionally, Fages reconnoitered, described, and mapped lands east of San Francisco Bay. Fages was accompanied by Franciscan missionary and explorer Juan Crespí, six leather-jacketed soldiers (*solados de cuera*), and servants. Fages departed from the Presidio of Monterey and proceeded north through the Santa Clara Valley to the East Bay hills, and north and east through the San Ramon Valley to the Carquinez Strait whereupon the party turned south and returned to Monterey via the Santa Clara Valley (Milliken 1995:36-37; Mount Diablo Interpretive Association 2018).

Two years after the Fages-Crespí expedition, another party of explorers, organized under Colonel Juan Bautista de Anza, led a group of approximately 250 colonists from Mexico north to settlements in Alta California. After de Anza reached Monterey in 1776, he then proceeded north and sited the

locations for the San Francisco Presidio and Mission San Francisco de Asís. The de Anza party continued east through the Santa Clara Valley to determine what river(s) drained into the San Francisco Bay. Arriving at the Carquinez Strait, de Anza led his men east along the shoreline. Due to the terrain, de Anza turned his men south along the northern and eastern face of Mount Diablo, encircling the area that would later become the communities of Pittsburg, Antioch, Concord, and Clayton (Hoover et al. 1966:53-55; Milliken 1995:52-57; Jordan 2012).

After Mexico declared independence in 1821, the republican ethos of the Mexican state favored secular growth over ecclesiastical. As a result, in ten years, the total number of ranchos in California doubled. By 1850, what would become Contra Costa County contained fifteen ranchos (Marschner 2000:158). During this time, the Mexican government was distracted by political developments in central Mexico, far away from Alta California, and the native-born Spanish speakers, or *Californios*, experienced relative peace and enjoyed minimal intrusion into their social, political, and economic affairs. Secularization of the missions beginning in 1834 made large amounts of lands previously held by missions available. Subsequently, the Mexican governors granted large swaths of present-day Contra Costa County as ranchos to individuals as a reward for military service or personal political support. The new "Secularization Law" intended to share mission lands between Mexican citizens and Alta California's indigenous inhabitants was never implemented. The destitute missions no longer provided living quarters and work for their Native American *neophyte* population. The dissolution of the mission system freed tens of thousands of acres, creating a land rush (Works Progress Administration 1939:47-50; Bancroft 1888 II:607-627; McWilliams 1973:38; Monroy 1990:123-132; Marschner 2000:4-6; Robinson 1948:29-31).

The discovery of gold at Coloma, east of Sacramento, in January 1848 ushered in the Gold Rush, which brought tens of thousands of mostly young, single men to California to work the placers. When the surface placers played out, many former miners turned to more conventional forms of economic activity such as agriculture, lumbering, animal husbandry, manufacturing, carpentry, and other services. Following the ratification of the Treaty of Guadalupe Hidalgo, many communities formed on rancho lands by boosters and land promoters competing for settlers, commercial investment and development, and financial viability. Contra Costa County was one of the original 27 counties formed following California's admission to the Union in 1850. In 1853, approximately two-thirds of southern Contra Costa County was combined with the northern portion of Santa Clara County and reorganized as Alameda County (Coy 1973:91-93; Munro-Fraser 1882:190-204). In 1852, to enable a more recognizable and legally defensible method of land surveying and development of real estate industry, the U.S. Coast and Geodetic Survey used Mount Diablo as a base point for the National Triangulation Survey (Adams 2019; Brewer 1966:198; Hoover et al. 1990:50; Jenkins 1951:35; Pettley 2010; Starr 1973:178).

2.4.2 Martinez[3]

In 1847, a former dentist from Kentucky named Robert Semple began regular ferry service from Benicia across the Carquinez Strait to what would become the site of the city of Martinez to transport cattle across the strait. During the Gold Rush, miners used Semple's ferry to cross the

[3] Unless cited, this section adapted from the *Martinez Downtown Specific Plan, Appendix B – Existing Conditions*. Page B-3, https://www.cityofmartinez.org/civicax/filebank/blobdload.aspx?BlobID=4158.

Carquinez Strait on their way to the Mother Lode and provided the spark that began the development of Martinez (Tatam 1996:10; Perry 1986:3). In 1849, Victor Martinez, owner of neighboring *Rancho Pinole*, commissioned his son-in-law William Smith to plat lands west of Alhambra Creek, name the town Martinez, and promote the lots to speculators. A year later, William Welch's son-in-law Joseph Swanson followed suit and platted 500 acres of Las Juntas along the east shore of Alhambra Creek (Perry 1986:6). In 1851, Martinez became the county seat of Contra Costa County, which at that time included all of modern Alameda County.

A year after California joined the Union, residents of the rapidly growing bayshore communities of Oakland and Berkeley increasingly complained of inconveniences and unresponsiveness from the Contra Costa County seat 20 miles north in Martinez. In response, the California Legislature created a new county in 1853 by combining part of southern Contra Costa and northern Santa Clara counties to form Alameda County (Coy 1923:61-63, 91-92; Munro-Fraser 1883:166-167; Scott 1959:35). Martinez grew in the 1850s, and returning gold miners settled in the well-watered and fertile lands to grow wheat, apricots, cherries, pears, figs, walnuts, and peaches, much of which was shipped to produce markets in San Francisco. The arrival of the Central Pacific Railroad (later the Southern Pacific) in 1877 further established Martinez as a regional economic hub (Martinez Historical Society n.d.:2), and the railroad's arrival transformed Martinez from a rural country town to a Victorian-styled commercial center.

Martinez was incorporated in 1876 and soon had municipal waterworks and natural gas service, with telephone and electrical service established in the 1890s for a population of approximately 1,600 (Perry 1986:30). In the late 19th century and the early 20th century, Martinez participated in the larger process of industrial expansion that was playing out at the State level. A number of industrial operations were attracted to the area by the shipping and rail services, among them Alhambra Water Company, Peyton Chemical Company, and the Mountain Copper Company. Associated Oil built a refinery east of Martinez in 1913 (the current Tosco site), and in 1914 Shell began construction on a refinery.

The early 1900s were challenging times, as the Southern Pacific realigned its main line away from town, the Martinez-Benicia ferry closed, and a fire in August 1904 destroyed two blocks of downtown (*San Francisco Call* 1904a:1). Plans to rebuild and create a "handsomer town than before" began immediately (*San Francisco Call* 1904b). The 1906 Earthquake was a setback for the recovery efforts. However, existing heavy rail and tidewater access infrastructure helped recovery and facilitated significant expansion in warehousing, fishing, canning, and fertilizer manufacturing. A post-recovery boom began when Royal Dutch Shell built a petroleum tank farm near the shoreline and a year later built a petroleum refinery on land east of town (Perry 1986:25; Martinez Historical Society n.d.:2). The industrialization of Martinez strained the city's housing stock. The Mountain Copper Company brought in roughly 100 new residents and built homes for many of them. The Shell project attracted 1,500 workers for the construction and created 600 permanent jobs. The city was so overwhelmed that tent camps were set up to house the workers. The problem remained as the population grew rapidly in the teens and 1920s. While housing was built rapidly, the supply did not keep up with demand.[4]

[4] Ibid., B-3.

For most of the early-to-mid-20th century, Martinez remained a growing town spurred by industrial development and an expanding downtown retail commercial core that served eastern and central Contra Costa County. The development of a State highway system connecting the 58 county seats linked Martinez with the county's rural interior communities and beyond (Perry 1986:21; USGS). The Stock Market Crash of 1929 and ensuing Great Depression stalled development, which eventually revived during World War II. However, in the mid-to-late 20th century, Martinez again stagnated and began to lose economic influence as the populations of outlying suburban communities grew during the post-war period. Developers built new neighborhoods on tracts of rural land that were connected by a growing network of highways. To make the downtown more attractive, merchants and owners remodeled their buildings to modernize and improve the downtown aesthetic to appeal to suburbanites. By the early 1970s, the downtown had lost several major department stores, which left many buildings vacant. Economic activity related to county and city governmental operations sustained the downtown. Examples of recent efforts to re-stimulate the downtown include encouraging mixed-use development projects, a new Amtrak station, and a redeveloped waterfront marina.

2.4.3 APE and Vicinity

The western portion of the APE is located in the former *Rancho Las Juntas*, a 13,290-acre rancho on the southern shore of the Carquinez Strait and Suisun Bay. The rancho was granted in 1844 by Mexican Governor Manuel Micheltorena to William Welch, an Irish immigrant and naturalized Mexican citizen (Munro-Fraser 1882:335; Martinez Historical Society n.d.). The western boundary of Las Juntas was El Hambre (now Alhambra) Creek and contained lands that would become the eastern portion of the modern community of Martinez. The eastern portion of the APE is located in lands originally classified as Swamp and Overflow Lands.[5]

The Peyton Chemical and Mountain Copper companies were located in the vicinity of the site from the mid- to late-19th century and into the early 20th century. A park brochure for the Waterbird Regional Preserve states "the construction of a major rail line through the area in the 1880s helped define the marsh as we see it today. The shipping and rail services of Martinez encouraged the location of the Peyton Chemical Company and the Mountain Copper Company at the mouth of Peyton Slough. The uplands area of the Preserve with pepperwoods and eucalyptus was most likely the site of early 19th century chemical company worker housing. The pepperwoods line an old road made of "clinker" stones, produced through smelting operations." The pamphlet also suggests that visitors "Walk to the northern end of the park towards the pepperwood trees to see signs of the old housing site dating from the early 1900s" (East Bay Regional Park District 2002; LSA 2018). It is not clear if the Peyton Chemical or Mountain Copper companies operated a zinc mine or an ore processing facility in the APE.

[5] The Congress conveyed to California title to all Swamp and Overflowed lands located within the State's boundaries by the passage of the Arkansas Swamp Land Act on September 28, 1850. The boundary of *Rancho Las Juntas* crossing through the APE is depicted on a Contra Costa County Assessor Map found in Official Records, Book 159, page 31. Source: https://gis.cccounty.us/HTML5/assessorPDF/159p31x0.pdf.

2.5 ARCHITECTURAL CONTEXT

Like most railroad mainlines and secondary features, these linear resource segments resemble the engineering aspects and operation of a machine rather than a structure designed to provide human shelter or contain human activity. Routinely maintained and adapted over time to respond to modern safety standards and increasing load capacities, railroads nevertheless resemble their 18th and 19th century technological origins, than most aspects of modern life (Hayes 2005:353). Accordingly, as with all segments of railroads in Contra Costa County, California, and nationwide, these systems are comprised of separate parts that wear out or fail and need replacing. In this case the steel rails, tie plates, wooden ties and ballast have been replaced, rehabilitated, or augmented over time and have manufacturing marks or codes to indicate date of manufacture or otherwise show their installation occurred well after the period of significance of 1872-1878.

The spur track is made of elements that appear to be assemblages of rails and plates salvaged from earlier maintenance and replacements of mainline segments. Designed to carry loads over shorter distances and at slower speeds, spur tracks could consist of parts considered too worn, too old, or otherwise unfit for active mainline service. Using salvaged parts was an efficient and practical way to assemble these linear features common in factories, industrial districts, grain elevators, and other large properties that required moving of bulk materials.

3.0 LEGISLATIVE AND REGULATORY CONTEXT

3.1 NATIONAL HISTORIC PRESERVATION ACT

The National Historic Preservation Act (NHPA) of 1966 establishes the role and responsibilities of the federal government in historic preservation. Toward this end, the NHPA directs agencies (1) to identify and manage historic properties under their control; (2) to undertake actions that will advance the Act's provisions, and avoid actions contrary to its purposes; (3) to consult with others while carrying out historic preservation activities; and (4) to consider the effects of their actions on historic properties.

3.1.1 Section 106

Section 106 of the NHPA requires federal agencies to (1) take into account the effects of their undertakings on historic properties; and (2) afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment on potential effects. The regulations that implement Section 106 and outline the historic preservation review process are at 36 CFR Part 800.

Some degree of review under Section 106 must be conducted for all federal, federally assisted, federally licensed, or federally funded projects. If a project is subject to federal jurisdiction and the project is an undertaking as defined at 36 CFR Part 800.16(y) with the potential to cause effects on historic properties (36 CFR Part 800.3(a)), Section 106 of the NHPA must be addressed to take into account the effect of the undertaking on any district, site, building, structure, or object included in or eligible for inclusion in the NRHP (i.e., historic properties).

3.1.2 National Register of Historic Places

Authorized by Section 101 of the NHPA, the NRHP is the nation's official list of cultural resources worthy of preservation. NRHP-listed properties consist of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture. Properties listed in or eligible for listing in the NRHP are considered in land use planning and environmental review, and effects to such properties are primarily addressed under Section 106.

The criteria for determining a resource's NRHP eligibility are defined at 36 CFR Part 60.4 and are as follows:

> . . .the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and
>
> A) That are associated with events that have made a significant contribution to the broad patterns of our history; or
>
> B) That are associated with the lives of persons significant in our past; or

C) That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D) That have yielded, or may be likely to yield, information important in prehistory or history.

Under Criteria A, B, and C, the NRHP places an emphasis on a property appearing as it did during its period(s) of significance to convey its historical importance; under Criterion D, properties convey significance through the information they contain.

National Register Bulletin *How to Apply the National Register Criteria for Evaluation* states that in order for a property to qualify for NRHP listing, it must meet at least one NRHP criterion by (1) being associated with an important historic context, *and* (2) retaining historic integrity of those features necessary to convey its significance (National Park Service 1997). The historic context of a resource will define the theme(s), geographical limits, and period of significance by which to evaluate a resource's significance (National Park Service 1997:7).

Generally, cultural properties must be 50 years of age or more to be eligible for NRHP listing. According to the National Park Service (1997:2), "properties that have achieved significance within the past 50 years shall not be considered eligible" unless such properties are "of exceptional importance."

Historical Integrity. In addition to meeting one or more of the significance criteria, a cultural resource must retain its historical integrity to be considered eligible for NRHP listing. Historical integrity is defined as its authenticity or the resource's ability to convey its significance. The evaluation of integrity must be grounded in an understanding of a resource's physical features and its environment, and how these relate to its significance. "The retention of specific aspects of integrity is paramount for a property to convey its significance" (National Park Service 1997:44). There are seven aspects of integrity to consider when evaluating a cultural resource: location, design, setting, materials, workmanship, feeling, and association (National Park Service 1997:44-45).

- *Location* is the place where the historic property was constructed or the place where the historic event occurred. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons.

- *Design* is the combination of elements that create the form, plan, space, structure, and style of a property. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials.

- *Setting* is the physical environment of a historic property. Setting refers to the character of the place in which the property played its historical role. Physical features that constitute the setting of a historic property can be either natural or manmade, including topographic features, vegetation, paths or fences, or relationships between buildings and other features or open space.

- *Materials* are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.

- *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of the artisan's labor and skill in constructing or altering a building, structure, object, or site.

- *Feeling* is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character.

- *Association* is the direct link between an important historic event or person and a historic property.

For archaeological resources, the term "integrity" is used to describe the level of preservation or quality of information contained within a district, site, or excavated assemblage. Integrity is relative to the specific significance which the resource conveys. Although it is possible to correlate the seven aspects of integrity with standard archaeological site characteristics, those aspects are often unclear for evaluating the ability of an archaeological resource to convey significance under Criterion D. Under Criterion D, the integrity of archaeological resources is judged according to the ability of the site to yield scientific and cultural information that can be used to address important research questions (Little et al. 2000:35-42).

Eligibility. Resources that have a significant association with an important historic context, meet the age guidelines, and possess integrity will generally be considered eligible for NRHP listing.

4.0 STUDY METHODS AND RESULTS

LSA conducted background research consisting of a records search at the Northwest Information Center, an online search of local and State cultural inventories, and a review of historical maps and aerial photographs, as well as an examination of published surficial geology and soils information. The results of these tasks are summarized below and were used to assess the potential for undiscovered archaeological deposits in the APE.

4.1 RECORDS SEARCH

At LSA's request, staff at the Northwest Information Center (NWIC) of the California Historical Resources Information System conducted a cultural resources records search on September 8, 2021 (NWIC File #21-0299). The NWIC, an affiliate of the Office of Historic Preservation (OHP), is the official State repository of cultural resources records and reports for Contra Costa County. The search consisted of a review of records for cultural resources studies, archaeological sites, and built-environment resources within the APE and a 0.5-mile radius.

As part of the records search, LSA also reviewed the following local and State inventories for cultural resources in and adjacent to the APE:

- *Contra Costa County Historic Resources Inventory* (Contra Costa County Department of Conservation and Development 2016);
- *California Inventory of Historic Resources* (California Department of Parks and Recreation 1976);
- *Five Views: An Ethnic Historic Site Survey for California* (California Department of Parks and Recreation 1988);
- *California Points of Historical Interest* (California Department of Parks and Recreation 1992);
- *California Historical Landmarks* (California Department of Parks and Recreation 1996); and
- *Built Environment Resource Directory – Contra Costa County* (California Office of Historic Preservation 2021). The directory, updated regularly, includes the listings of the NRHP, National Historic Landmarks, the California Register of Historical Resources, California Historical Landmarks, and California Points of Historical Interest.

4.1.1 Records Search Results

4.1.1.1 Northwest Information Center

The NWIC records search identified one previously recorded cultural resource in the APE:

- **P-07-000500/Southern Pacific: Northern Contra Costa Route.** This resource was previously evaluated in 1994 as part of the Mojave Natural Gas Pipeline, Northern Extension Project. The segment evaluated was located approximately 0.75 mile east of Interstate 680, roughly 300 feet west of where Waterfront Road passes over the Southern Pacific tracks in northern Contra Costa

County. This resource also comprised six additional sites, three of which "are on spur lines built off the mainline to serve industrial sites." One spur line (SPN-7) is described as "[b]eginning at a point under the Waterfront Road overpass, a siding and spur line branch to the north off the main [UPRR] line. The spur line [e.g., SPN-7] extends at grade into a fenced and gated area containing large storage tanks." SPN-1 through SPN-7 were evaluated and found not NRHP eligible due to "an overall lack of integrity to the [1872-1878] period of significance, primarily in setting, design, materials, workmanship, feeling and association."

The NWIC records search identified four previously recorded resources within a 0.5-mile radius of the APE:

- **P-07-000438/CA-CCO-697/MNM-10H.** This resource consists of a historic home/farmstead site situated on a "knoll above a marshy slough." As mapped by the NWIC, the site sits immediately south of the APE, abutting the east side of Waterfront Road where it crosses over the main UPRR track. The age of the site is not clear as the original recorders made no note of dateable artifacts or features, and the recorded structures do not appear on historical topographic maps.

- **P-07-002677/Peyton Slough Historic Scatter.** This resource consists of historical artifacts (mainly fragments of glass bottles and ceramic dishes) recovered near the surface during pipeline grading approximately 150 feet north of the main UPRR track, just east of the portion of the APE containing the proposed rail spur. According to the original recorders, the artifacts did not "retain the integrity of an intact deposit."

- **P-07-002685/Peyton Marsh Drainage System.** This resource consists of a drainage system installed in 1927 to combat the spread of malaria. It consists of three elements: a levee, drainage channels, and a tide gate structure to control flows, within an approximately 200-acre marsh located east of Interstate 680 just south of the Benicia-Martinez Bridge. JRP Historical Consulting evaluated this resource on June 3, 1997, and found that it did not appear eligible for inclusion in the NRHP due to a lack of significance. This resource was assigned a California Historical Resource Status Code (Status Code) of "6Z" indicating that the resource was "[d]etermined ineligible for NR[HP], C[alifornia] R[egister of] H[istorical] R[esources], or local designation through survey evaluation" (OHP 2021).

- **P-07-004505/Peyton Slough Shed.** This resource consists of a single-story utilitarian shed constructed ca. 1930 north of the UPRR tracks and west of the present APE. JRP evaluated this resource on February 1, 2002, for the URS Corporation and found the shed not eligible for inclusion in the NRHP due to a lack of significance. This resource was assigned a Status Code of "6" indicating it appeared ineligible for inclusion under any evaluative criteria (OHP 2021).

Three previous cultural resources studies were conducted within the APE, and twelve previous cultural resources studies were conducted within 0.5 mile of the APE. All fifteen studies are summarized below in Table A.

Table A: Previous Studies

Author, Title, Year	Study Type	Resources Identified	Approximate Distance from APE
Brian Hatoff, Barb Voss, Sharon Waechter, Stephen Wee, and Vance Bente. *Cultural Resources Inventory Report for the Proposed Mojave Northward Expansion Project.* 1995 [NWIC report S-017993 and a–m]	Archaeological and architectural/historical research, field study, architectural/historical evaluation	Multiple, including one in APE: P-07-000500 (see earlier description)	Overlaps southwest boundary of APE
California Department of Transportation. *Finding of Effect Report, Benicia-Martinez Bridge System Improvement Project, Contra Costa and Solano Counties, California, CC-680 21.2/21.5, SOL-680 0.0/13.1, SOL-780 0.7/7.2, SOL-80 10.8/14.2, 04193-006010.* 1991 [NWIC report S-019263 and a–h]	Archaeological and architectural/historical research, field study, architectural/historical evaluation	Multiple, including one within 0.5 mile of APE: P-07-002685 (see earlier description)	Overlaps west end of APE
Leigh Martin and William Self. *Cultural Resources Assessment Report, SFPP, L.P. Proposed Concord to Sacramento Pipeline Project.* 2002 [NWIC report S-025311 and a–h]	Archaeological and architectural/historical research, field study, monitoring	Multiple, including three within 0.5 mile of APE: P-07-000438, P-07-002677, P-07-002685 (see earlier descriptions)	Overlaps northwest boundary of APE
Miley Holman and David Chavez. *An Archaeological Reconnaissance of Two New Proposed Waste Water Pipeline Routes, Livermore-Amador Valley Water Management Agency, Alameda County, California.* 1977 [NWIC report S-000727]	Archaeological research, field study	None	Within 0.5 mile of APE
Peter Banks. *An Archaeological Investigation of the Plant Modernization Project, Shell Oil Refinery, Martinez, Contra Costa County, California.* 1979 [NWIC report S-001582]	Archaeological research, field study	None	Within 0.5 mile of APE
Theo N. Mabry. *Archaeological Records Search and Field Survey, Industrial Access Road, Martinez, California.* 1980 [NWIC report S-001954]	Archaeological research, field study	None	Within 0.5 mile of APE
Miley Paul Holman. *Martinez/I-680 Development Area Archaeological Reconnaissance*. 1984 [NWIC report S-006705]	Archaeological research, field study	None	Within 0.5 mile of APE
William Self. *Inspection of Line Section 25, Contra Costa County, California.* 1999 [NWIC report S-022579]	Archaeological research, field study	P-07-002685 (see earlier description)	Within 0.5 mile of APE
William Self. *Archaeological Survey, Construction Monitoring and Assessment of Anomaly Repair Projects in Contra Costa and Yolo*	Archaeological research, field study	None	Within 0.5 mile of APE

Author, Title, Year	Study Type	Resources Identified	Approximate Distance from APE
Counties, California. 2000 [NWIC report S-022925]			
Miley Paul Holman. *Archaeological Field Inspection of the Proposed Administration and Learning Center Project Area, Mt. View Sanitary District, Martinez, Contra Costa County, California.* 2000 [NWIC report S-022953]	Archaeological research, field study	None	Within 0.5 mile of APE
Meta Bunse Linn. *Inventory and Evaluation: Peyton Marsh Drainage System, Contra Costa County, California.* 1997 [NWIC report S-029906]	Architectural/historical research, field study, evaluation	P-07-002685 (see earlier description)	Within 0.5 mile of APE
URS Corporation. *Cultural Resources Technical Report for the Proposed Remediation of Peyton Slough, Martinez, California.* 2002 [NWIC report S-043270]	Archaeological and architectural/historical research, field study, evaluation	P-07-002685, P-07-004505 (see earlier description)	Within 0.5 mile of APE
Adrian Whitaker. *Historic Property Survey Report for the CCTA Interstate 680 Express Lanes Project, Contra Costa County, California; 04-CCO-680 PM R8.0-25.0, EA 04H610 (EFIS ID# 0413000216).* 2016 [NWIC report S-047775 and a,b]	Archaeological and architectural/historical research, field study, archaeological excavation	Multiple, including one within 0.5 mile of APE: P-07-002685 (see earlier description)	Within 0.5 mile of APE
Becky Rozumowicz. *Cultural Resources Report for the Moorhen Marsh Maintenance and Habitat Enhancement Project, Martinez, Contra Costa County, California.* 2016 [NWIC report S-049373]	Archaeological research, field study	None	Within 0.5 mile of APE
G. James West and Peter D. Schulz. *An Archaeological Survey of the Stockton Ship Channel Dredged Material Disposal Sites, False River Cut-off, Levee Setback Sites and U.S. Navy Lands at Port Chicago.* 1975 [NWIC report S-051681]	Archaeological research, field study	Multiple, none recorded within 0.5 mile of APE	Within 0.5 mile of APE

Source: Northwest Information Center, Sonoma State University, Rohnert Park, California.

4.1.1.2 State and Local Inventories

A review of State and local inventories did not identify any previously identified cultural resources within the APE.

4.1.2 Map and Photograph Review

LSA reviewed historical maps and aerial photographs for the presence of buildings and/or structures within the APE to assess the potential for historic-period archaeological deposits. The maps and photographs reviewed are listed and described below in Table B.

Table B: Map and Aerial Photograph Review

Map/Photograph	Results
1870 GLO Plat Map *Township 2 North/Range 2 West, Mount Diablo Meridian*	This map depicts the APE within *Rancho Las Juntas*.
1896 *Carquinez, Calif.* 15-minute USGS topographic quadrangle (1:62,500)	This map depicts the APE as undeveloped land. The Southern Pacific Railroad's *San Francisco & New Orleans Line* is depicted crossing through the lands that would become the APE. The land is predominantly tidal salt marsh. A small peninsula-like finger of raised ground oriented northwest/southwest is depicted. This topographic feature contains the modern Vine Hill to the south and Peyton Hill to the north. No buildings or structures are shown.
1898 *Karquines, Calif.* 15-minute USGS topographic quadrangle (1:62,500)	This map depicts the same landforms and features as shown two years earlier.
1901 *Carquinez, Calif.* 15-minute USGS topographic quadrangle (1:62,500)	This map depicts the same landforms and features as shown five years earlier.
1901 *Karquines, Calif.* 15-minute USGS topographic quadrangle (1:62,500)	This map depicts the same landforms and features as shown five years earlier.
1940 *Carquinez Strait, Calif.* 15-minute USGS topographic quadrangle (1:62,500)	This map shows little development within the APE. An "S-shaped" overpass carrying modern Waterfront Road is depicted crossing over the Southern Pacific Railroad. The large knoll northwest of the APE, known as Peyton Hill, is shown labeled "ZINC" and two buildings depicted; one large rectangular shaped building on the eastern flank and a smaller, square-shaped square symbol located to the southeast, roughly between the SPRR track and the rectangular shape. It is possible that this area was earlier the site of a zinc mine or processing facility with easy railroad access.
1942 *Carquinez, Calif.* 15-minute USGS topographic quadrangle (1:62,500)	This map shows the basic roadway and transportation infrastructure depicted two years earlier. The two buildings are no longer depicted.
1951 *Port Chicago, Calif.,* 7.5-minute USGS topographic quadrangle (1:24,000)	This map depicts the APE as mostly developed land. A large portion of the former salt marsh, modern day Peyton Marsh (a.k.a. "Shell Marsh") that crossed through the APE appears filled and graded. The spur track leading to the northwest is depicted paralleled with a short paved frontage road. A circular shape labeled "Stack" is depicted to the northwest and an area to the northeast is labeled "Slag." Oil Refineries are depicted in an area labeled "Mococo" west of and across an area of tidal salt marsh, which itself appears criss-crossed with deliberately channelized ditches, presumably to improve drainage.

Map/Photograph	Results
1959 *Port Chicago, Calif.,* 7.5-minute USGS topographic quadrangle (1:24,000)	This map depicts the APE as shown eight years earlier.
1968 *Port Chicago, Calif.,* 7.5-minute USGS topographic quadrangle (1:24,000)	This map depicts the APE as shown nine years earlier. A considerable amount of tidal salt marsh to the east appears filled and diked.
1980 *Vine Hill, Calif.,* 7.5-minute USGS topographic quadrangle (1:24,000)	This map depicts the APE as it generally appears today. An office is located where the modern office is today and a yard containing 13 variously sized circular storage tanks are shown in areas to the northwest. The spur track and frontage road in the APE are also shown.
1948 Aerial Photograph	This black-and-white photo depicts the APE as mostly undeveloped land. The spur track leading to the northwest is depicted paralleled with a short paved frontage road. A tall shadow is shown roughly where the featured identified as a "stack" is described above in the 1951 USGS topo map.
1958 Aerial Photograph	This black-and-white photo depicts the APE as shown twelve years earlier. The tidal salt marshes are shown with their channelized ditches.
1959 Aerial Photograph	This black-and-white photo depicts the APE as shown in the previous year.
1968 Aerial Photograph	This black-and-white photo depicts the APE as graded land which appears nearing the beginning of construction of the modern petroleum, storage facility. Much of the tidal salt marsh east of the APE appears filled and drainage canals appear installed.
1980 Aerial Photograph	This black-and-white photo depicts the APE as it generally appears today.
1982 Aerial Photograph	No discernable changes from 1980.
1987 Aerial Photograph	No discernable changes from 1982.
1993 Aerial Photograph	No discernable changes from 1987.
2002 Aerial Photograph	This color photo depicts the APE as it generally appears today.
2005 Aerial Photograph	No discernable changes from 2002.
2009 Aerial Photograph	No discernable changes from 2005.
2010 Aerial Photograph	No discernable changes from 2009.
2012 Aerial Photograph	No discernable changes from 2010.
2014 Aerial Photograph	No discernable changes from 2012.
2016 Aerial Photograph	No discernable changes from 2014.
2018 Aerial Photograph	No discernable changes from 2016.

Sources: General Land Office (GLO), 1870. On file at Northwest Information Center, Sonoma State University, Rohnert Park, California; U.S. Geological Survey (USGS), Department of the Interior, Washington, D.C.; Nationwide Environmental Title Research (NETR) 2019.

The map and aerial photograph review indicate that the APE was originally an undeveloped area cut off by tidal marsh and only initially developed by construction of the Southern Pacific Railroad's transcontinental *San Francisco & New Orleans Line*. However, the railroad did not build any support buildings or structures in the APE. Later, by 1940, the area contained a zinc mine. Within twenty years, the zinc mine was gone and the developable area pushed out into filled tidal salt marsh to accommodate the modern petroleum storage facility; therefore there is low potential for intact historic-period deposits (e.g., artifact-filled features, such as wells or privies).

4.1.3 Geoarchaeological Sensitivity

Large-scale environmental changes significantly altered the landscape in the Bay Area over the past 15,000 years. This has important implications for the archaeological record since humans have been in the region since at least 10,000 B.P., and many of these changes have resulted in the burial and/or submergence of large segments of the landscape that were once available for human use and occupation (Meyer and Rosenthal 2007:7; ASC 2013:43). Thus, much of the evidence relating to past occupation of the Bay Area, especially that predating 3,000-4,000 years ago, is also buried (Caltrans 2017:4-1).

Fundamentally, there is an inverse relationship between landform age and the potential for buried precontact archaeological deposits. Pleistocene-age landforms (1.8 million years to 11,800 cal B.P.) predate human occupation of the region; archaeological deposits on these landforms, if present, would be located at or near the surface. In contrast, landforms that formed during the Holocene (ca. 11,800 years ago to the present) may contain buried surfaces (paleosols) that would have been available in the past for human habitation (Meyer and Rosenthal 2007). Thus, assessing the potential for buried precontact archaeological evidence requires understanding the nature of the surficial geology and soils in the vicinity.

As described earlier in this study (Section 2.1.1), portions of the APE are located in Holocene-age estuarine deposits (i.e., bay mud). In the Bay Area, these deposits have been found to contain paleosols and associated buried archaeological sites, and are thus considered to have higher archaeological sensitivity (Meyer and Rosenthal 2007:20, 22-23). As indicated by soils data, the mud deposits in the east and west ends of the APE could reach considerable depths; accordingly, the potential for buried archaeological resources also could extend deep below surface. The middle portion of the APE, in contrast, has limited potential for buried archaeological resources as this area sits on shallow bedrock dating to the Cretaceous.

4.2 INTERESTED PARTIES CONSULTATION

LSA submitted a request to the Native American Heritage Commission (NAHC) to search the Sacred Lands File (SLF) for Native American cultural resources that may be impacted by the proposed project. In addition, LSA conducted consultation outreach with local historical societies regarding the potential for the project to affect historic properties in the APE. The results of the SLF search and consultation correspondence are in Appendix B.

4.2.1 Native American Heritage Commission

LSA submitted a request to the NAHC to search the SLF for Native American cultural resources that may be impacted by the proposed project. The NAHC maintains the SLF database and is the official State repository of Native American sacred-site location records in California.

Ms. Katy Sanchez, NAHC Associate Environmental Planner, responded to the SLF search request on October 5, 2021, stating that the results were negative and that there were no known Native American cultural resources in the area (Appendix B). The NAHC provided a list of Native American individuals to contact for additional information regarding the potential for cultural resources in the APE.

The U.S. Army Corps of Engineers will conduct Section 106 Native American Consultation using the contact list provided in the NAHC response in Appendix B.

4.2.2 Historical Organization Outreach

On October 26, 2021, LSA sent a letter describing the project with maps depicting the APE to local historical societies requesting information or concerns they may have (Appendix B). Those organizations that did not respond within 10 days received follow-up telephone calls from LSA. A summary of the letters and follow-up telephone calls is summarized below.

4.2.2.1 Contra Costa County Historical Society

On October 26, 2021, LSA sent a letter and maps depicting the APE to the Contra Costa County Historical Society (CCCHS) in Martinez. On November 2, 2021, the Contra Costa County Historical Society Executive Director Michael C. McCarron sent LSA a formal response letter via email. LSA reviewed the letter and it appears to be a general form letter sent in response to similar requests for information. The letter states, “We have received your request for information and comments on the area to be impacted by the subject project. Though there may well be impacts to cultural resources in the area, the Contra Costa Historical Society is not able to say at this time, due to the fact that actual research time is involved in any response to such a request.” The letter went on to state, “Unfortunately, [CCCHS] does not have the wherewithal to provide such information without compensation for our research time.” LSA responded via email thanking Director McCarron for this response. No further action was taken. Please see Appendix B for a complete copy of this letter.

4.2.2.2 Martinez Historical Society

On October 26, 2021, LSA sent a letter and maps depicting the APE to the Martinez Historical Society in Martinez. On November 8, 2021, the letter was returned to LSA with a USPS notification indicating that “No mail receptacle” was provided for a USPS letter carrier to (presumably) physically deposit the letter. The letter was marked “Return to Sender” (i.e., LSA). The next day, LSA emailed the Martinez Historical Society using the email address provided on the organization’s webpage with a scanned copy of the October 26 letter and a message requesting Martinez Historical Society staff reach out to LSA with any information regarding cultural resources within the APE. No response has been received to date. Please see Appendix B for a complete copy of this letter.

4.3 FIELD SURVEYS

4.3.1 Archaeological Resources

On October 5, 2021, LSA Archaeologist Lennon Fanning conducted a pedestrian survey of the APE. The survey included the main railroad track and right-of-way (ROW), the area between the ROW and Waterfront Road at the east end of the APE, the abandoned railroad spur and adjacent access road stretching northwest of the main track, and the wetland area west of the spur road. The survey was conducted in approximately 5-meter-wide transects. In the wetland area west of the spur road, the transects were oriented magnetic southwest-northeast and included periodic meandering to access exposed soil and to avoid vegetation. In the east-west portion of the APE containing the main track, transects either paralleled the track or were oriented magnetic north-south.

At the time of survey, vegetation in the APE was a mix of generally thin dry grasses and various trees, with thick grasses in marshy areas. Surface visibility was sufficient in most of the APE, with frequent opportunities to examine exposed soil, especially along the access road and adjacent to the railroad tracks. Visibility, however, was limited (roughly 20%) by dense grass in the wetland area in the northwest part of the APE (see photographs in Appendix C). The area south of the main track in the east end of the APE was difficult to access due to steep terrain. Portions of the APE containing standing water, north and south of the main track in the east end of APE, were not accessed for survey.

The soil consisted of brown silt/clay throughout the APE, with crushed gravel in the northwest portion of the APE along the access road. There was an abundance of modern trash scattered throughout the entire APE.

A solarized (amethyst) glass bottle fragment with a tooled finish was found in the wetland area west of the access road in the northwest portion of the APE. Manufacture of decolorized glass using manganese (which over time and through exposure to sunlight turns the glass purple in color) dates from the 1870s to ca. 1920. Bottles with tooled finishes typically date between ca. 1885 and the early 1920s (SHA 2021). Based on these characteristics, the bottle fragment likely was produced ca. 1885–ca. 1920. No other artifacts or archaeological deposits were observed in the immediate vicinity, so the bottle fragment was recorded as historical isolate LSA-TMO2101-I-1 (see Appendix D).

A separate bottle with a threaded finish was found on the access road. This bottle contained a cork stopper with an attached corkscrew; the nature of the bottle finish (which would have originally been sealed with a screw cap) indicates the cork and corkscrew were placed onto the bottle at an unknown time after the bottle was originally opened. There were various pieces of track hardware scattered adjacent to the main and spur tracks. Shotgun shells and a cut bone fragment were found north of the main track in the east end of the APE. Photographs of these items are in Appendix C.

4.3.2 Architectural Resources

LSA Architectural Historian Michael Hibma, M.A., AICP, conducted a supplemental field review of the APE on October 5, 2021. The survey documented the condition and setting of a previously evaluated segment of Union Pacific Railroad in the APE (P-07-000500) in field notes and photographs. This resource consists of an approximately 1,500-foot single linear track alignment in an area east of Interstate 680 in Martinez. The terrain is generally flat and marshy with small, grass-covered hillocks interspersed with volunteer eucalyptus trees and a line of pepperwood trees marking an old road made of "clinker" stones, produced through smelting operations (LSA 2018). The rail bed and ballast is generally uniform and consolidated, and appears clean, suggesting regular maintenance of the rails and rail bed. The rail line runs through an area characterized by heavy industry, oil refineries, a landfill, and a bird regional preserve.

The rails were inspected for information regarding age and manufacture. The observed rails were embossed with "RE HH VT NIPPON 2000 3." Research indicates Tokyo, Japan-based Nippon Steel Corporation (NSC) manufactured the rails. According to NSC, the embossed letters are various classification codes to describe the chemistry and quality of the steel. The "RE" code indicates "Railway Engineering"; "HH" indicates a "Head Hardened" rail; "VT" indicates a vacuum treatment cooling process to prevent flaws; "NIPPON" indicates the Nippon Steel Corporation; "2000" indicates the year forged; and "3" indicates the month manufactured, i.e., March 2003 (Nippon Steel 2019; trainorders.com 2008). A metal bridge carrying metal pipes crosses over the tracks approximately 350 feet from the APE's western terminus. An S-shaped concrete overpass bridge structure carries Waterfront Road over the rail alignment approximately 400 feet from the western end of the APE.[6] The field survey did not identify any additional buildings, structures, or objects within the APE.

The field survey identified an approximately 500-foot-long segment of abandoned spur track outside and adjacent to the Architectural APE. The segment is currently physically disconnected from the UPRR mainline / P-07-000500 and the remnant roadbed and tracks veer off to the northwest near the western end of the APE. However, when P-07-000500 was recorded in 1994, this spur track was connected to a sidetrack that paralleled the mainline. This spur track was included in that evaluation as SPN-7. The spur track is in poor condition and overgrown in several places, with missing or rotting rail ties, rails, and other related switching gear. Please see Appendix D for an NRHP-based evaluation update of this railroad segment and associated spur track as part of the P-07-000500 Continuation Sheet Update.

[6] According to the California Department of Transportation's (Caltrans) *Historic Bridge Inventory (local agencies)*, this structure was built in 1978, named the "Waterfront Road Overhead," assigned a bridge inventory number of 28C0005, and given a "Historical Significance" rating of "5" indicating this structure is "not eligible for the N[ational] R[egister of] H[istoric] P[laces]" (Caltrans 2019, page 98 of 341).

5.0 STUDY FINDINGS AND RECOMMENDATIONS

5.1 FINDINGS

This study consisted of background research (involving a records search at the Northwest Information Center, an online search of local and State cultural inventories, a review of historical maps and aerial photographs, and an examination of published surficial geology and soils information), a search of the NAHC Sacred Lands File and consultation outreach with local historical societies, and archaeological and architectural field surveys.

One cultural resource was previously recorded in the APE: P-07-000500, a segment of the former Southern Pacific Railroad line. This resource was evaluated in 1994 and found not eligible for NRHP listing due to a lack of integrity. Two archaeological resources were previously recorded in close proximity to the APE, consisting of a historical home/farmstead and a historical artifact scatter.

Historical maps and aerial photographs indicate that, with the exception of the segment of railroad, the APE remained minimally or largely undeveloped. Background research indicated that the vicinity of the APE was once part of an earlier zinc mine/processing facility and the current petroleum storage facility north of and outside the APE, an industrial extraction, processing, and storage operation, a common land use pattern in eastern Martinez and rural Contra Costa County during the 20th century.

The architectural survey identified a segment of the previously evaluated railroad, which is an example of a linear transportation resource common in Martinez, Contra Costa County, and statewide. This segment of the resource was evaluated in 1994 and re-evaluated for this study and remains ineligible for inclusion in the NRHP.

Name	Location	Community	NRHP Eligibility/ California Historical Resource Status Code
P-07-000500; Southern Pacific – Northern Contra Costa Route; SPN-1-7	UPRR Milepost 36.66	Martinez	Ineligible/6Z

Note: “6Z” = “Found ineligible for NR, CR or Local designation through survey evaluation” (California Department of Parks and Recreation 2003).

Appendix D of this study provides the Department of Parks and Recreation (DPR) Series 523 forms with the individual description and updated evaluation information for the segment of P-07-000500; Southern Pacific – Northern Contra Costa Route and associated spur track in the APE.

The archaeological survey identified an amethyst bottle fragment dating ca. 1885−ca. 1920, immediately west of the access road in the northwest part of the APE. This was recorded as historical isolate LSA-TMO2101-I-1. The DPR form for the isolate is provided in Appendix D. No other archaeological resources were observed in the APE.

5.1.1 Archaeological Sensitivity

Historical maps and photographs show the APE remained undeveloped apart from construction of the UPRR main and spur lines, the access road adjacent to the spur line, and the portion of Waterfront Road that crosses the main line. The presence, however, of recorded historical artifacts and a historical farmstead site close to the APE and the discovery of a historical amethyst bottle fragment within the APE indicate that there is potential, albeit low, for historical archaeological resources to be encountered during the proposed project.

The east and west ends of the APE are located in Holocene-age estuarine deposits, i.e., bay mud (see Appendix A: Figure 4), which in the Bay Area have high sensitivity for buried precontact archaeological sites. As indicated by soils data, these mud deposits in the APE could reach considerable depths; accordingly, the potential for buried archaeological resources also could extend deep below surface. The middle portion of the APE has limited potential for buried archaeological resources as this area sits on shallow bedrock dating to the Cretaceous (Appendix A: Figure 4). The area of the APE with the deepest maximum ground disturbance depth (16 feet below surface) is located within Cretaceous bedrock.

An analysis of subsurface sediments and related potential for archaeological deposits was possible based on geotechnical investigations conducted for the project. Excavated borings (B1, B2, and B3; see Appendix A: Figure 4 for boring locations) conducted along the spur line (in the northwestern portion of the APE) encountered artificial fill to a depth of 1 foot to 3.5 feet below existing grade. The artificial fill was underlain by residual soils (resulting from weathering and decomposition of rocks) to a depth of up to 5.5 feet below existing grade. In turn, these residual soils were underlain by Panoche Formation (Cretaceous age) sediments. While bay mud deposits have been mapped in this part of the APE by Dibblee (2006), no bay mud sediments were observed in any of the geotechnical borings excavated along the spur line (Geocon 2022). Based on the geotechnical investigation results from borings B1, B2, and B3, there is limited potential for excavation in the western portions of the APE that are mapped as consisting of Holocene bay mud/estuarine deposits to contain subsurface archaeological resources.

Cone Penetrometer Tests (CPTs) were conducted along the south side of Waterfront Road near the eastern portion of the APE, which is also mapped as consisting of bay mud deposits (see Appendix A: Figure 4 for CPT locations). The results of excavations at CPT2, CPT3, and CPT4 indicate the presence of between 5 feet and 10 feet of artificial fill above bay mud, which extends to a minimum of 50 feet below existing grade (Geocon 2022). Project-related excavations in these areas will extend a maximum of 6.5 feet below existing grade for a ditch. While artificial fill exists within the majority of these proposed ditch excavations, there is elevated potential for buried archaeological resources in the relatively thin layers of bay mud that exist beneath the artificial fill and will be impacted by project excavation.

The northwestern portion of the APE does not contain bay mud deposits (as documented in the geotechnical investigations) and, as such, subsurface archaeological testing is not necessary since project excavation would not enter bay mud or other archaeologically sensitive deposits.

Additionally, subsurface archaeological testing in the eastern portion of the APE (where bay mud is mapped by Dibblee 2006 and confirmed by geotechnical work), while technically feasible, is not warranted because archaeological hand excavations would not extend past the 5 feet to 10 feet of artificial fill that exists in this area. No *in situ* artifacts or historic properties would be identified in the artificial fill, which extends 5 feet to 10 feet below existing grade (and project-related excavation will extend a maximum of 6.5 feet below grade). Depending on the actual depth of artificial fill in the eastern portion of the APE, the maximum extent of the bay mud level of sediment that could be impacted by project work would be 1.5 feet thick in some areas, and in some areas, it is possible that no bay mud would be impacted at all.

5.2 RECOMMENDATIONS

The study identified no historic properties within the APE. However, the APE does have sensitivity for historical and precontact archaeological resources, which means there is the possibility of encountering archaeological resources during project construction. The likelihood of encountering historic-period resources is relatively low. For this reason, construction monitoring is not recommended for historic-period resources; however, project personnel should be made aware of the potential for historical artifacts and deposits to be found during construction-related ground-disturbing activities, and should follow the procedures relating to accidental discoveries provided in the following section. There is a higher potential for encountering buried precontact resources during construction in certain portions of the APE where ground disturbance will extend into estuarine deposits. Out of an abundance of caution and due to the sensitivity of estuarine deposits (despite the likely limited amount of estuarine deposits that will be impacted by project work), it is recommended that an archaeologist monitor all construction-related ground-disturbing activities in the east end of the APE, where estuarine deposits are mapped and present (as evidenced by geotechnical investigations), as delineated in Appendix A: Figure 4.

Because there are no historic properties within the APE, a finding of No Historic Properties Affected is appropriate for this undertaking. The presence of an archaeological monitor during construction-related ground-disturbing activities will ensure that no historic properties are affected by the project. If archaeological deposits are identified during project activities, the provisions in 36 CFR 800.13(b) (*Discoveries without prior planning*) will be followed.

5.2.1 Accidental Discovery of Archaeological Deposits

If deposits of precontact or historic-period archaeological materials are encountered during project activities, all work within 25 feet of the discovery should be redirected and a qualified archaeologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. Project personnel should not collect or move any archaeological materials. Archaeological materials can include flaked-stone tools (e.g., projectile points, knives, and choppers) or obsidian, chert, basalt, or quartzite toolmaking debris; bone tools; culturally darkened soil (i.e., midden soil often containing heat-affected rock, ash and charcoal, shellfish remains, bones, and other cultural materials); and stone-milling equipment (e.g., mortars, pestles, and handstones). Precontact archaeological sites often contain human remains. Historic-period materials can include wood, stone, concrete, or adobe footings, walls, and other structural remains; debris-filled wells or privies; and deposits of wood, glass, ceramics, metal, and other refuse.

If such deposits cannot be avoided, they should be evaluated in consultation with the Corps, the City of Martinez, and the State Historic Preservation Officer (SHPO) for their NRHP eligibility. If the discovery is precontact in nature, tribal stakeholders should be consulted as part of this process. If the deposit is eligible for the NRHP, adverse effects to the deposit will need to be avoided or such effects must be treated. If treatment is required, a plan should be developed in consultation with the Corps, the City of Martinez, and the SHPO to mitigate, avoid, or minimize adverse effects to historic properties. Treatments may consist of, but are not necessarily limited to, systematic recovery and analysis of archaeological deposits; recording the resource; preparation of a report of findings; accessioning recovered archaeological materials at an appropriate curation facility; and community outreach. All reports produced as part of the evaluation and treatment of cultural resources identified during the project shall be submitted to the City of Martinez, Corps, and SHPO for review and comment. All final documents should be submitted to the NWIC.

5.2.2 Accidental Discovery of Human Remains

If human remains are encountered during project activities, work within 25 feet of the discovery should be redirected and the Contra Costa County Coroner notified immediately. At the same time, an archaeologist should be contacted to assess the situation and consult with agencies as appropriate. Project personnel should not collect or move any human remains and associated materials. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.

The archaeologist should prepare a report that provides recommendations for the treatment of the human remains and any associated cultural materials as well as proposed or implemented methods and results from excavation and analysis. Treatment of the remains and associated cultural materials should be done in coordination with the recommendations of the MLD, Corps, and the City of Martinez. The report should be submitted to the Corps, City of Martinez, and SHPO for review and comment. The final report should be submitted to the NWIC.

6.0 REFERENCES CONSULTED

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APPENDIX A

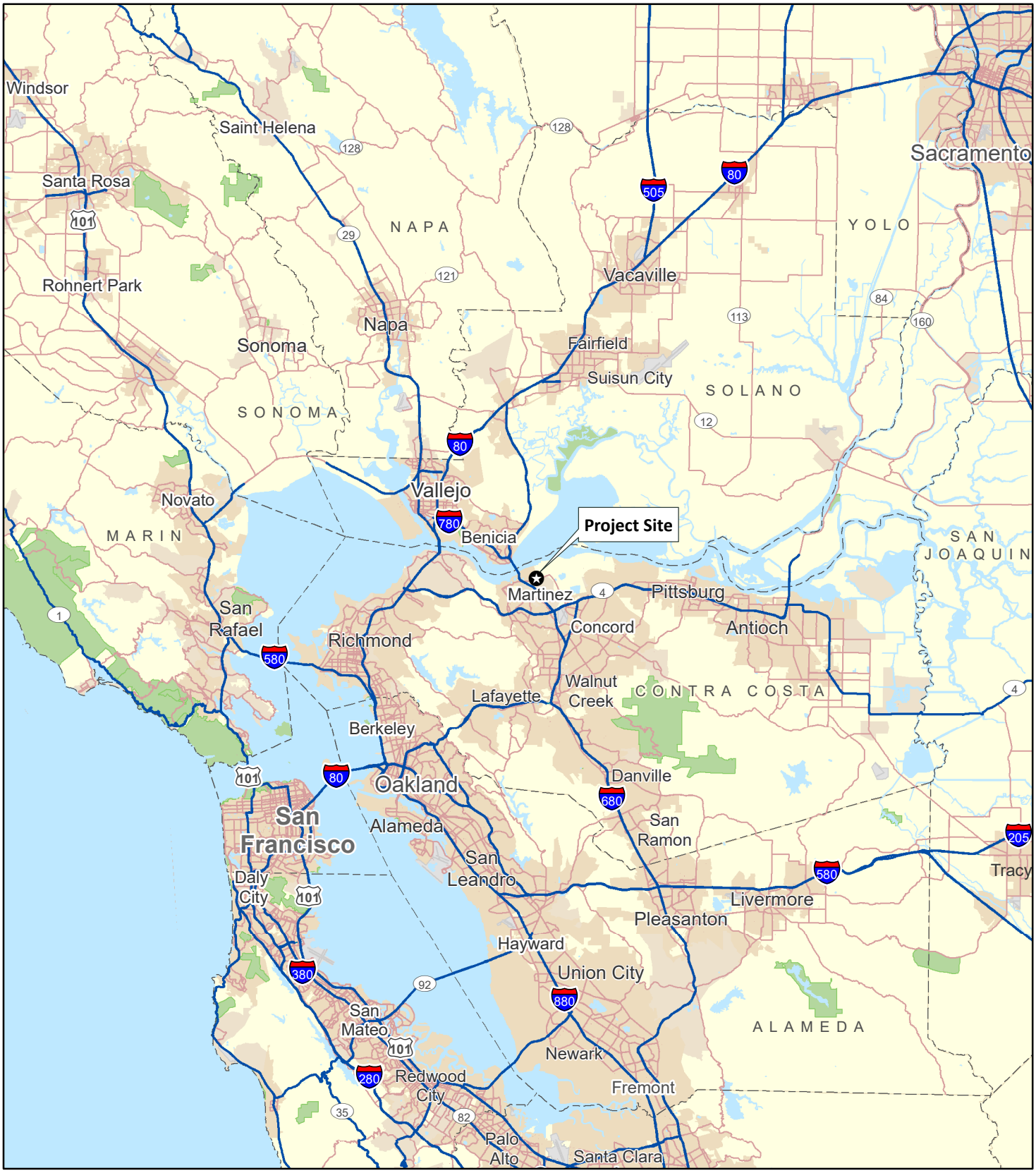
MAPS

Figure 1: Regional Location

Figure 2: Project Location

Figure 3a-c: Area of Potential Effects

Figure 4: Surficial Geology and Recommended Monitoring Locations within Area of Potential Effects



LSA

FIGURE 1

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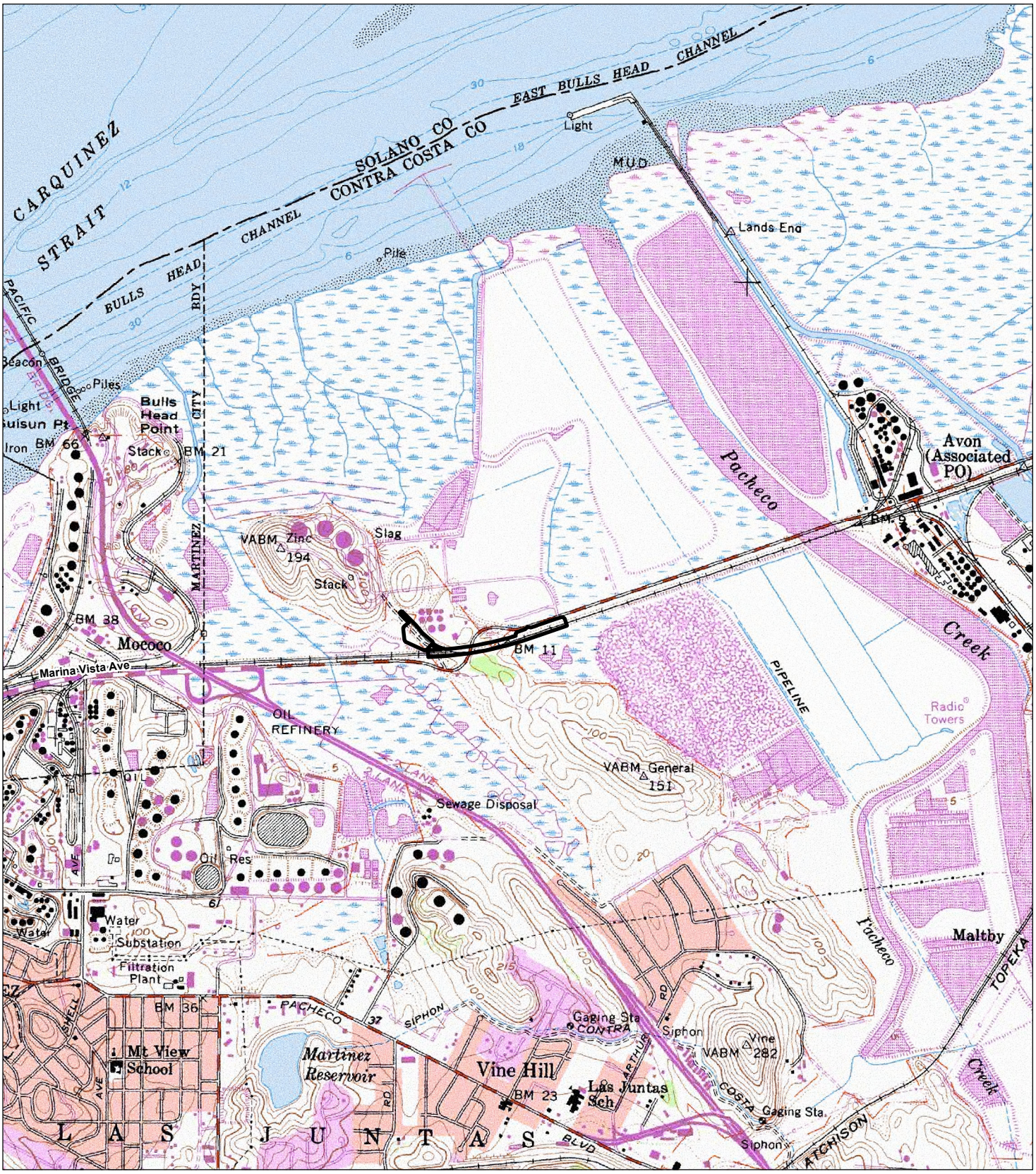
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SOURCE: StreetMap North America (2009).

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TransMontaigne Railroad Spur Project
Martinez, Contra Costa County, California

Regional Location



LSA

LEGEND

Area of Potential Effects

FIGURE 2

N

0 1000 2000

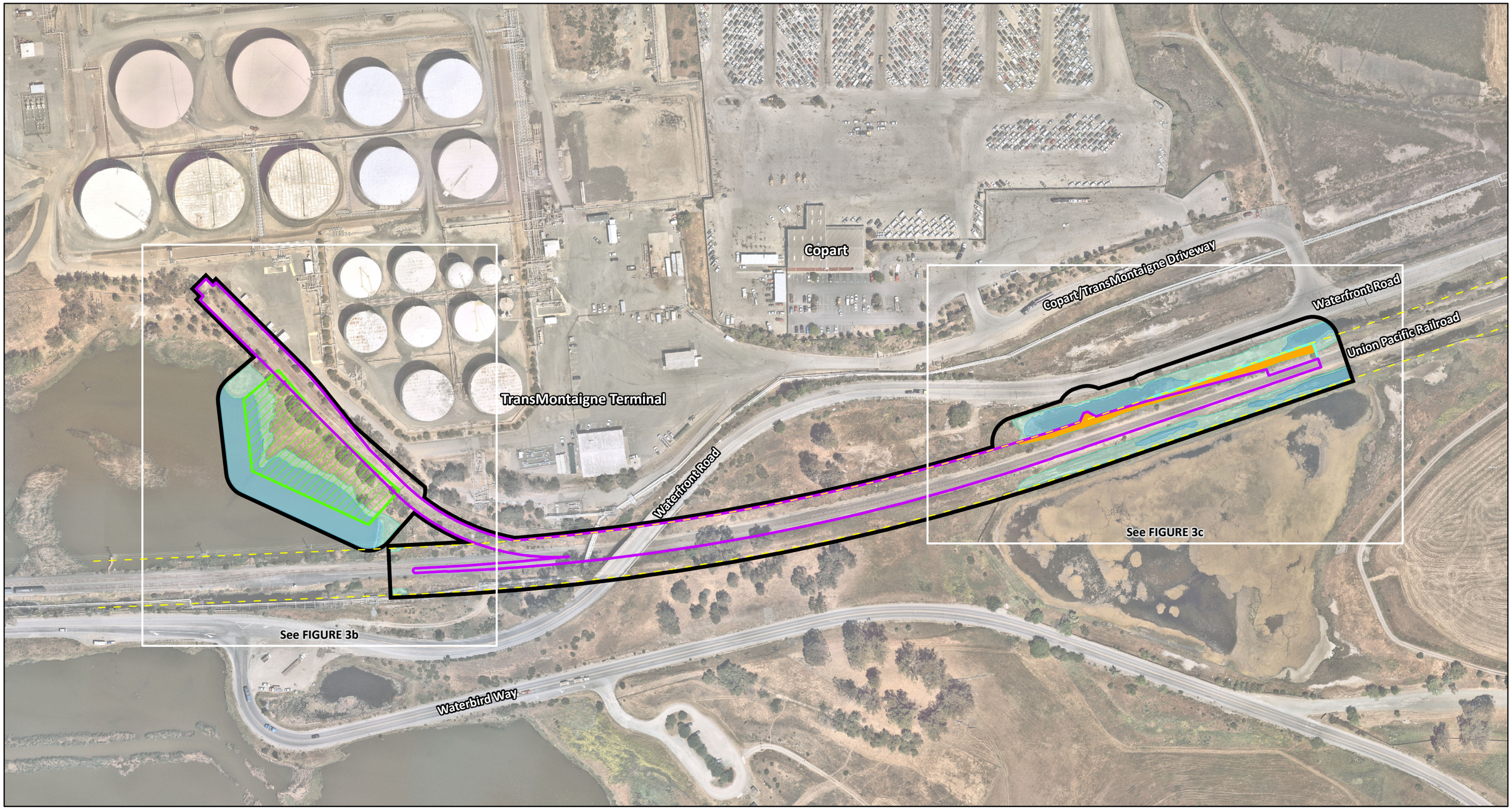
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TransMontaigne Railroad Spur Restoration Project
Martinez, Contra Costa County, California

Project Location

Source: USGS 7.5-minute Topo Quad - *Vine Hill, Calif.* (1980).

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LSA

LEGEND

Area of Potential Effects

Project Impacts

- Permanent Impacts
- Temporary Impacts
- Impacts to Waters of the United States
- Proposed Wetland Mitigation Area
- UPRR Right of Way

Waters of the United States

- Wetlands
- Other Waters

0 100 200
FEET

SOURCE: Trans Montaigne (2021); LSA (2014); Google (2021).

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FIGURE 3a

TransMontaigne Railroad Spur Project
Martinez, Contra Costa County, California

Area of Potential Effects



LSA

LEGEND

Area of Potential Effects

Proposed Wetland Mitigation Area

Waters of the United States

Wetlands

Other Waters

FIGURE 3b

N

0 50 100

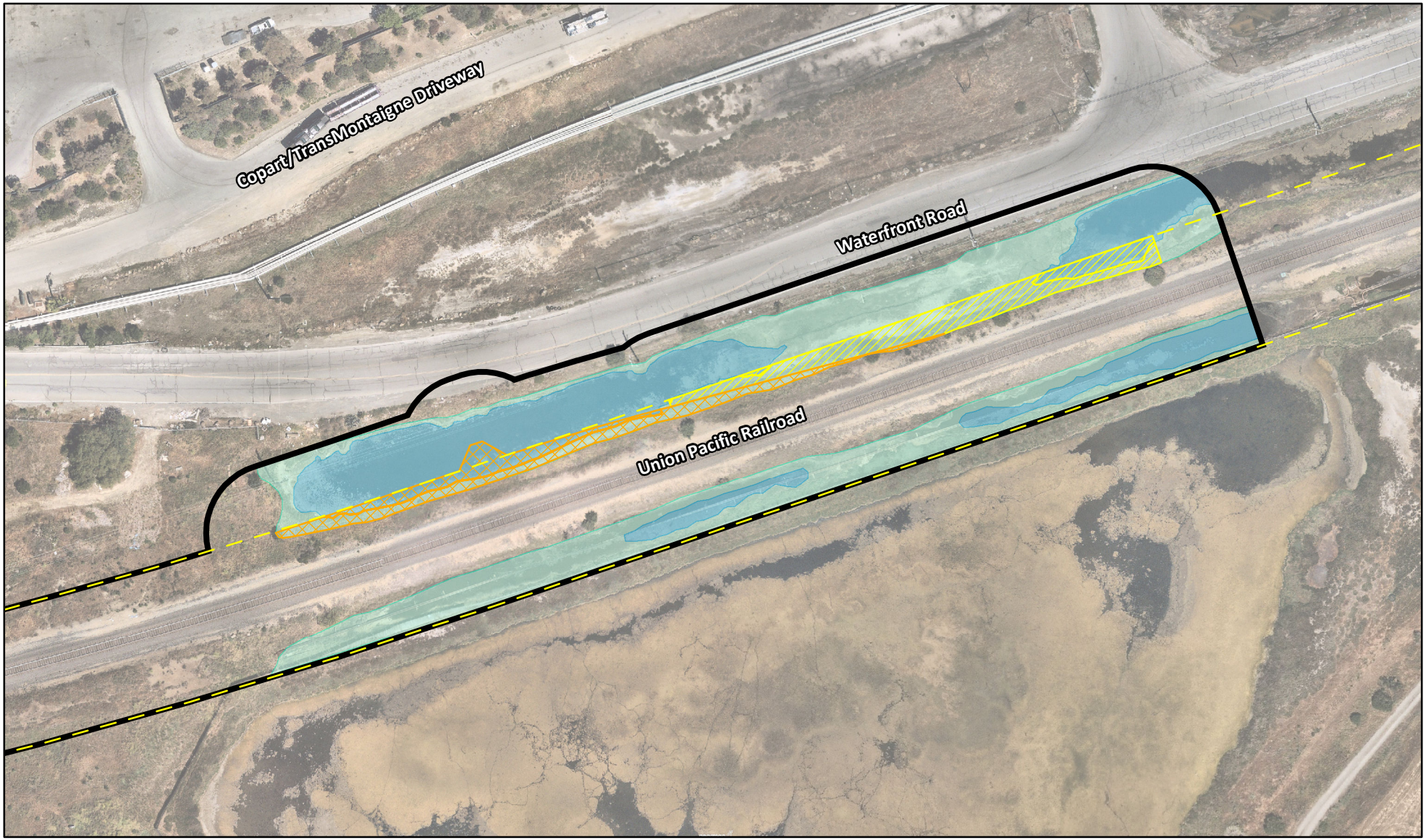
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TransMontaigne Railroad Spur Project
Martinez, Contra Costa County, California

Detail of Western Portion of the Area of Potential Effects

SOURCE: Trans Montaigne (2021); LSA (2014); Google (2021).

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LSA

LEGEND

Area of Potential Effects

UPRR Right of Way

Waters of the United States

Wetlands

Other Waters

Project Impacts to Wetlands or Other Waters

Permanent Impacts (0.11 ac.)

Temporary Impacts (0.12 ac.)

N

0 50 100

FEET

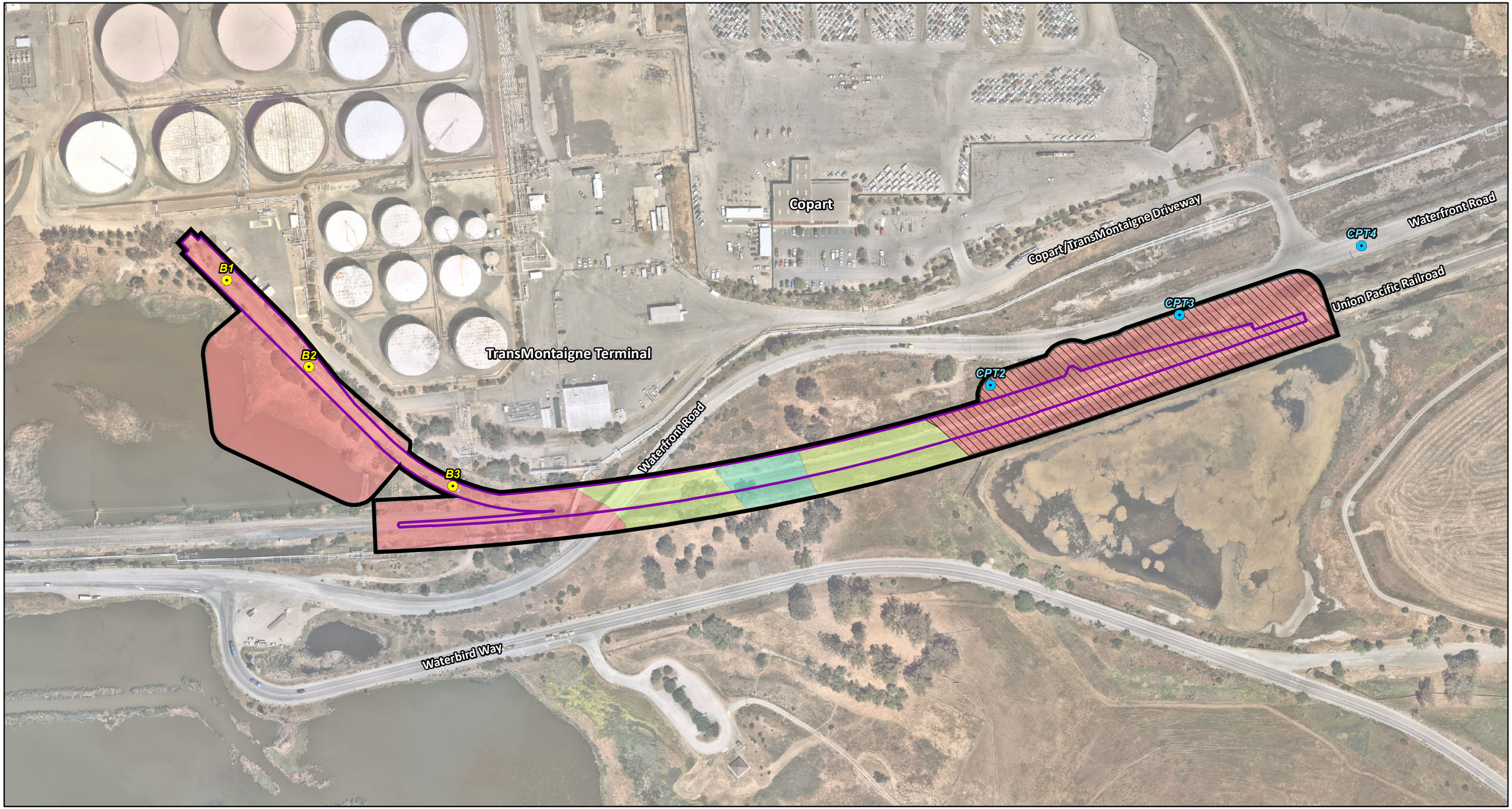
SOURCE: Trans Montaigne (2021); LSA (2021); Google (2021).

I:\TMO2101\GIS\Maps\Cultural\APE\Figure 3c_Detail of Eastern Portion of Area of Potential Effects.mxd (9/19/2021)

FIGURE 3c

TransMontaigne Railroad Spur Project
Martinez, Contra Costa County, California

Detail of Eastern Portion of the Area of Potential Effects



LSA

LEGEND

- Area of Potential Effects
- Permanent Impacts
- Archaeological Monitoring Recommended

Surficial Geology (per Dibblee 2006)

- Kp (Cretaceous Clay Shale, Claystone)
- Kps (Cretaceous Sandstone)
- Qbm (Holocene Bay Mud/Estuarine Deposits)

- Approximate Boring Location
- Approximate CPT Location

N

0 100 200
FEET

SOURCE: Trans Montaigne (2021); LSA (2014); Google (2021); Dibblee Geological Foundation (2006).

I:\TMO2101\GIS\Maps\Cultural\APE\Figure 4_Area of Potential Effects Surficial Geology.mxd (2/21/2023)

FIGURE 4

TransMontaigne Railroad Spur Project
Martinez, Contra Costa County, California

Surficial Geology and Recommended Monitoring Locations within Area of Potential Effects

APPENDIX B

INTERESTED PARTIES CONSULTATION

Sacred Lands File & Native American Contacts List Request

Native American Heritage Commission
1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691
916-373-3710
916-373-5471 – Fax
nahc@nahc.ca.gov

Information Below is Required for a Sacred Lands File Search

Project: TransMontaigne Railroad Spur Restoration Project (TMO2101)

County: Contra Costa

USGS Quadrangle Name: *Vine Hill, California*

Township: 2 North **Range:** 2 West **Section(s):** 8, 9

Company/Firm/Agency: LSA

Street Address: 285 South Street, Suite P

City: San Luis Obispo **Zip:** 93401

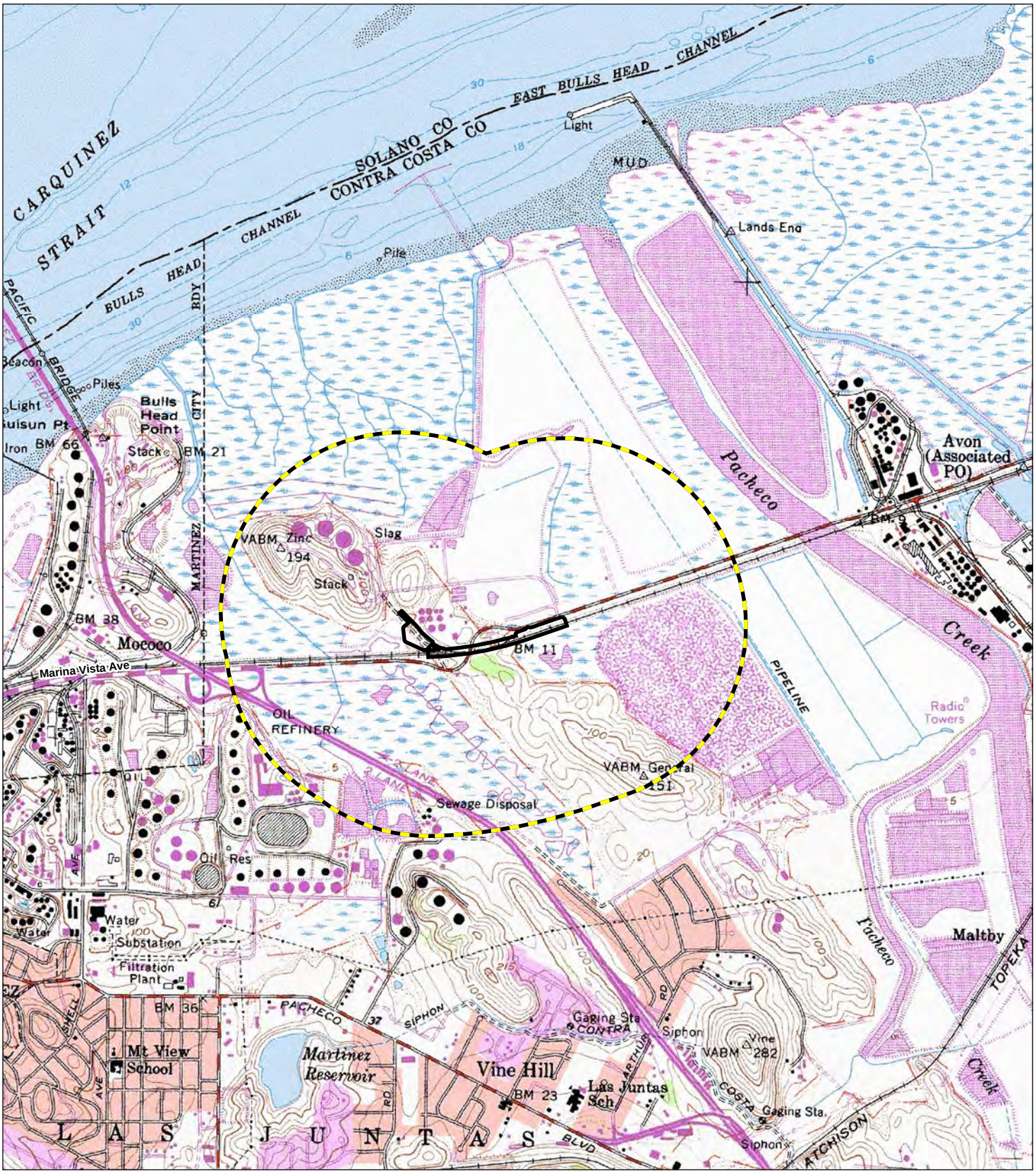
Phone: 805-782-0745

Fax:

Email: kerrie.collison@lsa.net

Project Description:

The Proposed Project includes re-establishment of rail service at the Martinez Terminal in the location of the historical rail line, requiring construction of new track and associated rail infrastructure.



LSA

LEGEND

Corps Review Area

FIGURE 1

N

0 1000 2000

FEET

TransMontaigne Railroad Spur Restoration Project
Martinez, Contra Costa County, California

Project Location

Source: USGS 7.5-minute Topo Quad: *Vine Hill, Calif.*} (1980).

I:\TMO2101\GIS\Maps\Cultural\Figure 1_Project Location.mxd (8/19/2021)

E

CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Merri Lopez-Keifer
Luiseño

PARLIAMENTARIAN
Russell Attebery
Karuk

COMMISSIONER
William Mungary
Paiute/White Mountain Apache

COMMISSIONER
Julie Tumamait-Stenslie
Chumash

COMMISSIONER
[**Vacant**]

COMMISSIONER
[**Vacant**]

COMMISSIONER
[**Vacant**]

EXECUTIVE SECRETARY
Christina Snider
Pomo

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

NATIVE AMERICAN HERITAGE COMMISSION

October 5, 2021

Kerrie Collison
LSA

Via Email to: Kerrie.collison@lsa.net

Re: Trans Montaigne Railroad Spur Restoration Project, Contra Costa County

Dear Ms. Collison:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions, please contact me at my email address: Katy.Sanchez@nahc.ca.gov.

Sincerely,

Katy Sanchez

Katy Sanchez
Associate Environmental Planner

Attachment

Native American Heritage Commission
Native American Contacts List
October 5, 2021

Amah Mutsun Tribal Band of Mission San Juan Bautista
Irene Zwierlein, Chairperson
3030 Soda Bay Road — Ohlone/Costanoan
Lakeport ,CA 95453
amahmutsuntribal@gmail.com
(650) 851-7489 Cell
(650) 332-1526 Fax

Chicken Ranch Rancheria of Me-Wuk Indians
Lloyd Mathiesen, Chairperson
P.O. Box 1159 — Miwok - Me-wuk
Jamestown ,CA 95327
lmathiesen@crtribal.com
(209) 984-9066
(209) 984-9269

Guidiville Indian Rancheria
Donald Duncan, Chairperson
P.O. Box 339 — Pomo
Talmage ,CA 95481
admin@guidiville.net
(707) 462-3682
(707) 462-9183 Fax

Indian Canyon Mutsun Band of Costanoan
Kanyon Sayers-Roods
1615 Pearson Court — Ohlone/Costanoan
San Jose ,CA 95122
408-673-0626

Indian Canyon Mutsun Band of Costanoan
Ann Marie Sayers, Chairperson
P.O. Box 28 — Ohlone/Costanoan
Hollister ,CA 95024
ams@indiancanyons.org
(831) 637-4238

Muwekma Ohlone Indian Tribe of the SF Bay Area
Monica Arellano, Vice Chairwoman
20885 Redwood Road, Suite 232 — Ohlone / Costanoan
Castro Valley ,CA 94546
marellano@muwekma.org
(408) 205-9714

Nashville Enterprise Miwok-Maidu-Nishinam Tribe
Cosme A. Valdez, Chairperson
P.O. Box 580986 — Miwok
Elk Grove ,CA 95758-001
valdezcome@comcast.net
(916) 429-8047 Voice/Fax
(916) 396-1173 Cell

North Valley Yokuts Tribe
Katherine Erolinda Perez, Chairperson
P.O. Box 717 — Ohlone/Costanoan
Linden ,CA 95236 — Northern Valley Yokuts
canutes@verizon.net — Bay Miwok
(209) 887-3415

The Confederated Villages of Lisjan
Corrina Gould, Chairperson
10926 Edes Avenue — Ohlone/Costanoan
Oakland ,CA 94603
cvltribe@gmail.com
(510) 575-8408

The Ohlone Indian Tribe
Andrew Galvan
P.O. Box 3388 — Ohlone
Fremont ,CA 94539 — Bay Miwok
chochenyo@AOL.com — Plains Miwok
(510) 882-0527 Cell — Patwin
(510) 687-9393 Fax

Native American Heritage Commission
Native American Contacts List
October 5, 2021

Tule River Indian Tribe
Neil Peyron, Chairperson
P.O. Box 589 Yokuts
Porterville ,CA 93258
neil.peyron@tulerivertribe-nsn.gov
(559) 781-4271
(559) 781-4610 Fax

Wilton Rancheria
Jesus G. Tarango Jr., Chairperson
9728 Kent Street Miwok
Elk Grove ,CA 95624
jtarango@wiltonrancheria-nsn.gov
(916) 683-6000 Office
(916) 683-6015 Fax

Wilton Rancheria
Steven Hutchason, THPO
9728 Kent Street Miwok
Elk Grove ,CA 95624
shutchason@wiltonrancheria-nsn.gov
(916) 683-6000 Ext. 2006
(916) 683-6015 Fax

Wuksache Indian Tribe/Eshom Valley Band
Kenneth Woodrow, Chairperson
1179 Rock Haven Ct. Foothill Yokuts
Salinas ,CA 93906 Mono
kwood8934@aol.com Wuksache
(831) 443-9702

LSA

CARLSBAD
FRESNO
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

October 26, 2021

John Greitzer
President
Contra Costa County Historical Society History Center
724 Escobar Street
Martinez, CA 94553

Subject: TransMontaigne Railroad Spur Restoration Project, Martinez, Contra Costa County, California

Dear President Greitzer:

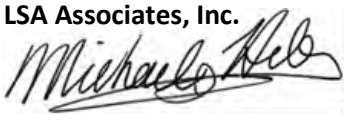
TransMontaigne Partners LLC (TransMontaigne) proposes to restore rail service to its existing Martinez Terminal via reconstruction of a rail spur from the existing Union Pacific Railroad (UPRR) tracks located south of the existing terminal. The project site consists of approximately 2.714 acres along the southern boundary of the existing Martinez Terminal extending south of Waterfront Road to the existing UPRR tracks in eastern Martinez, California. The project is located on unsectioned lands of *Rancho Las Juntas*, Township 2 North / Range 2 West of the Mount Diablo Baseline & Meridian as depicted on the United States Geological Survey *Vine Hill, Calif.* 7.5-minute topographic quadrangle map.

The U.S. Army Corps of Engineers is the Responsible Entity for this project per applicable federal regulations and responsible for ensuring the project complies with Section 106 of the National Historic Preservation Act (Section 106). LSA is preparing a Cultural Resources Study to determine if the proposed project would affect a resource that meets the definition of a Section 106 historic property.

Please notify me if you have any information or concerns about historical resources in the study area. This is not a request for research; it is solely a request for public input for any concerns that the History Center may have. Please contact me at (510) 236-6810 or by mail, expressing your concerns at your earliest convenience; you may also contact me at michael.hibma@lsa.net.

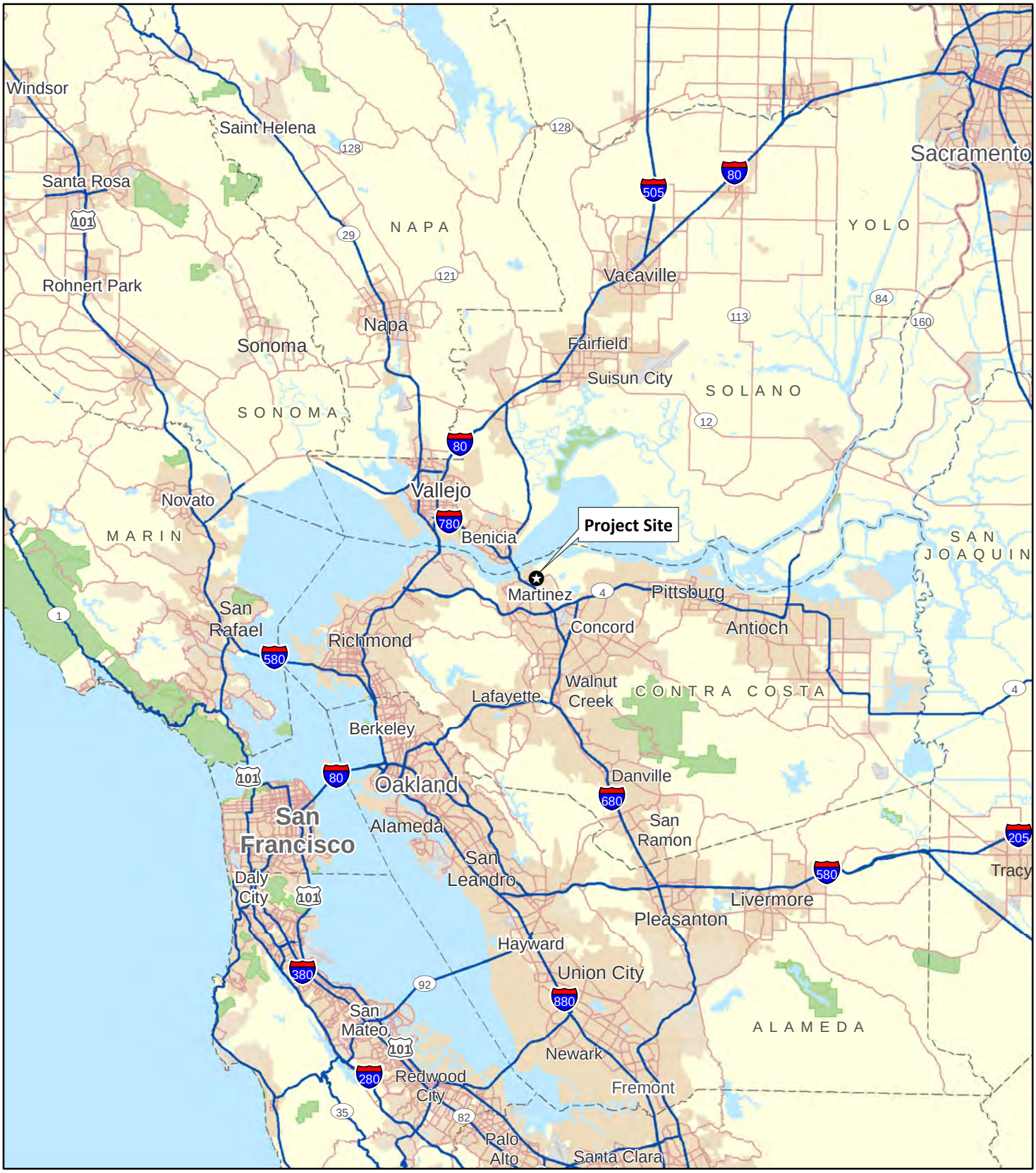
Sincerely,

LSA Associates, Inc.



Michael Hibma, M.A., AICP
Associate/Architectural Historian

Attachments: Figure 1: Regional Location
Figure 2: Project Location



LSA

FIGURE 1

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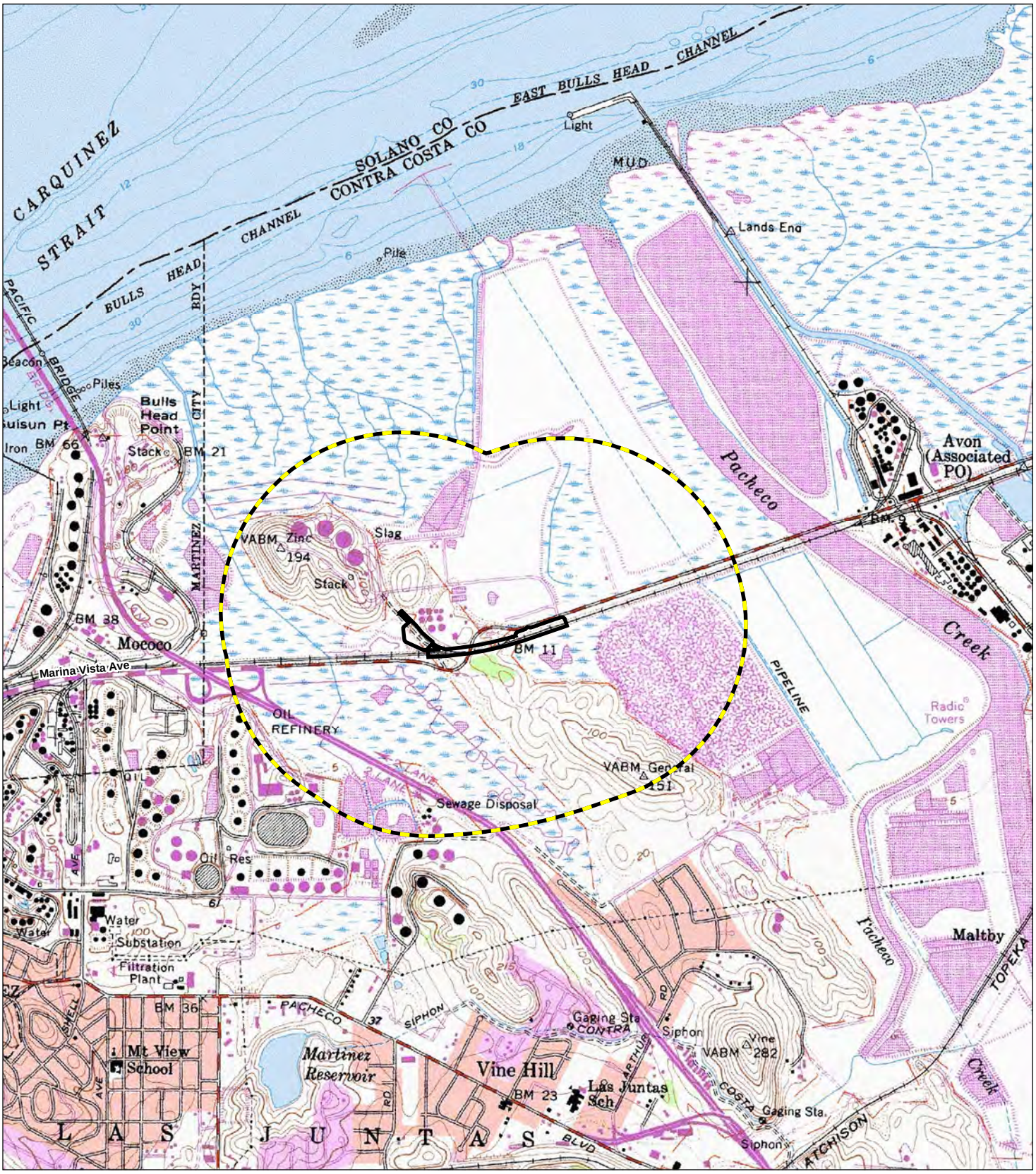
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MILES

SOURCE: StreetMap North America (2009).

I:\TMO2101\GIS\Maps\Biological Assessment\Figure 1_Regional Location.mxd (7/20/2021)

TransMontaigne Railroad Spur Project
Martinez, Contra Costa County, California

Regional Location



LSA

LEGEND

Corps Review Area

FIGURE 2

N

0 1000 2000

FEET

TransMontaigne Railroad Spur Restoration Project
Martinez, Contra Costa County, California

Project Location

Source: USGS 7.5-minute Topo Quad: *Vine Hill, Calif.*} (1980).

I:\TMO2101\GIS\Maps\Cultural\Figure 1_Project Location.mxd (8/19/2021)

Contra Costa County Historical Society

724 Escobar Street
Martinez, CA 94553-1122

Phone: 925-229-1042
Fax: 925-229-1772

November 9, 2021

Michael Hibma
LSA
157 Park Place
Pt Richmond, California 94801

Re: TransMontaigne Railroad Spur Restoration Project, Martinez, California

Dear Mr. Hibma:

We have received your request for information and comments on the area to be impacted by the subject project. Though there may well be impacts to cultural resources in the area, the Contra Costa Historical Society is not able to say at this time, due to the fact that actual research time is involved in any response to such a request.

I understand that many of the agencies from which such commentary is solicited are public agencies whose mission it is to do such work. The Contra Costa County Historical Society is a private, non-profit organization founded in 1951 for the discovery, preservation, and dissemination of knowledge about the history of Contra Costa County and the State of California. Unfortunately, it does not have the wherewithal to provide such information without compensation for our research time.

That said, the Society's History Center is certainly a resource open to your own researchers or able to provide research on a fee basis. The Society operates the largest archive of historical documents and artifacts in Contra Costa County, with a primary field of study encompassing the entire geography and history of the County. Our staff and volunteers frequently assist land-use professionals in using our archival materials to prepare environmental assessments of projects within the boundaries of the County.

Our fee structure for such research is as follows:

For members (annual corporate membership $500.00), there is no charge.
For non-member professionals conducting research on behalf of your company - $75 per year or $35 per hour
For research conducted by our staff on your behalf - $50 per hour.

I am sure you will appreciate our situation. In order to gather the information you would like or even verifying that we have no such information, we must expend research time and energy. Please let me know how you would like us to proceed.

Sincerely,

Michael C McCarron
Executive Director

From:	Michael Hibma
To:	Contra Costa County Historical Society
Cc:	Shanna Guiler
Subject:	RE: TransMontaigne Railroad Spur Restoration Project, Martinez CA
Date:	Tuesday, November 2, 2021 11:58:00 AM

Thank you very much.

Michael Hibma, M.A., AICP
Associate/Architectural Historian

From: Contra Costa County Historical Society <cchistry@cocohistory.org>
Sent: Tuesday, November 2, 2021 11:54 AM
To: Michael Hibma <Michael.Hibma@lsa.net>
Subject: TransMontaigne Railroad Spur Restoration Project, Martinez CA

See attached.

Michael C. McCarron
Executive Director
Contra Costa County Historical Society
724 Escobar Street, Martinez, CA 94553
T: 925-229-1042 F: 925-229-1772
www.cocohistory.com

Take a Tour of the History Center

LSA

CARLSBAD
FRESNO
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

October 26, 2021

John Curtis
President
Martinez Historical Society
1005 Escobar Street
Martinez, CA 94553

Subject: TransMontaigne Railroad Spur Restoration Project, Martinez, Contra Costa County, California

Dear President Curtis:

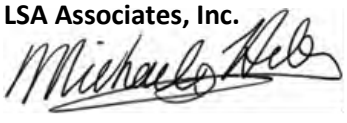
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The U.S. Army Corps of Engineers is the Responsible Entity for this project per applicable federal regulations and responsible for ensuring the project complies with Section 106 of the National Historic Preservation Act (Section 106). LSA is preparing a Cultural Resources Study to determine if the proposed project would affect a resource that meets the definition of a Section 106 historic property.

Please notify me if you have any information or concerns about historical resources in the study area. This is not a request for research; it is solely a request for public input for any concerns that the History Society may have. Please contact me at (510) 236-6810 or by mail, expressing your concerns at your earliest convenience; you may also contact me at michael.hibma@lsa.net.

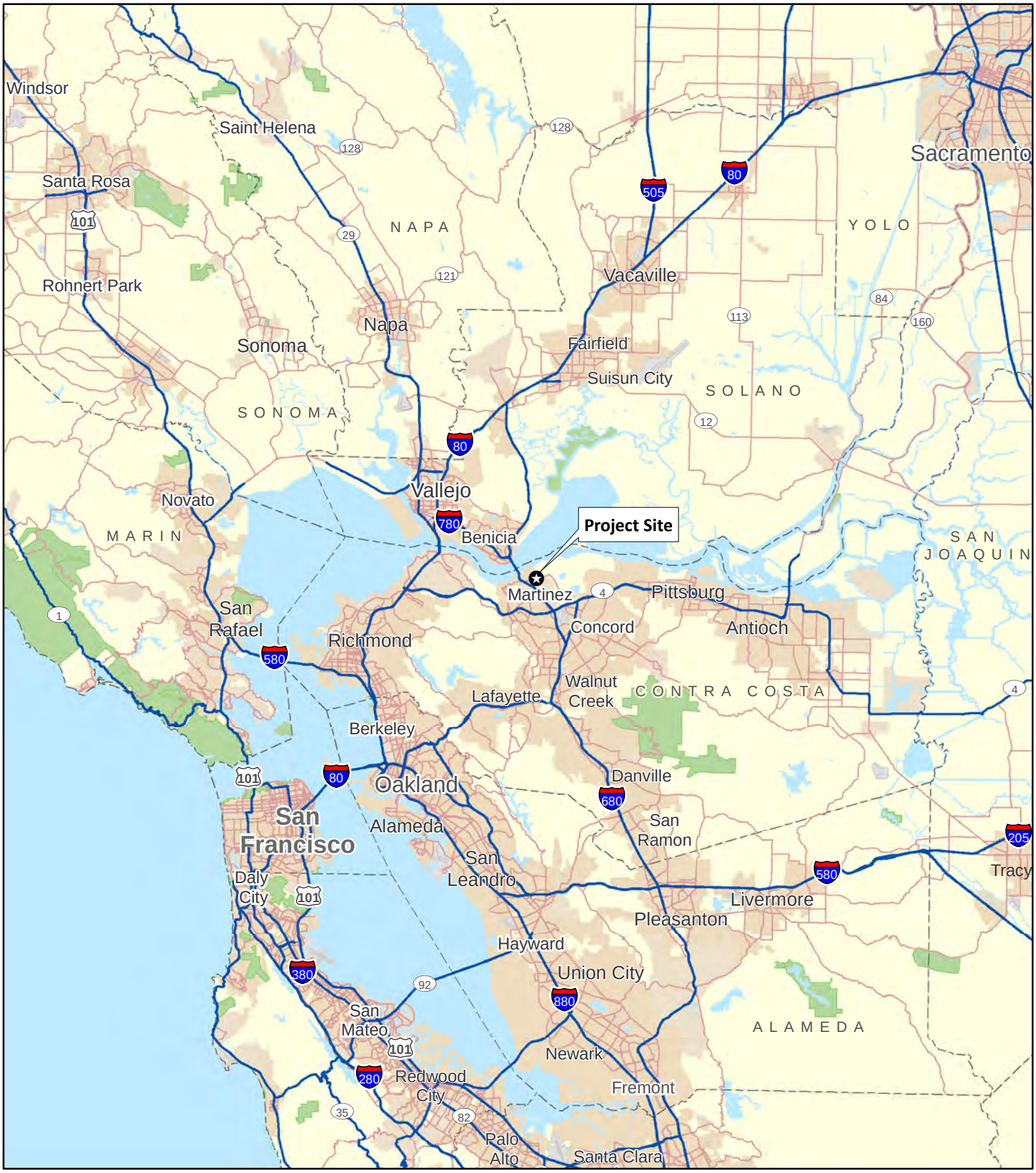
Sincerely,

LSA Associates, Inc.



Michael Hibma, M.A., AICP
Associate/Architectural Historian

Attachments: Figure 1: Regional Location
Figure 2: Project Location



LSA

FIGURE 1

N

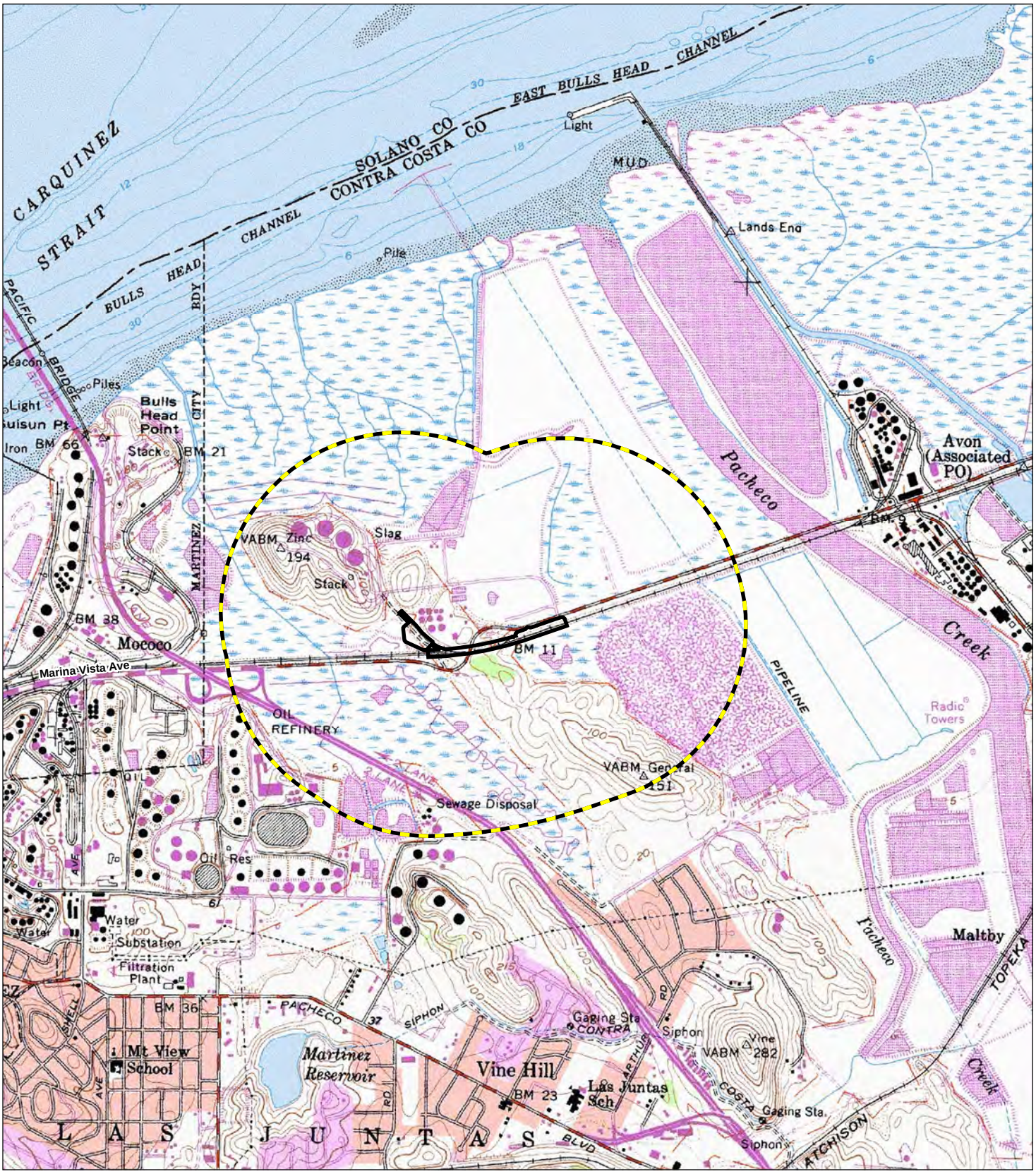
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SOURCE: StreetMap North America (2009).

I:\TMO2101\GIS\Maps\Biological Assessment\Figure 1_Regional Location.mxd (7/20/2021)

TransMontaigne Railroad Spur Project
Martinez, Contra Costa County, California

Regional Location



LSA

LEGEND

Corps Review Area

FIGURE 2

N

0 1000 2000

FEET

TransMontaigne Railroad Spur Restoration Project
Martinez, Contra Costa County, California

Project Location

Source: USGS 7.5-minute Topo Quad: *Vine Hill, Calif.*} (1980).

I:\TMO2101\GIS\Maps\Cultural\Figure 1_Project Location.mxd (8/19/2021)

From:	Michael Hibma
To:	mtzsociety@gmail.com
Cc:	Shanna Guiler
Subject:	TransMontaigne Railroad Spur Restoration Project
Date:	Tuesday, November 9, 2021 3:17:00 PM
Attachments:	Martinez_Historical_Society.pdf

Dear President Curtis,

My name is Michael Hibma, architectural historian with LSA Associates. I am working on a proposed project in eastern Martinez for the TransMontaigne Partners, LLC who is seeking to restore rail service to its existing Martinez Terminal via reconstruction of a rail spur from the existing Union Pacific Railroad tracks located south of the existing terminal. The project site consists of approximately 2.714 acres along the southern boundary of the existing Martinez Terminal extending south of Waterfront Road to the existing UPRR tracks in eastern Martinez, California. The project is located on unsectioned lands of *Rancho Las Juntas*, Township 2 North / Range 2 West of the Mount Diablo Baseline & Meridian as depicted on the United States Geological Survey *Vine Hill, Calif.* 7.5-minute topographic quadrangle map attached to this email. The U.S. Army Corps of Engineers is the Responsible Entity for this project per applicable federal regulations and responsible for ensuring the project complies with Section 106 of the National Historic Preservation Act (Section 106). LSA is preparing a Cultural Resources Study to determine if the proposed project would affect a resource that meets the definition of a Section 106 historic property.

I am reaching out to you to follow up on a letter I had sent (see attached) on or about October 26 to the address on the society's webpage requesting any information or concerns the Society may have regarding the project. However, the letter was just returned to me indicating "No Mail Receptacle". In orde to provide the Society with a chance to provide comment or share information regarding historical resources. I am sending this email to follow up.

Please notify me if you have any information or concerns about historical resources in the study area. This is not a request for research; it is solely a request for public input for any concerns that the History Society may have.

I can be reached via this email address or via telephone at the number below.

Thank you very much for your time.

Sincerely,

Michael Hibma, M.A, AICP
Associate/Architectural Historian
LSA | 157 Park Place
Point Richmond, CA 94801
_ _ _ _ _ _ _ _ _ _ _ -
510-236-6810 Tel
510-236-3480 Fax
Website

APPENDIX C

SITE PHOTOGRAPHS (10.5.2021)



P-07-000500; Southern Pacific – Northern Contra Costa Route. View to the west.
LSA photograph. October 5, 2021.



P-07-000500; Southern Pacific – Northern Contra Costa Route. View to the west.
LSA photograph. October 5, 2021.



P-07-000500; Southern Pacific – Northern Contra Costa Route. View to the east. LSA photograph. October 5, 2021.



P-07-000500; Southern Pacific – Northern Contra Costa Route. View to the west. Waterfront Overcrossing above. LSA photograph. October 5, 2021.



.

P-07-000500; Southern Pacific – Northern Contra Costa Route. View to the east.
LSA photograph. October 5, 2021.



P-07-000500; Southern Pacific – Northern Contra Costa Route. View to the west.
Waterfront Overcrossing above. LSA photograph. October 5, 2021.



P-07-000500; Southern Pacific – Northern Contra Costa Route. UPRR mainline at left, foot of spur track at right. View to the west. LSA photograph. October 5, 2021.



P-07-000500; Southern Pacific – Northern Contra Costa Route. Rail bed of former spur track. View to the northwest. LSA photograph. October 5, 2021.



P-07-000500; Southern Pacific – Northern Contra Costa Route. Spur track.
View to the northwest. LSA photograph. October 5, 2021.



P-07-000500; Southern Pacific – Northern Contra Costa Route. Spur track. View to the northwest.
LSA photograph. October 5, 2021.



P-07-000500; Southern Pacific – Northern Contra Costa Route. Spur track. View to the northwest. LSA photograph. October 5, 2021.



P-07-000500; Southern Pacific – Northern Contra Costa Route. Spur track. View to the northwest. LSA photograph. October 5, 2021.



P-07-000500; Southern Pacific – Northern Contra Costa Route. Spur track. View to the southeast. LSA photograph. October 5, 2021.



P-07-000500; Southern Pacific – Northern Contra Costa Route. Spur track. Terminus in middle distance. View to the northwest. LSA photograph. October 5, 2021.



Overview of dense grass in wetland area west of access road (northwest portion of the APE). View to the northwest. LSA photograph. October 5, 2021.



LSA-TMO2101-I-1; amethyst bottle fragment with tooled finish found west of the access road. LSA photograph. October 5, 2021.



Bottle with a threaded finish containing a cork stopper and an attached corkscrew that was found on the access road. LSA photograph. October 5, 2021.



Example of track hardware found scattered adjacent to the main and spur tracks.
LSA photograph. October 5, 2021.



Shotgun shells and a cut bone fragment found north of the main track in the east end of the APE.
LSA photograph. October 5, 2021.

APPENDIX D

CALIFORNIA DEPARTMENT OF PARKS AND RECREATION

SERIES 523 FORMS

P-07-000500; Southern Pacific – Northern Contra Costa Route; UPDATE – LSA (November 2021)

Recorded by: Michael Hibma. M.A., AICP **Date:** October 27, 2021 ☒ **Update**

Description of Feature (continued)

This resource was previously evaluated in 1994 as part of the Mojave Natural Gas Pipeline, Northern Extension Project. The segment evaluated was located approximately 0.75-miles east of interstate 680, roughly 300-feet west of where Waterfront Road passes over the Southern Pacific tracks in northern Contra Costa County. This resource also comprised six additional sites, three of which "are on spur lines built off the mainline to serve industrial sites." One spur line (SPN-67) is described as "[b]eginning at a point under the Waterfront Road overpass, a siding and spur line branch to the north off the main [UPRR] line. The spur line extends at grade into a fenced and gated area containing large storage tanks." These segments and related features were evaluated and found not NRHP eligible due to "an overall lack of integrity to the [1872-1878] period of significance, primarily in setting, design, materials workmanship, feeling and association."

Source: Brian Hatoff, Barb Voss, Sharon Waechter, Stephen Wee, and Vance Bente. *Cultural Resources Inventory Report for the Proposed Mojave Northward Expansion Project.* Report on file at Northwest Information Center, Sonoma State University, Stanislaus, Turlock, California.

Photograph.



P-07-000500; Southern Pacific – Northern Contra Costa Route.
View to the east. LSA photograph. October 5, 2021

Recorded by: Michael Hibma. M.A., AICP **Date:** October 27, 2021 ☒ **Update**

Photographs (continued)



P-07-000500; Southern Pacific – Northern Contra Costa Route. View to the west.
LSA photograph. October 5, 2021.



P-07-000500; Southern Pacific – Northern Contra Costa Route. View to the west.
LSA photograph. October 5, 2021.

Recorded by: Michael Hibma. M.A., AICP **Date:** October 27, 2021 ☒ **Update**

Photographs (continued)



P-07-000500; Southern Pacific – Northern Contra Costa Route. View to the east. LSA photograph. October 5, 2021.



P-07-000500; Southern Pacific – Northern Contra Costa Route. View to the west. Waterfront Overcrossing above. LSA photograph. October 5, 2021.

Photographs (continued)



P-07-000500; Southern Pacific – Northern Contra Costa Route. View to the east. LSA photograph. October 5, 2021.



P-07-000500; Southern Pacific – Northern Contra Costa Route. View to the west. Waterfront Overcrossing above. LSA photograph. October 5, 2021.

Photographs (continued)



P-07-000500; Southern Pacific – Northern Contra Costa Route. Spur Track. UPRR mainline at left, foot of spur track at right. View to the west. LSA photograph. October 5, 2021.



P-07-000500; Southern Pacific – Northern Contra Costa Route. Rail bed of former spur track. View to the northwest. LSA photograph. October 5, 2021.

Photographs (continued)



P-07-000500; Southern Pacific – Northern Contra Costa Route. Spur track. View to the northwest. LSA photograph. October 5, 2021.



P-07-000500; Southern Pacific – Northern Contra Costa Route. Spur track. View to the northwest. LSA photograph. October 5, 2021.

Photographs (continued)



P-07-000500; Southern Pacific – Northern Contra Costa Route. Spur track. View to the northwest. LSA photograph. October 5, 2021.



P-07-000500; Southern Pacific – Northern Contra Costa Route. Spur track. View to the northwest. LSA photograph. October 5, 2021.

Photographs (continued)



P-07-000500; Southern Pacific – Northern Contra Costa Route. Spur track. View to the southeast. LSA photograph. October 5, 2021.



P-07-000500; Southern Pacific – Northern Contra Costa Route. Spur track. Terminus in middle distance. View to the northwest. LSA photograph. October 5, 2021.

P-07-000500

SITE NAME: Southern Pacific: Northern Contra Costa Route
SITE NUMBERS: SPN-1 through SPN-7
QUAD SHEET: Various: see site forms
PIPELINE LOCATION: Various: see site forms (Vine Hill # 4824 SPN-6 1959/80)

(UTM: 579180mE/4208540mN)

Description of Feature

The proposed Mojave pipeline alignment crosses the Southern Pacific Railroad's line from Tracy to Oakland via the Carquinez Straights at seven sites in Contra Costa County. Of the seven sites, four are on the mainline: one (SPN-3) is a single track at grade; two (SPN-1 and SPN-6) are mainline sites with sidings or side tracks; and one (SPN-2) is a single track to the east of where the tracks are carried over a street on a steel girder bridge. The remaining three are on spur lines built off the mainline to serve industrial sites. This area of Contra Costa County is typified by heavy industrial facilities, oil refineries, and other similar sites. All seven sites are in such areas.

Detailed information regarding the seven sites, with photographs and site maps showing location is provided in the attached "Railroad Feature Inventory Forms."

History of Feature

As early as July 1871 the Big Four organized a railroad company, the San Pablo & Tulare Railroad Company to connect the San Joaquin Valley with a tidewater port over a more level and economical route than Livermore Pass. A route was graded from Tracy to Antioch as early as 1872, but no construction followed until 1877. In 1875 when the Southern Pacific completed its main artery down the Central Valley to Los Angeles, the extension of a line to the Carquinez Straits took on an added importance. The difficult, steep, and winding route over Altamont Pass and through Niles Canyon hampered the railroad's operations because it required double heading (two engines) for west-bound trains. (An overview of California railroads can be found in Section 2.2 above.)

Between 1876 and 1878 the Northern Railway Company (NRC), a construction subsidiary of the Central Pacific, built what is today the Southern Pacific main line from West Oakland along the east shore of San Francisco and San Pablo Bays and the south shore of Carquinez Strait to Martinez, Port Costa, and Pittsburg. Beyond Pittsburg it turns southeast through Tracy to connect with the main San Joaquin Valley line at Lathrop Junction. Branch lines constructed by NRC split off from this line to cross Carquinez Strait at two locations: Port Costa and Vallejo Junction (*Sacramento Union*, September 10, 1878; Heath 1945:11).

The new Southern Pacific line fueled industrial dispersion from San Francisco to western Contra Costa County. The first explosives plant in the area, the Vulcan Powder Works, was established in what is now Richmond in 1878. The Giant Powder Company of San Francisco and the Hercules Powder Company followed in the early 1880s to sites on San

S#17993

Pablo Bay north of Richmond. Closely allied to these explosives plants were the smelter and the cartridge factory of the Selby Smelting and Lead Company which relocated its smelter from Black Point in San Francisco to Selby on San Pablo Bay in 1884. The Southern Pacific also delivered wheat to the main shipping port of Port Costa, and had connections to the large oil refineries at Martinez and the lumber manufacturers, iron, and steel plants in the vicinity of Pittsburg. These terminal facilities had the usual sidetracks and warehouse arrangements for the accommodation of general freight. The Southern Pacific also built spur lines which ran out to various wharfs and warehouses that made connection with deep water ships. The Oakland, Antioch & Eastern and the Santa Fe railroads also maintained important deep water terminals, tracks, ferry slips, wharves and warehouses in the vicinity of Bay Point (Port Chicago). Southern Pacific had the largest yard there, but all three had connecting tracks in the vicinity of Bay Point, where cars were dropped and switched (House Doc. 986, 65th Cong., 2nd Sess. 1918: 1-8).

World War I placed a heavy burden on the major railroad companies in the United States. After the war, much new construction was necessary. In 1923 the Southern Pacific began a major program of rehabilitation and development that lasted through 1930 and cost $387 million; it was one of the largest such programs in the company's history (Heath 1945: 25-30). During the Great Depression, Southern Pacific's revenue dropped and reduction of services followed; some branch lines were abandoned and torn up, unprofitable services curtailed, and old equipment scrapped.

In contrast during World War II the company set all time freight records, and passenger traffic rose even faster. The magnitude of change was probably greater on the West Coast than anywhere else. The ports on San Francisco Bay were the busiest in the nation and were served directly by Southern Pacific from three directions, of which the Northern Contra Costa Route was one. During this four year interval, the volume of traffic in California increased eight-fold, a major portion of which was handled over Southern Pacific lines into the ports of the greater San Francisco Bay region. During the war years, the Southern Pacific made great strides in improvement of its rolling stock, better traffic control, installation of 1,400 miles of heavier duty rails with additional sidings and siding extensions (necessary because so much of the line was single track), strengthening and improving bridges and trestles, installation of new roundhouse and shop facilities, and station expansion (Hofsommer 1986: 190-1207; Heath 1945:44-50).

After the war, Southern Pacific used its wartime gains to enhance its operating system. During the six years from 1946 through 1951, an average of 439 miles of track were outfitted each year with new and heavier rail on the main lines to carry larger locomotives and longer freight trains.

During the 1960s the Southern Pacific undertook a major improvement effort throughout its system, including construction of a new line near Palmdale, completed in 1967. The plan included upgrading the main line through the San Joaquin Valley with new welded rails called "ribbon rails" manufactured at the Tracy rail-welding plant. The company also began to employ a mechanized track laying machine that laid the ties, aligned rails, drove spikes, and spread ballast with precision impossible to obtain in the previous century. These rails are still functioning on hundreds of miles of Southern Pacific track throughout

the Great Central Valley (*Sacramento Bee*, May 14, 1967; Southern Pacific Bulletin, December 1967).

Evaluation of Feature

The seven sites (SPN-1 through SPN-7) on the Southern Pacific Northern Contra Costa Route between Tracy and Oakland via Carquinez Straights recorded as a part of this inventory do not appear to be eligible for listing in the National Register of Historic Places. The line was built between 1872 and 1878. While it played a major role in the history of transportation in California and the western United States, and to the development of the Suisun Bay and northern Contra Costa County region, SPN-1 through SPN-7 exhibit insufficient integrity of materials, setting, design, workmanship, feeling and association to the period of significance (1872-78) to be eligible to the National Register.

The resources that would be significant and eligible for the National Register would be those that were related to the original construction of the line, or which exhibit important characteristics (construction techniques, engineering features, etc.) of that period. None of the sites recorded on this line have resources from the period of significance, nor do they provide a feeling of time and place.

Like most heavily used main railroad routes, this line has aspects that are more similar to a machine than a structure. As with all pieces of heavy equipment, over time parts become worn out or break and are then replaced. In the case of SPN-1 through SPN-3 and SPN-6, the major resource related to the period of significance is the right of way itself; all other resources -- rails, tie plates, ties, ballasting, etc. -- have been replaced and exhibit either dates or characteristics that place their installation well after the period of significance. For example, rail rolling dates at SPN-1 through SPN-3 and SPN-6 range from 1925 through 1944. The spur line rails are older, running from 1900 to 1902 at SPN-4 and SPN-5, and 1921 at SPN-7. However, tie plates at SPN-4 and SPN-5 have dates of 1922-1925, suggesting that the lines were repaired, refurbished or relaid at that time. The mainline is uniformly shaped and evenly ballasted, suggesting recent maintenance and exhibiting a modern appearance. Therefore SPN-1 through SPN-7 are not eligible for listing in the National Register owing to an overall lack of integrity to the period of significance, primarily in setting, design, materials, workmanship, feeling and association.

RAILROAD FEATURE INVENTORY FORM

P-07-000500

PROJECT: Mojave Natural Gas Pipeline, Northern Extension Project
LOCATION NO: SPN-6
MILEPOST: 289.3
PHOTO DATE: April 13, 1994
QUAD NAME & NO.: Vine Hill (47)

1. **Name of Line:** Southern Pacific - Northern Contra Costa Route

2. **Location of recordation:** This site is located about 3/4 mile east of Highway 680, roughly 300' west of where Waterfront Road passes over the Southern Pacific tracks in northern Contra Costa County **(Photograph 1)**. At this site the railroad alignment extends parallel to, and approximately 100' north of, Waterfront Road.

3. **Structures at or near this location:** Waterfront Road extends parallel to the east-west running tracks, roughly 100' to the south. About 300' east of the APE Waterfront Road passes over the railroad alignment and then continues eastward parallel to the north side of the tracks. Beginning at a point under the Waterfront Road overpass, a siding and spur line branch to the north off the main line. The spur line extends at grade into a fenced and gated area containing large storage tanks **(Photograph 2)**. The spur line appears to be out of service, and no rail dates were visible. The siding extends west, roughly 9' north of, and parallel to, the main track. A series of pipelines extend parallel to the southern embankment of the main line, between the railroad grade and Waterfront Road. A gravel road extends off Waterfront Road, over the tracks, and into the storage tank compound. There is a signal and gate located at this crossing.

4. **Setting at this location:** A variety of industrial complexes and swampland surround this APE. Roughly 200' north of the railroad grade is a tank farm. South of Waterfront Road is open swampland, with chemical plants in the distance.

5. **Integrity considerations for this feature:** Southern Pacific replaced rails in the area after 1940.

6. **Attributes at this location (measurements in feet):**

   Width, berm-berm: 30

   Top width (crown): 27

   Height or Depth: 2 to south, at grade to north

   Ballast Material: Crushed granite

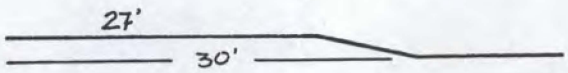
7. **Observed dates:**

   Rails: (main/siding) APE: 1940/1925 West: 1940/1925 East: 1939 (main only)

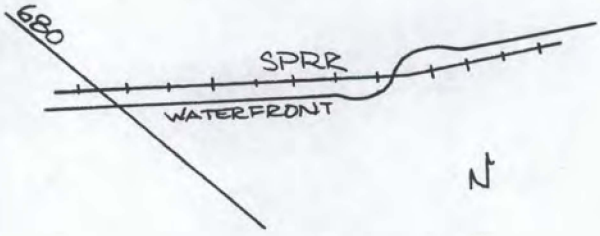
   Tieplates: APE: 1949 West: 1949 East: 1949
   No dates observed on siding north of main line.

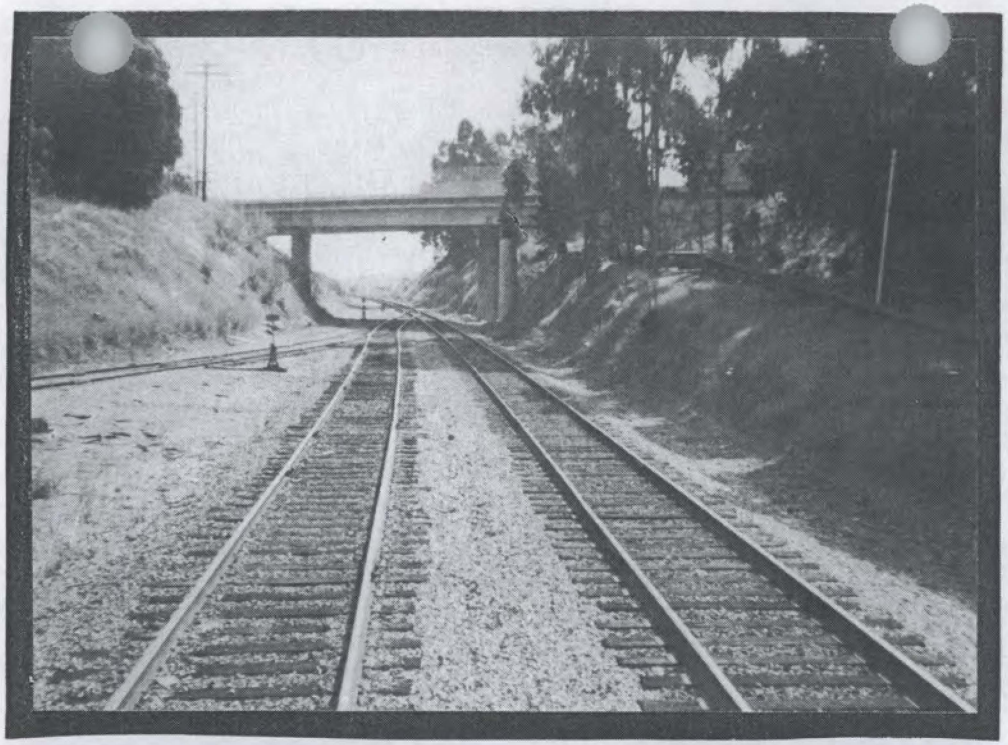
   Other:

Sketch, in cross section: Looking east



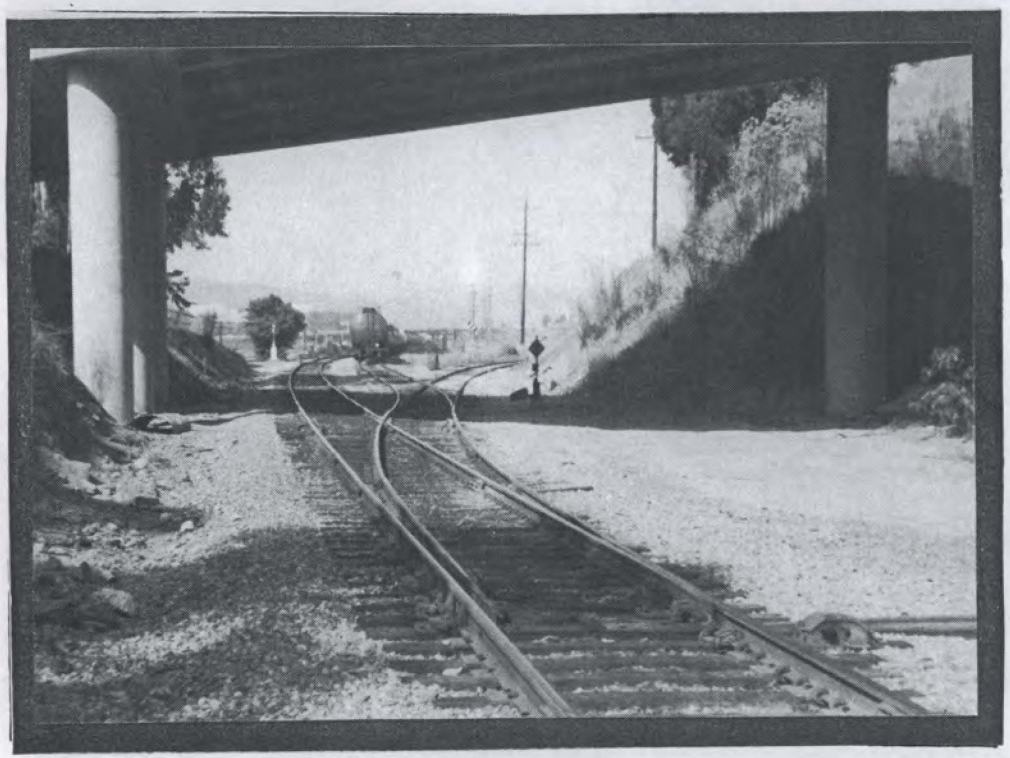
Location Sketch:





1

Photograph Number: 1
Site Number: SPN-6
Common Name: Southern Pacific - Northern Contra Costa Route

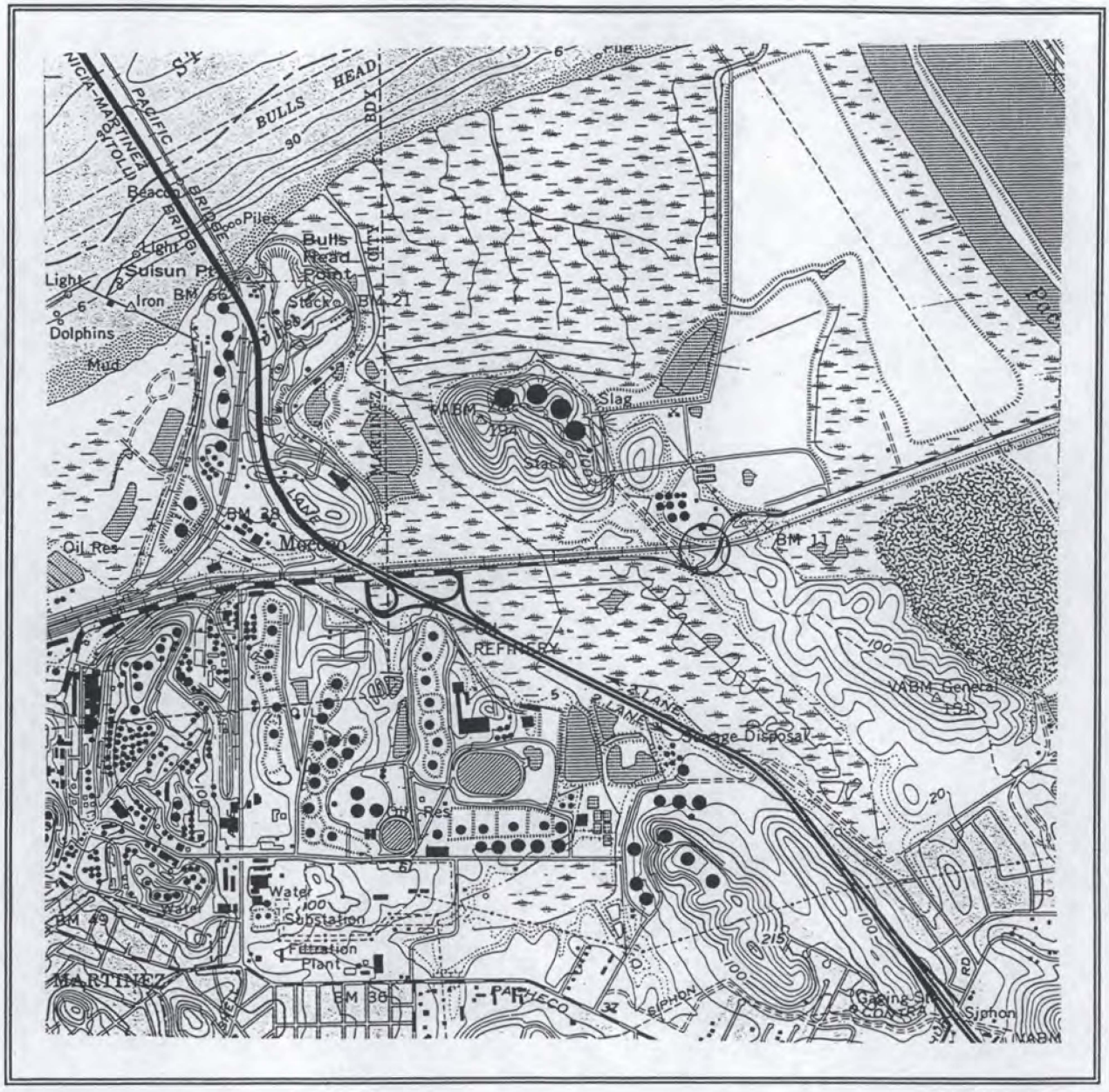


2

Photograph Number: 2
Site Number: SPN-6
Common Name: Southern Pacific - Northern Contra Costa Route

P-07-000500

P-07-000500



SITE NAME: Southern Pacific - Northern Contra Costa Route, Contra Costa County
SITE NUMBER: SPN-6
QUAD SHEET: "Vine Hill Quadrangle," USGS: 1959, photorevised 1980
PIPELINE LOCATION: MP 289.3

LSA-TMO2101-I-1 (isolate)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

 ***Resource Name or #:** LSA-TMO2101-I-1

P1. Other Identifier:

***P2. Location:** **X Not for Publication** ☐ **Unrestricted** ***a. County:** Contra Costa

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Vine Hill, Calif. **Date:** 1980 **T** 2N; **R** 2W; **¼ of** SE **¼ of Sec** 8 **;** M.D. **B.M.**

c. Address: City: Zip:

d. UTM: Zone: 10S; 578886.21 mE/ 4209226.33 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:

Isolate found in wetland area west of the access road that parallels the abandoned RR spur line west of the TransMontaigne Terminal in Martinez.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Isolate consists of a solarized (amethyst) glass bottle fragment with a tooled finish. Manufacture of decolorized glass using manganese (which over time and through exposure to sunlight turns the glass purple in color) dates from the 1870s to ca. 1920. Bottles with tooled finishes typically date between ca. 1885 and the early 1920s (SHA 2021). Based on these characteristics, the bottle fragment likely was produced ca. 1885−ca. 1920. No other artifacts or archaeological deposits were observed in the immediate vicinity.

Society for Historical Archaeology (SHA)
2021 Historic Glass Bottle Identification and Information Website. Electronic document, https://sha.org/bottle/index.htm

***P3b. Resource Attributes:** (List attributes and codes) AH16 (Other; isolated amethyst bottle fragment)

***P4. Resources Present:** ☐Building ☐Structure ☐Object ☐Site ☐District ☐Element of District **X** Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: (View, date, accession #)

***P6. Date Constructed/Age and Sources: X** Historic
☐Prehistoric ☐Both

***P7. Owner and Address:**
TransMontaigne Partners LLC
1670 Broadway, Suite 3100
Denver, Colorado 80202

***P8. Recorded by:** (Name, affiliation, and address)
Lennon Fanning and Kendra Kolar
LSA
157 Park Place
Point Richmond, CA 94801

***P9. Date Recorded:** 11/10/2021

***P10. Survey Type:** (Describe)
Pedestrian survey

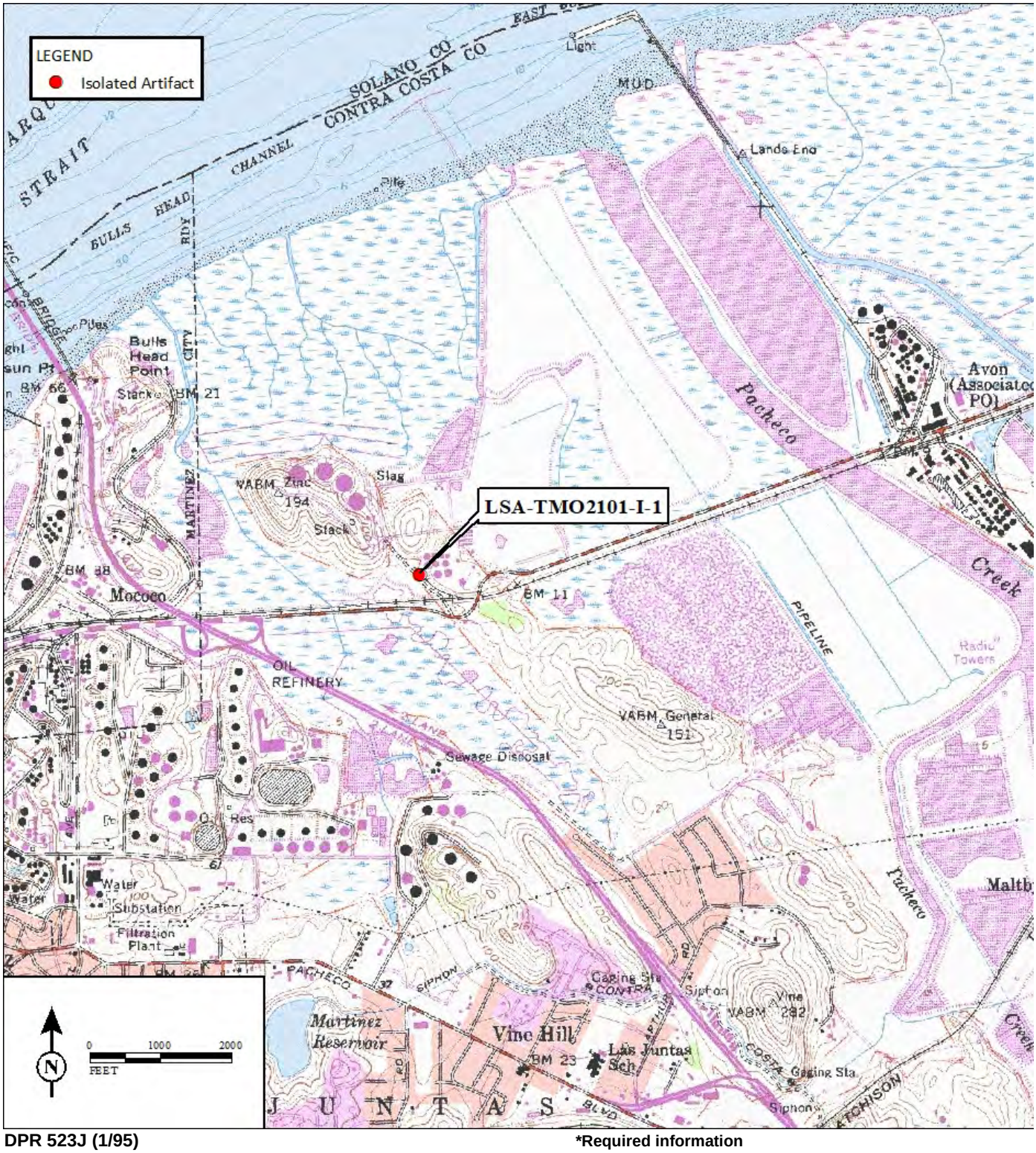
***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Michael Hibma and Kendra Kolar. 2021. *Cultural Resources Study for the TransMontaigne Railroad Spur Project, Martinez, Contra Costa County, California.*

***Attachments:** ☐NONE **X** Location Map ☐Sketch Map ☐Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

State of California — The Resources Agency	Primary #
DEPARTMENT OF PARKS AND RECREATION	HRI#
LOCATION MAP	Trinomial

Page 2 **of** 2 ***Resource Name or #:** LSA-TMO2101-I-1

***Map Name:** Vine Hill, Calif. ***Scale:** 1:25,000 ***Date of Map:** 1980



DPR 523J (1/95) ***Required information**

APPENDIX C

SHPO CORRESPONDENCE
SECTION 106 CONSULTATION FOR MARTINEZ TERMINAL RAILROAD SPUR PROJECT, (COE FILE NO. 2012-00075S), MAY 24, 2023

State of California • Natural Resources Agency
Gavin Newsom, *Governor*

DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION
Armando Quintero, *Director*

Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

May 24, 2023 In reply refer to: COE_2022_0418_002

VIA ELECTRONIC MAIL

Frances Malamud-Roam
Senior Project Manager, Regulatory Division
Army Corps of Engineers, San Francisco District
450 Golden Gate Ave, 4th Floor, Suite 0134
San Francisco, CA 94102

RE: Section 106 consultation for the Martinez Terminal Railroad Spur Project, Martinez, Contra Costa County (COE File No. 2012-00075S)

Dear Frances Malamud-Roam,

The U.S. Army Corps of Engineers (COE) is continuing consultation with the State Historic Preservation Officer (SHPO) to comply with Section 106 of the National Historic Preservation Act of 1966, as amended (54 USC § 306108) and its implementing regulation at 36 CFR Part 800. By letter received on March 16, 2023, the COE is addressing comments on their identification efforts, and seeking concurrence on their determination and finding of effect for the above-referenced undertaking. The COE submitted the following revised document to supplement their response to SHPO comments and support their finding of effect:

- *Cultural Resources Study; Transmontaigne Railroad Spur Project, Martinez, Contra Costa County, California* (LSA 2023)

The COE initiated consultation with the SHPO on April 18, 2022, proposing to issue a permit supporting the re-establishment of a former rail spur on the south side of the Trans Montaigne Martinez Terminal, connecting to the existing Union Pacific Railroad tracks south of Waterfront Road in the city of Martinez, in Contra Costa County. Project activities include the construction of approximately 3,000 linear feet of new track, excavation of a standard UPRR railroad ditch for storm water runoff, installation of piping, headers, and hose connections, a pumping system, upgraded heating plat with thermal oil and railcar

steam generation equipment, conversion of two existing aboveground storage tanks, and construction of pipeline shipping modifications within the existing terminal.

The COE requested a search of the Sacred Lands File from the Native American Heritage Commission (NAHC) returning negative results on November 8, 2021. The COE contacted Native American entities listed by the NAHC as having cultural ties to the project area on January 20, 2022 and sent follow-up emails on April 18, 2022. The COE received a response from the Confederated Villages of Lisjan requesting to be contacted in the case any cultural materials are identified. The COE received no further responses.

The COE describes the APE as the full 2.714-acre project area with a vertical extent of 16 feet below ground surface. The COE refers to Appendix A Figures 3a-c in the Cultural Resources Study (LSA 2023) to display their APE.

Pursuant to 36 CFR 800.4(a)(1), I have no comments on the APE.

Efforts to identify historic properties include a records search, pedestrian survey, and Native American outreach. Efforts to identify historic properties resulted in the identification of three previous cultural resource studies that have been completed within the APE and 12 previous cultural resource studies that have been performed with the 0.05-mile study area. Two cultural resources are present in the APE: a segment of the Southern Pacific – Northern Contra Costa Route (P-07-00500) and an isolated artifact (LSA-TMO2101-I-1) described as an amethyst glass bottle fragment with a tooled finish, circa 1885- ~1920. The isolated artifact (LSA-TMO2101-I-1) was identified during the pedestrian survey and recorded on DPR 523 forms. The previously evaluated segment of the Southern Pacific – Northern Contra Costa Route (P-07-00500) was found not eligible for listing on the National Register of Historic Places in a 1994 study. For the purposes of this consultation only, the determination remains valid.

The vertical extent for the majority of the APE would be no greater than 5 feet depth except in one limited area, where a crash wall is proposed, the depth would reach 16 feet below the surface. To identify potential resources within the vertical APE, the applicant's consultant analyzed three borings and three cone penetrometer tests (CPTs). The east and west ends of the APE are located in potentially sensitive Holocene-age deposits, while the middle portion of the APE is located within Cretaceous bedrock and is not sensitive for archaeological resources. The area in the eastern portion of the APE is mapped as consisting of Holocene-age bay mud; however results of CPTs from this area indicate that these bay mud deposits are overlain by between 5 and 10 feet of artificial fill (too deep for archaeological hand excavation). The area of the APE with the deepest maximum ground disturbance (16 feet below surface) is located on this Cretaceous bedrock area. Throughout the remaining areas of the APE, the vertical extent would be no greater than 6.5 feet depth, and in most areas no greater than 5 feet. Therefore, the likelihood of buried archaeological deposits within the vertical APE is low.

Pursuant to 36 CFR 800.4(b)(1), I agree the COE has made a reasonable and good-faith effort to identify historic properties in the APE for this undertaking.

The isolated artifact (LSA-TMO2101-I-1) identified during the pedestrian survey has exhausted its data potential to provide information important to our past through recordation and submittal of the record. Based on this, the Corps finds that the bottle fragment would not be considered eligible for inclusion in the NRHP.

Pursuant to 36 CFR 800.4(c)(2), the COE has determined that the isolate (LSA-TMO2101-I-1) is not eligible for the National Register. I concur.

The COE has concluded that the undertaking would have no effect on historic properties and has requested my review and comment on their finding of effect for the proposed undertaking. After reviewing your letter and supporting documentation, I do not object to a finding of *no historic properties affected* for this undertaking pursuant to 36 CFR 800.4(d)(1).

If you require further information, please contact Aubrie Morlet at (916) 893-8270 or Aubrie.Morlet@parks.ca.gov

Sincerely,



Julianne Polanco
State Historic Preservation Officer

APPENDIX D

HISTORICAL ORGANIZATION OUTREACH (LSA 2025)

From:	Michael Hibma
To:	info@cocohistory.org
Cc:	Christopher Morgan
Subject:	TransMontaigne Railroad Spur Restoration Project, Martinez, Contra Costa County (Updated 2024)
Date:	Tuesday, January 14, 2025 11:51:00 AM
Attachments:	Figure 2_Project Location.pdf Cultural APE_Impacts_working_2024-08.pdf

Dear President Weber:

TransMontaigne Partners LLC (TransMontaigne) proposes to restore rail service to its existing Martinez Terminal via reconstruction of a rail spur from the existing Union Pacific Railroad (UPRR) tracks located south of the existing terminal. On or about October 26, 2021, LSA sent the Contra Costa County Historical Society a letter describing an earlier iteration of this project. Since the 2021 outreach, the project was revised to include additional area along the railroad ROW near the southern boundary of the existing Martinez Terminal extending south of Waterfront Road to the existing UPRR tracks in eastern Martinez, California. The project is located on unsectioned lands of *Rancho Las Juntas*, Township 2 North / Range 2 West of the Mount Diablo Baseline & Meridian as depicted on the United States Geological Survey *Vine Hill, Calif.* 7.5-minute topographic quadrangle map.

The U.S. Army Corps of Engineers is the Responsible Entity for this project per applicable federal regulations and responsible for ensuring the project complies with Section 106 of the National Historic Preservation Act (Section 106). LSA is preparing a Supplemental Cultural Resource Study to determine if the proposed project, as revised, would affect a resource that meets the definition of a Section 106 historic property.

Please notify me if you have any information or concerns about historical resources in the study area. This is not a request for research; it is solely a request for public input for any concerns that the History Center may have. Please contact me at (510) 236-6810 or by mail, expressing your concerns at your earliest convenience; you may also contact me at michael.hibma@lsa.net. Thank you,

Michael Hibma, M.A.
Associate/Architectural Historian
LSA | 157 Park Place
Point Richmond, CA 94801
- - - - - - - - - - - -
510-236-6810 Tel
510-236-3480 Fax
Website

From:	Michael Hibma
To:	info@martinezhistory.org
Cc:	Christopher Morgan
Subject:	TransMontaigne Railroad Spur Restoration Project, Martinez, Contra Costa County (Updated 2024)
Date:	Tuesday, January 14, 2025 11:51:00 AM
Attachments:	Figure 2_Project Location.pdf Cultural APE_Impacts_working_2024-08.pdf

Dear Martinez Historical Society:

TransMontaigne Partners LLC (TransMontaigne) proposes to restore rail service to its existing Martinez Terminal via reconstruction of a rail spur from the existing Union Pacific Railroad (UPRR) tracks located south of the existing terminal. On or about October 26, 2021, LSA sent the Martinez Historical Society a letter describing an earlier iteration of this project. Since the 2021 outreach, the project was revised to include additional area along the railroad ROW near the southern boundary of the existing Martinez Terminal extending south of Waterfront Road to the existing UPRR tracks in eastern Martinez, California. The project is located on unsectioned lands of *Rancho Las Juntas*, Township 2 North / Range 2 West of the Mount Diablo Baseline & Meridian as depicted on the United States Geological Survey *Vine Hill, Calif.* 7.5-minute topographic quadrangle map.

The U.S. Army Corps of Engineers is the Responsible Entity for this project per applicable federal regulations and responsible for ensuring the project complies with Section 106 of the National Historic Preservation Act (Section 106). LSA is preparing a Supplemental Cultural Resource Study to determine if the proposed project, as revised, would affect a resource that meets the definition of a Section 106 historic property.

Please notify me if you have any information or concerns about historical resources in the study area. This is not a request for research; it is solely a request for public input for any concerns that the History Center may have. Please contact me at (510) 236-6810 or by mail, expressing your concerns at your earliest convenience; you may also contact me at michael.hibma@lsa.net. Thank you,

Michael Hibma, M.A.
Associate/Architectural Historian
LSA | 157 Park Place
Point Richmond, CA 94801
- - - - - - - - - - - -
510-236-6810 Tel
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Website