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March 18, 2022
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March 18, 2022

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, S.W., Room 1304
Washington, D.C. 20024

Re: Docket No. AB 1316X
GNP Rly, Inc. – Abandonment Exemption – in King County, WA

Dear Ms. Brown:

Enclosed for filing in the above-captioned proceeding is the Verified Notice of Exemption of GNP RLY, Inc. A payment in the amount of \$4,400.00, representing the appropriate filing fee for this proceeding, has been submitted through pay.gov.

A copy of the Combined Environmental/Historic Report (Exhibit D to the Notice) has been provided directly to the Board's Office of Environmental Analysis.

Thank you for your assistance. If you have any questions regarding this filing, please contact me.

Respectfully submitted,


James H.M. Savage

Attorney for GNP RLY, Inc.

Cc: Kevin Kucera
Matthew Cohen

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-1316X

GNP RLY, INC. – ABANDONMENT EXEMPTION –
IN KING COUNTY, WASHINGTON

VERIFIED NOTICE OF EXEMPTION

James H. M. Savage, Esq.
22 Rockingham Court
Germantown, MD 20874
jsavagelaw@aim.com
908 361-7097

Attorney for GNP RLY, Inc.

Dated: March 18, 2022

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-1316X

GNP RLY, INC. – ABANDONMENT EXEMPTION –
IN KING COUNTY, WASHINGTON

VERIFIED NOTICE OF EXEMPTION

GNP RLY, Inc. (“GNP”) files this Verified Notice of Exemption pursuant to the class exemption at 49 C.F.R. § 1152.50 for GNP to abandon an approximately 2.58 mile segment of its rail line between mileposts 23.8 and 26.58, all in Woodinville, King County, Washington, together with a spur that extends into Bothell, Washington (the “Line”). After receiving abandonment authority, GNP plans to transfer its property rights in the Line to the City of Woodinville, Washington and convert the Line to a trail pursuant to 49 C.F.R. § 1152.29.

In accordance with the requirements of 49 C.F.R. 1152.50(d)(2), GNP submits the following information:

Proposed Consummation Date: May 11, 2022

Qualification for Class Exemption: Per the certification and verification attached hereto as Exhibit A, GNP has certified that no local revenue traffic has moved over the Line for at least two year, that no overhead traffic will need to be rerouted because the Line is stub-ended, and that no formal complaint has been filed by a user of rail service on the Line (or a state or local

governmental entity acting on behalf of such user) regarding cessation of service over the Line is pending with the Board or any U.S. District Court or has been decided in favor of the complainant during the last two years.

Information required by 49 C.F.R. § 1152.22(a)(1) through (4), (7), and (8), and (e)(4)

(a)(1) **Exact name of applicant:** GNP RLY, Inc.

(a)(2) **Common carrier status:** GNP is a Class III common carrier by rail operating in the State of Washington.

(a)(3) **Relief sought:** Pursuant to the Board's class exemption procedures for the abandonment of out-of-service rail lines (49 C.F.R. Part 1152, Subpart F), GNP seeks authority to abandon the Line.

(a)(4) **Map:** *See* Exhibit B.

(a)(7) **Applicant's representative:** GNP's representative to whom correspondence regarding this abandonment should be sent is:

James H. M. Savage, Esq.
22 Rockingham Court
Germantown, MD 20874
jsavagelaw@aim.com
908 361-7097

(a)(8) **ZIP codes traversed:** 98072

(e)(4) **Suitability for Other Public Purposes:** GNP and the City of Woodinville have reached an agreement to transfer GNP's property rights in the Line to the City of Woodinville, and convert the Line to a trail pursuant to 49 C.F.R. § 1152.29, contingent on Board approval for authority to abandon.

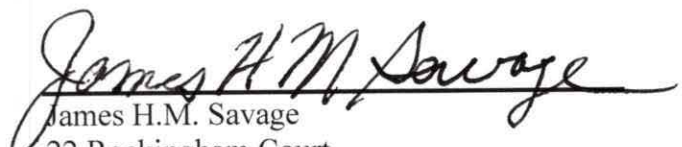
Labor Protection: The interests of any railroad employees who may be adversely affected by the proposed abandonment will be adequately protected by the labor protective conditions in *Oregon*

Short Line R. Co. – Abandonment-Goshen, 360 I.C.C. 91 (1979). However, GNP does not believe that any employees will be adversely affected by the proposed abandonment.

Certificate of Compliance with Notice Requirements: A certificate of compliance with the notice and publication requirements of 49 C.F.R. §§ 1152.50(d)(1) and 1105.12 is attached as Exhibit C.

Environmental and Historic Report: an Environmental/Historic Report prepared in compliance with the notice and publication requirements of 49 C.F.R. §§ 1105.7 and 1105.8, together with a certificate of compliance with the notice requirements of 49 C.F.R. § 1105.11, is attached hereto as Exhibit D. That report concludes that the proposed abandonment, if implemented, will not significantly affect the quality of the human environment or adversely affect any historic properties or tribal archaeological resources. A copy of the Environmental/Historic Report has been filed with the Board's Office of Environmental Analysis.

Respectfully submitted,


James H.M. Savage
22 Rockingham Court
Germantown, MD 20874
jsavagelaw@aim.com
908 361-7097

Dated: March 18, 2022

**VERIFICATION AND CERTIFICATION THAT RAIL
LINE MEETS
CRITERIA OF 49 C.F.R. SECTION 1152.50(b)**

I hereby certify that no local freight traffic has moved over the Woodinville segment of GNP's 2.58 mile rail line between mileposts 23.8 and 26.58, including the spur that extends into Bothell, Washington (the "Line") for two years prior to the date hereof. The Line is stub-ended at its south terminus. Because this is not a through line, no overhead traffic has operated; therefore, none needs to be rerouted over other lines. Further, no formal complaint filed by a user of rail service on the line (or a State or local government entity acting on behalf of such user) regarding cessation of service over the Line either is pending with the Surface Transportation Board or any U.S. District Court or has been decided in favor of a complainant within the two-year period. The foregoing certification is made on behalf of GNP by the undersigned after due and careful investigation of the matters herein certified and based on the best of the knowledge, information, and belief of the undersigned.



Kevin Kucera

SUBSCRIBED AND SWORN TO before me this 15TH day of
March, 2022.

My Commission Expires:

06.27.2025

Stacy L. Hill

Notary Public

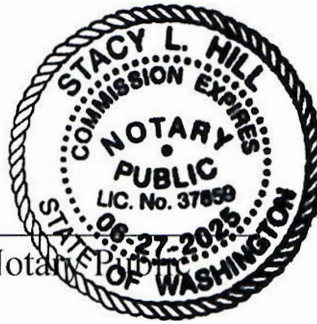


EXHIBIT B – MAP

Document Path: \\na.aecomnet.com\ifs\AMER\Seattle-USSEA01\DCS\Projects\ENV\60656914_Woodinville Rail Env Report\999-GIS\MXDs\Woodinville_HisReport.mxd

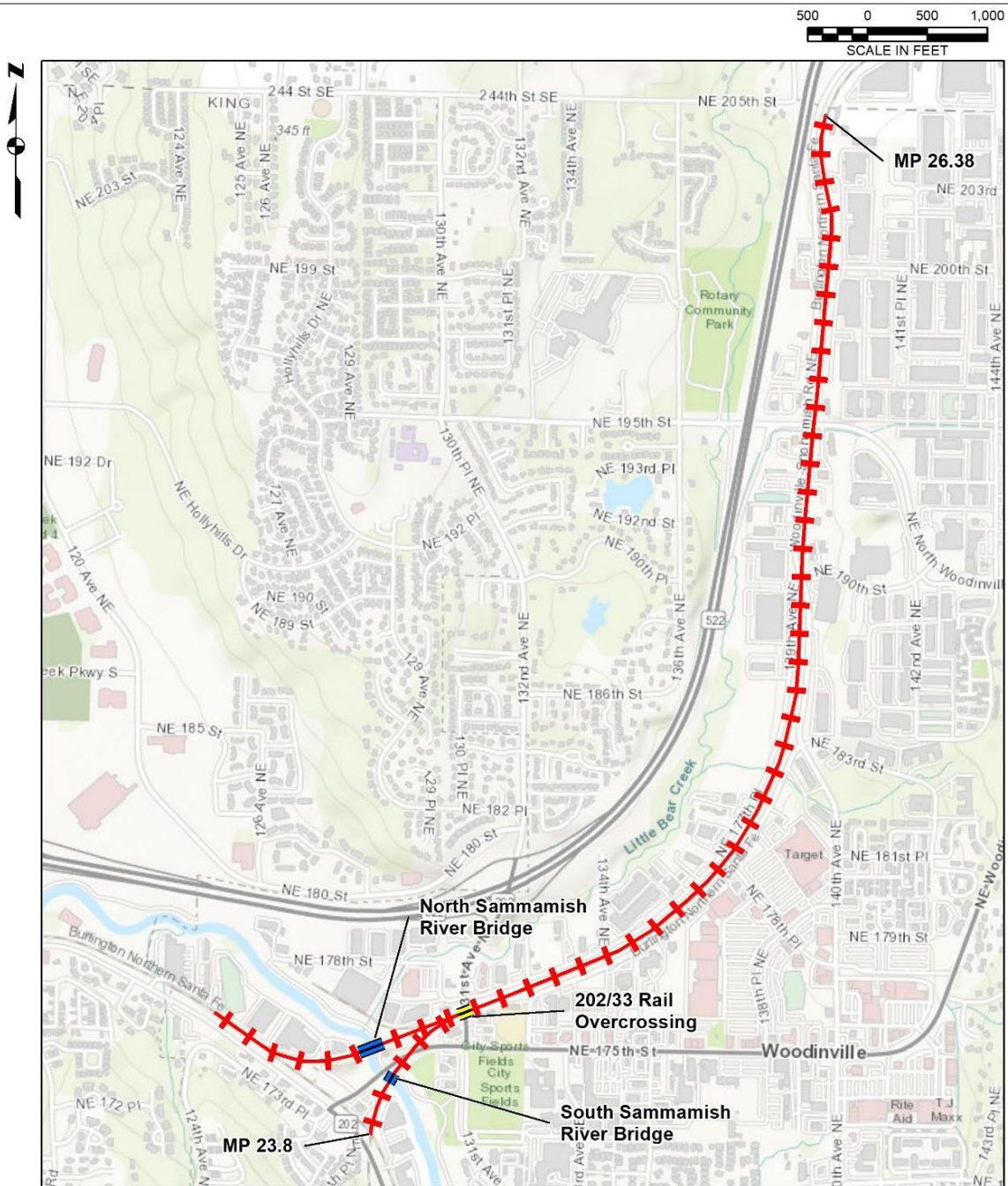


EXHIBIT C

CERTIFICATES OF NOTICE AND PUBLICATION

**CERTIFICATE OF NOTICE REQUIRED
PURSUANT TO 49 C.F.R. § 1152.50(d)**

The undersigned certifies that on February 24, 2022 written notice of GNP RLY Inc's intent to use the exemption notice procedure in Docket No. AB-1316X to abandon rail service on a 2.58 mile segment of rail line in Woodinville, Washington was mailed via first class mail to the following parties:

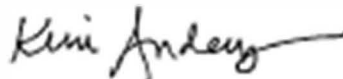
Washington Utilities And Transportation Commission
P.O. Box 47250
Olympia, WA 98504-7250

U.S. DOD - SDDCTEA
Railroads for the National Defense Program
One Soldier Way, Building 1900W
Scott AFB, IL 62225-5006

David Siegenthaler
Regional Program Manager
Federal Lands to Parks Program
National Park Service
909 First Avenue, 5th Floor
Seattle, Washington 98104
David_Siegenthaler@nps.gov

Barbara Rice, Program Manager
Rivers, Trails and Conservation Assistance Program
333 Bush Street, Suite 500
San Francisco, CA 94104
Barbara_Rice@NPS.Gov

Chief, U.S. Forest Service
U.S. Department of Agriculture
1400 Independence Ave., S.W.
Washington, D.C. 20250-0003



Kim Anderson
AECOM

NOTICE OF INTENT TO ABANDON RAIL SERVICE

GNP RLY, Inc. gives notice that on or about March 18, 2022 it intends to file with the Surface Transportation Board, Washington, DC, a notice of exemption under 49 CFR 1152 Subpart F—Exempt Abandonments, permitting the abandonment of a 2.58 mile line of railroad between railroad mileposts 23.8 and 26.58, traversing United States Postal Service ZIP Code 98072, all in Woodinville, King County, Washington, plus a spur that extends into Bothell, Washington, also located in Zip Code 98072. The proceeding has been docketed as No. AB-1316X. A map depicting the line is attached as Exhibit A to this notice.

Based on information in our possession the line does not contain federally granted rights of way. Any documentation in the railroad's possession will be made available promptly to those requesting it.

The Board's Office of Environmental Analysis (OEA) will generally prepare an Environmental Assessment (EA), which will normally be available 25 days after the filing of the notice of exemption. Comments on environmental and energy matters should be filed no later than 15 days after the EA becomes available to the public and will be addressed in a Board decision. Interested persons may obtain a copy of the EA or make inquiries regarding environmental matters by writing to OEA, Surface Transportation Board, 395 E Street, S.W., Washington, DC 20423 or by calling OEA at (202) 245-0295.

Appropriate offers of financial assistance to continue rail service can be filed with the Board. Requests for environmental conditions, public use conditions, or rail banking/trails use also can be filed with the Board. An original and 10 copies of any pleading that raises matters other than environmental issues (such as trails use, public use, and offers of financial assistance) must be filed directly with the Board's Office of Proceedings, 395 E Street, S.W., Washington, DC [See 49 CFR 1104.1(a) and 1104.3(a)], and one copy must be served on applicant's representative [See 49 CFR 1104.12(a)]. Questions regarding offers of financial assistance, public use or trails use may be directed to the Board's Office of Public Assistance, Governmental Affairs, and Compliance at (202) 245-0238. Copies of any comments or requests for conditions should be served on the applicant's representative: Kim Anderson, AECOM, 1111 3rd Avenue, Suite 1600, Seattle, Washington 98101. kimberly.anderson@aecom.com.

The Seattle Times

AFFIDAVIT OF PUBLICATION

Accounts Payable
City of Woodinville
17301 133rd Ave NE
Woodinville WA 98072

STATE OF WASHINGTON, COUNTIES OF KING AND SNOHOMISH

The undersigned, on oath states that he/she is an authorized representative of The Seattle Times Company, publisher of The Seattle Times of general circulation published daily in King and Snohomish Counties, State of Washington. The Seattle Times has been approved as a legal newspaper by orders of the Superior Court of King and Snohomish Counties.

The notice, in the exact form annexed, was published in the regular and entire issue of said paper or papers and distributed to its subscribers during all of the said period.

03/11/2022

Debbie Collantes

Agent

Signature

Debbie Collantes

Subscribed and sworn to before me on

MARCH 11, 2022

Maureen Duggan

MAUREEN DUGGAN

(Notary Signature) Notary Public in and for the State of Washington, residing at Seattle

Publication Cost: \$254.08
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Customer No: 219
PO #:

NOTICE OF INTENT TO ABANDON RAIL SERVICE

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Appropriate offers of financial assistance to continue rail service can be filed with the Board. Requests for environmental conditions, public use conditions, or roll banking/trails use also can be filed with the Board. An original and 10 copies of any pleading that raises matters other than environmental issues (such as trails use, public use, and offers of financial assistance) must be filed directly with the Board's Office of Proceedings, 395 E Street, S.W., Washington, DC 20423 [See 49 CFR 1104.1(a) and 1104.3(c)], and one copy must be served on applicant's representative [See 49 CFR 1104.12(a)]. Questions regarding offers of financial assistance, public use or trails use may be directed to the Board's Office of Public Assistance, Governmental Affairs, and Compliance at (202) 245-0238. Copies of any comments or requests for conditions should be served on the applicant's representative: Kim Anderson, AECOM, 1111 3rd Avenue, Suite 1600, Seattle, Washington 98101. kimberly.anderson@aecom.com



EXHIBIT D

COMBINED

ENVIRONMENTAL/HISTORIC

REPORT



February 17, 2022

TO: Attached Service List

RE: STB Docket No. AB-1316X—GNP RLY Inc.—Abandonment Exemption—In King County, Washington

On or shortly after March 16, 2022 GNP RLY Inc. expects to file with the Surface Transportation Board (Board) a verified notice of exemption seeking authority to abandon a 2.58-mile segment of a line of railroad located in Woodinville, King County, Washington, between mileposts 23.8 and 26.38 ("the Woodinville Segment"). The Woodinville Segment includes a spur that extends into the City of Bothell, Washington. Attached is a Combined Environmental and Historic Report describing the proposed action and any expected environmental and/or historic effects, as well as a map of the affected area.

We are providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of this proceeding. If any of the information is misleading or incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Office of Environmental Analysis (OEA), Surface Transportation Board, Washington, DC, telephone (202) 245-0291 and refer to the above Docket No. AB-1316X. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to OEA (with a copy to me and to Brandon Buchanan at the City of Woodinville) would be appreciated within 3 weeks.

Your comments will be considered by the Board in evaluating the environmental and/or historic preservation impacts of the contemplated action. Our representative in this matter is Kim Anderson, who may be contacted by telephone at (206) 403-4211, or by mail at AECOM, 1111 Third Ave., Suite 1600, Seattle, WA. 98101.

If there are any questions concerning this proposal, please contact our representative directly.

Very truly yours,

A handwritten signature in blue ink, appearing to read "K. Kucera", is placed above the typed name.

Kevin J. Kucera
President
GNP RLY Inc.

Cc: Brandon Buchanan, City of Woodinville, BrandonB@ci.woodinville.wa.us

CERTIFICATE OF SERVICE

I hereby certify that on this 22rd day of February, 2022 I served a copy of the attached Environmental/Historic Report on the persons listed below by email and first class mail, postage prepaid.

AGENCY SERVICE LIST

AGENCIES	
Kerri Woehler, Director Washington Department of Transportation Multimodal Planning Division P.O. Box 47370 Olympia, WA 98504-7370 Kerri.Woehler@wsdot.wa.gov	Robert Grumbach City of Woodinville Development Services Department 17301 - 133rd Ave NE, Woodinville, WA 98072 robertg@ci.woodinville.wa.us
Christie True Director, King County Department of Natural Resources and Parks King Street Center 210 S. Jackson Street, Rm 5700 Seattle, WA 98104-3855 christie.true@kingcounty.gov	Dow Constantine King County Executive Chinook Office Building 401 5th Ave. Suite 800 Seattle, WA 98104 kcexec@kingcounty.gov
Josh Brown Executive Director Puget Sound Regional Council 1011 Western Avenue, Suite 500 Seattle, WA 98104 jbrown@psrc.org	Communications and Outreach Branch NOAA, N/NGS12 National Geodetic Survey, SSMC3 #8716 1315 East-West Highway Silver Spring, MD 20910-3282 ngs.infocenter@noaa.gov
Terry Cosby USDA NRCS Office of the Chief 1400 Independence Ave., SW Room 6149-S Washington, DC 20250 terry.cosby@usda.gov	Lynn Khuat Resource Conservationist NRCS Renton Service Center 941 Powell Ave SW, Suite 102 Renton, WA 98057 lynn.khuat@usda.gov
Loreé Randall Federal Consistency Coordinator Washington State Coastal Zone Management Program PO Box 47600 Olympia, WA 98504 loree.randall@ecy.wa.gov	Kate Norman U.S. Fish and Wildlife Service Pacific Region 1 Assistant Regional Director of Ecological Services 911 NE 11 th Avenue, 5 th Floor Portland, OR 97232-4181 Fw1_AEAinbox@fws.gov

Barry Thom Regional Administrator NOAA Fisheries West Coast Regional Office 1201 Northeast Lloyd Portland, OR 97232 barry.thom@noaa.gov	Miles Penk Washington Department of Fish and Wildlife North Puget Sound Regional Office 16018 Mill Creek Blvd. Mill Creek, WA 98012-1541 Miles.Penk@dfw.wa.gov
David Siegenthaler Regional Program Manager, Federal Lands to Parks Program National Park Service 909 First Avenue, 5th Floor Seattle, WA 98104 David.Siegenthaler@nps.gov	Megan Duffy Director Washington Recreation and Conservation Office P.O. Box 40917 Olympia, WA 98504-0917 megan.duffy@rco.wa.gov
Meg Bommarito Regional Planner Washington Department of Ecology Northwest Regional Office P.O. Box 330316 Shoreline, WA 98133-9716 Meg.Bommarito@ecy.gov	Colleen Anderson U.S. Army Corps of Engineers Seattle District P.O. Box 3755 Seattle, WA 98124-3755 colleen.c.anderson@usace.army.mil
Michelle Pirzadeh Acting Administrator U.S. EPA, Region 10 1200 Sixth Avenue, Suite 155 Seattle, WA 98101 Pirzadeh.Michelle@epa.gov	Allyson Brooks, Ph.D. State Historic Preservation Officer Washington Department of Archaeology & Historic Preservation P.O. Box 48343 Olympia, WA 98504-834 106@dahp.wa.gov
TRIBES	
The Honorable Jaison Elkins, Chair Muckleshoot Indian Tribe 39015 172nd Avenue SE Auburn, WA 98092 jaison.elkins@muckleshoot.nsn.us	Laura Murphy Archaeologist Muckleshoot Indian Tribe laura.murphy@muckleshoot.nsn.us
Isabel Tinoco Fisheries Division Director Muckleshoot Casino isabel.tinoco@muckleshoot.nsn.us	The Honorable Robert de los Angeles Snoqualmie Indian Tribe P.O. Box 969 Snoqualmie, WA 98065 bobde@snoqualmietribe.us
Steven Moses Mullen Department of Archaeology and Historic Preservation Director Snoqualmie Indian Tribe steve@snoqualmietribe.us	Cindy Spiry Environmental and Natural Resources Director Snoqualmie Indian Tribe cindy@snoqualmietribe.us

The Honorable Teri Gobin, Chairwoman Tulalip Board of Directors Tulalip Tribes 6406 Marine Drive Tulalip WA 98271 trgobin@tulaliptribes-nsn.gov	Richard Young Cultural Resource Manager Tulalip Tribes ryoung@tulaliptribes-nsn.gov
Ryan Miller Environmental Liaison Tulalip Tribes ryanmiller@tulaliptribes-nsn.gov	



Kim Anderson
AECOM

Before the
SURFACE TRANSPORTATION BOARD

Docket No. AB-1316X

GNP RLY, INC. – ABANDONMENT EXEMPTION – KING COUNTY, WASHINGTON

ENVIRONMENTAL/HISTORIC REPORT

GNP RLY, Inc. (“GNP”) submits this combined Environmental/Historic Report in compliance with the requirements of 49 CFR §§ 1105.7 and 1105.8. As described herein, the proposed abandonment will not significantly impact the quality of the human environment.

ENVIRONMENTAL REPORT

1. PROPOSED ACTION AND ALTERNATIVES

Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

GNP proposes to abandon (and railbank) a 2.58-mile segment of its railroad line in King County, Washington (“the Woodinville Segment”). A map of the project area is attached as Appendix A. The Woodinville Segment runs between Milepost 23.8 in Woodinville and Milepost 26.38 at the King-Snohomish county boundary line, and includes a spur that extends into the City of Bothell, all in King County. The Woodinville Segment is the southerly end of the Eastside Rail Corridor, a 14.45-mile rail line running between Snohomish Junction, Washington and Woodinville, Washington. The proposed action relates only to the Woodinville Segment.

The Eastside Rail Corridor including the Woodinville Segment was embargoed for safety reasons in July 2020.¹ Prior to the embargo then-operator Ballard Terminal Railroad provided infrequent service to one customer on the Woodinville Segment, CWallA Building Materials Company (“CWallA”). Ballard delivered 82 carloads of gypsum to CWallA in the 24 months prior to the embargo, the last of which was delivered in January 2020. In December 2020 the Board vacated the operating exemption of Ballard, and held that Board authorization to operate reverted to GNP.² No service has been provided to any customer on the Woodinville Segment since January 2020.

GNP anticipates that the Woodinville Segment will be railbanked, and that the City of Woodinville will salvage the rails, ties and other track materials following issuance by the Board of a Notice of Interim Trail Use or Abandonment. However, the railroad right-of-way, ballast and culverts will remain in place. The Woodinville Segment includes two historic wooden bridges that carry rail traffic across the Sammamish River and one steel girder overcrossing that carries rail traffic over Washington State Route 202. GNP and Woodinville do not propose to conduct any salvage activities on the two Sammamish River bridges as part of the proposed action.

There is no practical alternative to abandoning or railbanking the Woodinville Segment. Costly rehabilitation and deferred maintenance costs would be required to support restoration of rail service. Ballard removed its locomotive and other equipment from the line in August 2020, and the Woodinville Segment lacks adequate service demand to amortize the cost of rehabilitating the line.

2. EFFECTS ON THE TRANSPORTATION SYSTEM

Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

The proposed abandonment will have no effect on regional or local transportation systems or patterns because there is currently no traffic on the Woodinville Segment. The last car was delivered to CWallA on or about January 17, 2020; service on the segment was embargoed

¹ The embargo covered the entire Eastside Rail Corridor, between the BNSF interchange point at Milepost 38.25 in Snohomish County and the south end of the Woodinville Segment at Milepost 23.8. See Embargo No. ECYR000120, copy attached to Snohomish County Motion For Leave to File Notice and Notice of Recent Developments (Embargo), FD 35692 and FD 35730 (filed August 6, 2020).

² *Eastside Community Rail, LLC – Acquisition and Operation Exemption – GNP RLY, Inc., FD 35692 and 35730 (served Dec. 22, 2020).*

effective July 31, 2020. As such, no traffic will be diverted from rail to other transportation systems as a result of the proposed action.

GNP sent a consultation letter regarding the proposed abandonment to the Washington State Department of Transportation (WSDOT), Multimodal Planning Division. See Appendix B. As of the date of this Environmental Report, WSDOT has not responded to our inquiry.

3. LAND USE

- (i) ***Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with land use plans. Describe any inconsistencies.***

The proposed action is consistent with existing land use plans. GNP sent a consultation letter to the City of Woodinville Development Services Department, the King County Department of Natural Resources and Parks, the King County Executive; and the Puget Sound Regional Council (“PSRC”) regarding the proposed abandonment (Appendix B). As of the date of this Environmental Report, none of these agencies have responded to our inquiry.

GNP sent a consultation letter regarding the proposed abandonment to the NOAA National Geodetic Survey (NGS). See Appendix B. On July 29, 2021, Deborah Brooks at NGS responded via email that geodetic survey marks could be located in the project area, and that any marks still present could be disturbed by the abandonment. On August 5, 2021, Deborah Brooks sent a follow up response via email that no geodetic survey marks were found that would be affected by the proposed abandonment area. See Appendix C.

- (ii) ***Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.***

The Woodinville Segment traverses a pre-existing disturbed area through the City of Woodinville’s urban core and does not contain any prime agricultural land. GNP sent a consultation letter to the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS), formerly known as the Soil Conservation Service, regarding the proposed abandonment (Appendix B). Roylene Comes At Night, State Conservationist at the NRCS responded in a letter dated August 18, 2021 (Appendix C), stating:

NRCS’s concerns would mainly pertain to impacts to hydrology and prime agricultural soils that would result in any changes or removal of railroad fill that routinely acts as a dike in agricultural settings. It does not appear from your letter, that there is a proposal to remove any railroad bed material. If the proposed action only results in the removal of the rails and ties, there should be few impacts to agricultural uses, unless the rail line has

been used to transport agricultural commodities. In which case, negative impacts could occur due to a lack of transportation infrastructure needed to transport agricultural commodities.

The proposal involves only salvage of rails and ties and does not include the removal of the roadbed. As such it will have no impact on hydrology or prime agricultural soils. Prior to the embargo, the Ballard Terminal Railroad provided service to only one customer on the Woodinville Segment, CWalla, which received only building materials at its Woodinville location. The Woodinville Segment has not been used to transport agricultural commodities, and to the Applicant's knowledge, the proposal would have no effect on the transport of agricultural commodities.

(iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by § 1105.9.

The Woodinville Segment is located within a designated coastal zone. The abandonment will have no effect on land or water uses within the coastal zone. The City of Woodinville or its salvage contractor will prepare a Stormwater Pollution Prevention Plan (SWPPP) and will apply for coverage under the state Construction Stormwater General Permit.

GNP sent a consultation letter to the Federal Consistency Coordinator at the Washington Department of Ecology ("Ecology") - Coastal Zone Management Program, regarding the proposed abandonment (Appendix B). Erin Hanlon Brown at Ecology responded via email that no further action is required for Coastal Zone Management federal consistency review. See Appendix C.

(iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for public use under 49 U.S.C. 10905 and explain why.

The right-of-way is suitable for public use as a trail. The City of Woodinville intends to railbank the Woodinville Segment and to develop a trail on the line, linked to the Eastrail project under development by King County and regional cities on an adjoining railbanked segment of the right of way. GNP supports the City's plan.

4. ENERGY

(i) Describe the effect of the proposed action on transportation of energy resources.

The proposed abandonment will have no effect on the transportation of energy resources. The Woodinville Segment has no potential for overhead traffic and no local service has been provided on the line since January 2020.

(ii) Describe the effect of the proposed action on recyclable commodities.

The proposed abandonment will have no effect on the movement of recyclable commodities. The Woodinville Segment has no potential for overhead traffic and no local service has been provided on the line since January 2020.

(iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

The Woodinville Segment has no potential for overhead traffic and no local service has been provided on the line since January 2020. As such, the proposed abandonment will have no effect on overall energy efficiency.

(i) If the proposed action will cause diversions from rail to motor carriage of more than:

(A) 1,000 rail carloads a year; or

(B) An average of 50 rail carloads per mile per year for any part of the affected line,

quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given. To minimize the production of repetitive data, the information on overall energy efficiency in § 1105.7(e)(4)(iii) need not be supplied if the more detailed information in § 1105.7(e)(4)(iv) is required.

The Woodinville Segment currently has no traffic, and the proposed abandonment will not divert any traffic from rail to motor carriage. Between 2018 and 2020 the one customer on the Woodinville Segment received a total of 82 carloads and shipped none. Even if all of the 82 carloads received between 2018 and 2020 were diverted to motor carriage the volume of traffic diverted would not approach either of the thresholds quoted above.

5. AIR

(i) If the proposed action will result in either:

(A) An increase in rail traffic of at least 100 percent (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or

(B) An increase in rail yard activity of at least 100 percent (measured by carload activity), or

(C) An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the

anticipated effect on air emissions. For a proposal under [49 U.S.C. 10901](#) (or 10502) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in subsection (5)(i)(A) will apply.

The Woodinville Segment has no potential for overhead traffic, no local service has been provided on the line since January 2020, and the proposed action is abandonment. As such, the proposed action will not result in an increase in rail traffic, rail yard activity, or truck traffic exceeding any of the thresholds quoted above.

- (ii) *If the proposed action affects a Class I or nonattainment area under the Clean Air Act, and will result in either:*
- (A) *An increase in rail traffic of at least 50 percent (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line,*
 - (B) *An increase in rail yard activity of at least 20 percent (measured by carload activity), or*
 - (C) *An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under [49 U.S.C. 10901](#) (or [49 U.S.C. 10502](#)), or a case involving the reinstitution of service over a previously abandoned line, only the three train a day threshold in this item shall apply.*

For reasons noted in subsection (i) above, the proposed action will not result in any increase in rail or truck traffic exceeding any of the thresholds quoted above. The proposed abandonment will not affect any Class I or nonattainment area.

- (iii) *If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.*

For reasons noted in subsection (i) above, the proposed abandonment will not affect the transportation of ozone depleting materials.

6. NOISE

If any of the thresholds identified in item (5)(i) of this section(49 CFR 1105.7(e)(5)(i)) are surpassed, state whether the proposed action will cause:

- (i) An incremental increase in noise levels of three decibels Ldn or more; or*
- (ii) An increase to a noise level of 65 decibels Ldn or greater.*

If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area, and quantify the noise increase for these receptors if the thresholds are surpassed.

Not applicable. None of the thresholds in 49 CFR 1105.7(e)(5)(i) will be surpassed as a result of the proposed action.

7. SAFETY

- (i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).*

The abandonment will have no adverse effect on public health and safety. There are five public at-grade crossings and four private at-grade crossings on the Woodinville Segment. The salvage operation will include removal of rails and ties from at-grade crossings and restoration of areas disturbed by salvage activity.

- (ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.*

The proposed abandonment will not result in the transportation of hazardous materials.

- (iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.*

There are no known active hazardous waste sites or hazardous materials spill sites on the right-of-way.

One historical *Independent Remedial Action Program* (Perkins Dump Site, NE 200th and Woodinville-Snohomish Road, 1993-1996) is documented on the right-of-way. The Perkins

Dump Site was an unspecified petroleum products soil contamination site that was remediated in April 1996. The site status was changed to No Further Action on April 30, 1996.

One historical *Leaking Underground Storage Tank (LUST)* (Burlington Northern RR Woodinville, 12740 Woodinville Way, 1991-2011) is documented on the right-of-way. The Burlington Northern LUST site, discovered in April 1991, involved a release of benzene, diesel, gasoline, and other petroleum products to soils. The site soils were remediated and the site status was changed to No Further Action on October 10, 2011.

8. BIOLOGICAL RESOURCES

- (i) ***Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.***

The proposed action is unlikely to adversely affect endangered or threatened species or areas designated as critical habitat. GNP's consultant used the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (iPAC) website, the NOAA Fisheries Endangered Species Act Status of West Coast Salmon and Steelhead list, the Washington Department of Fish and Wildlife (WDFW) Priority Habitat and Species website and the Statewide Integrated Fish Distribution data set to obtain information on threatened and endangered species potentially present in the vicinity of the Woodinville Segment. Information on these species is presented in Table 1.

Table 1. Threatened and Endangered Species Potentially Present in the Project Area

Species Common Name <i>Scientific Name</i>	Federal Status	Nearest Suitable Habitat	Proposed Effects Determination	Rationale
Chinook Salmon <i>Oncorhynchus tshawytscha</i> Puget Sound ESU	Threatened	Sammamish River; Little Bear Creek	No Effect	No in-water work; no impacts on wetlands; project will not degrade water quality. No salvage activity will occur on the two wooden bridges carrying the Line over the Sammamish River. Culverts carrying streams under the right-of-way to the Sammamish River and Little Bear Creek will be left in place.
Steelhead <i>Oncorhynchus mykiss</i> Puget Sound ESU	Threatened	Sammamish River; Little Bear Creek	No Effect	
Bull Trout <i>Salvelinus confluentus</i>	Threatened	Sammamish River; Little Bear Creek	No Effect	
Marbled Murrelet <i>Brachyramphus marmoratus</i>	Threatened	None in vicinity	No Effect	No forested habitat occurs within the right-of-way or vicinity. Suitable habitat and critical habitat for the murrelet do not occur within the right-of-way or vicinity.
Streaked Horned Lark	Threatened	None in vicinity	No Effect	Streaked horned lark are not documented within the right-of-way or vicinity; suitable habitat and critical habitat do not occur within right-of-way or vicinity.

Species Common Name <i>Scientific Name</i>	Federal Status	Nearest Suitable Habitat	Proposed Effects Determination	Rationale
<i>Eremophila alpestris strigata</i>				
Yellow-billed Cuckoo <i>Coccyzus americanus</i> Western DPS	Threatened	None in vicinity	No Effect	Yellow-billed cuckoo are not documented within the right-of-way or vicinity; suitable habitat and critical habitat do not occur within the right-of-way or vicinity. This species has not been observed nesting in Washington since 1934, and only 12 sightings occurred in the state between 1950 and 2000.
Gray Wolf <i>Canis lupus</i>	Proposed Endangered	None in vicinity	No Effect	Gray wolves are not documented in the right-of-way or vicinity; suitable habitat and critical habitat do not occur within the right-of-way or vicinity. While wolves are generalist species, there are no known wolf packs currently inhabiting this portion of Washington State. They are unlikely to move into an such a developed urban area due to human disturbance and lack of hunting opportunities.

On July 12, 2021 GNP sent letters to USFWS Pacific Region 1, NOAA Fisheries West Coast Regional Office, and WDFW North Puget Sound Regional Office regarding the proposed abandonment (Appendix B). These letters described the project and requested support in identifying any potential effects on listed species or critical habitat. Miles Penk from WDFW responded via email that WDFW does not foresee any adverse effects to priority habitat or species, nor will the proposed abandonment and salvage activities require a hydraulic project approval permit. See Appendix C. As of the date of this Environmental Report, NOAA Fisheries and the USFWS have not responded to our inquiry.

(ii) *State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.*

There are no known wildlife sanctuaries, refuges, National or State parks or forests on the right-of-way or in the vicinity. The abandonment and salvage activity will have no impact on these resources.

GNP's consultant wrote to the National Park Service (NPS), Region 9 regarding the proposed abandonment (Appendix B). Cindy Orlando, Acting Regional Director for the NPS, Interior Regions 8, 9, 10, and 12, responded in a letter dated September 9, 2021 confirming that there are no units of the National Park System within the project area. Her letter stated that the NPS oversees the Federal Lands to Parks program and works with state partners regarding local parks that have received stateside Land and Water Conservation Fund money, and that these properties may not be converted to non-recreational uses without approval by the appropriate agency and mitigation. The letter stated that the Wilmot Gateway Park and Sammamish River Trail appear to be within the project vicinity. See Appendix C.

The Sammamish River Trail crosses under the South and North Sammamish River Bridges (see the map in Appendix A) on the east side of the river. The rail abandonment will have no impact on the trail. The Wilmot Gateway Park is located on the south side of the rail corridor on the east side of the river, and the railroad embankment abuts the park property boundary. Because the proposed salvage activities are limited to removal of the rails and ties and do not include any regrading of the roadbed or work on the bridge that carries the rail line across the Sammamish River, the proposed action will have no impact on the park.

9. WATER

- (i) ***Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.***

The Woodinville Segment includes two bridges over the Sammamish River, two culverts that carry streams under the railway corridor to the Sammamish River, two culverts that carry streams under the railway to Little Bear Creek (a tributary to the Sammamish River), and other culverts that carry stormwater runoff under the rail corridor for discharge into the Sammamish River or Little Bear Creek. However, the proposed salvage activities will include no work on the two Sammamish River bridges or on culverts. The proposed action will not alter existing drainage flows. For this reason and because of stormwater management measures described below the project will be consistent with applicable federal, state and local water quality standards.

GNP sent a consultation letter to the Regional Coordinator at the Washington Department of Ecology regarding the proposed abandonment (Appendix B). Meg Bommarito at Ecology responded via email stating that a National Pollutant Discharge Elimination System (NPDES) construction stormwater permit would be required for the proposed salvage activities. See Appendix C. She further inquired whether stormwater permit coverage would trigger review under the Washington State Environmental Policy Act (SEPA).

To address potential indirect effects of stormwater runoff on water quality during the proposed salvage activities, the City of Woodinville or its salvage contractor will prepare a stormwater pollution prevention plan and apply for coverage under the Department of Ecology Construction Stormwater General Permit. Permit coverage under the construction stormwater permit will not trigger review under SEPA because the total disturbance area associated with proposed salvage activities will be only three (3) acres in size, less than the 5 acre threshold for SEPA coverage. See RCW 43.21C.0383. The proposed action will not require any other state or local permits.

- (ii) ***Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act ([33 U.S.C. 1344](#)) are required for***

the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

GNP sent a consultation letter to the U.S. Army Corps of Engineers (USACE) Seattle District regarding the proposed abandonment (Appendix B). Colleen Anderson at the USACE responded via email that the abandonment will not trigger any action under Section 404 of the Clean Water Act because the proposed salvage work does not involve a discharge of dredge or fill materials into Waters of the U.S. (including wetlands). Additionally, the abandonment does not trigger any action under Section 10 of the Rivers and Harbors Act because the proposed salvage work does not involve work or structures in or affecting navigable waters of the U.S.; all work will occur landward of the ordinary high water mark of the Sammamish River, and the railroad right-of-way, ballast, and culverts will remain in place, so as not to alter existing drainage flows. No floodplains will be affected by the proposed abandonment or salvage activities. See Appendix C.

(iii) State whether permits under section 402 of the Clean Water Act ([33 U.S.C. 1342](#)) are required for the proposed action. (Applicants should contact the U.S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required.)

GNP sent letters and emails to EPA Region 10 and to the Washington Department of Ecology requesting guidance on Clean Water Act permits that the project may require (Appendix B). As of the date of this Environmental Report, EPA has not responded to our inquiry. As described in subsection (i) above, Ecology commented that salvage will require coverage under the Washington Construction Stormwater General Permit, and the City of Woodinville will apply for coverage.

10. PROPOSED MITIGATION

Describe any actions that are proposed to mitigate adverse environmental effects, indicating why the proposed mitigation is appropriate.

GNP is not aware of any adverse environmental impacts of the proposed action that require mitigation.

11. ADDITIONAL INFORMATION FOR RAIL CONSTRUCTION

Not applicable

12. CONSULTATION

On July 12, 2021 AECOM on behalf of GNP mailed and emailed copies of the letters attached as Appendix B to each of the following agencies and Tribes: WSDOT, NPS, NOAA NGS, King County, PSRC, USDA NRCS, EPA, USACE, WDFW, USFWS, NOAA Fisheries, Washington Department of Ecology, City of Woodinville, Washington DAHP, Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, and Tulalip Tribes. Consultation with the Washington DAHP and Tribes is described in the attached Historic Report.

The only written responses received to-date are from the Washington Department of Ecology Coastal Zone Management Program, WDFW, USACE, NOAA NGS, Washington DAHP and the Snoqualmie Tribe. See Appendix C.

13. CERTIFICATIONS

Applicant certifies that:

- (a) It consulted with the agencies listed in 49 CFR 1105.7, as described in paragraph 12 above. See Appendix B.
- (b) On this date, it sent copies of this report to each of the agencies consulted. See the certificate of service attached to the transmittal letter for this report.
- (c) Applicant will not file its verified notice of exemption until at least (20) days after the consulted agencies have been served with a copy of this report.

February 22, 2022



Kim Anderson
AECOM

HISTORIC REPORT

(49 CFR 1105.8)

1. *A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action.*

A map showing the location of the proposed abandonment is attached this report as Appendix A. Two bridges and a rail overcrossing (Rail Overcrossing 202/33) on the Woodinville Segment are over 50 years old. Their locations are indicated on the topographic map.

2. *A written description of the right-of-way (including approximate widths, to the extent known), and the topography and urban and/or rural characteristics of the surrounding area*

The Woodinville Segment runs in a southwest to northeast direction for 2.58 miles from mileposts 23.8 near the Sammamish River to milepost 26.38 at the King-Snohomish County line. The line runs through an urbanized area, roughly following the path of State Route 522 to the west. The rail line traverses lands that are lower in elevation than the rail line. The line rests on fill that varies in height from a few inches to as much as approximately three feet higher than the surrounding terrain. To the west of the southwestern termini, there is a rail line that Burlington Northern previously abandoned and a residential neighborhood further west. The northeast terminus is flanked by industrial and commercial properties to the east and residential properties to the west. The real property underlying the right-of-way is owned by the City of Woodinville, subject to a rail freight easement held by GNP. The easement varies between 50 and 100 feet in width.

3. *Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area.*

AECOM prepared a Historic Resource Inventory of the Woodinville Segment. See Appendix D. AECOM Architectural Historian Timothy Wood conducted a field survey of the project Area of Potential Effect ("APE"), and conducted documentary research on Washington State's Department of Archaeology and Historic Preservation database to determine if the railroad, bridges, overcrossing, and other historic structures within the APE had previously been documented.

The Inventory Report, Appendix D, includes photos and descriptions of the rail line and of two bridges that AECOM considers eligible for listing on the National Register of Historic Places. Qualifying structures include:

- The rail line (milepost 23.8-26.38)
- North Sammamish River Bridge (northwest leg of the Woodinville Wye)
- South Sammamish River Bridge (milepost 23.9)

AECOM considers the Rail Overcrossing 202/33 to not be eligible for listing on the National Register of Historic Places.

GNP and the City of Woodinville do not propose to conduct any salvage activities on the Sammamish River bridges as part of the proposed action.

4. *The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations, to the extent such information is known.*

The Woodinville Segment was constructed circa 1888. The South Sammamish River Bridge was constructed in 1914. Due to its similar design and construction materials, the North Sammamish River Bridge was likely constructed circa 1914. Rail Overcrossing 202/33 was constructed in 1963. Both bridges have been altered with the addition of steel trestles, replacement pressure-treated wood beams, and the addition of a steel platform and handrail on the northern bridge (dates unknown). The rail overcrossing has not undergone any major alterations, but minor changes have included the replacement of pressure-treated wood beams, base plates, and rails on the deck (dates unknown). The original rails, ties, and fasteners have all been replaced as part of routine maintenance. Dates for replacing rails and wood ties are unknown. Several extant base plates feature makers marks dating them to 1941, 1948, 1949 and 1969. Some historic railroad switches have been modified or replaced at an unknown time. Eleven modern railroad crossing arms and lights have been installed where the segment intersects surface streets (dates unknown).

5. *A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action.*

The Woodinville Segment was constructed circa 1888 as part of the Seattle Lake Shore & Eastern Railway Company's ("SLS&E") north division. By July 1889, Northern Pacific acquired a majority interest in SLS&E and began renting the line. On May 1, 1892, SLS&E's operations were consolidated with Northern Pacific's. On May 16, 1896 SLS&E entered foreclosure proceedings and the company's holdings were split between two companies. The newly formed Seattle & International Railway Company, backed by Northern Pacific supporters, acquired the tracks in western Washington. On April 1, 1901, the Seattle & International Railway became the Seattle division of the Northern Pacific. Within about 15 years of the acquisition, Northern

Pacific made improvements to the line within the project area, including the construction of the two c. 1914 bridges.

Northern Pacific continued operating on the former SLS&E lines through the mid-20th century. Freight and passenger traffic began decreasing in the 1960s as a result of the developing interstate highway system. Between 1970 and 1995 the Northern Pacific merged with several other railroads to form Burlington Northern Santa Fe (“BNSF”).

In 2008, the Port of Seattle (“Port”) purchased the real property underlying the Eastside Rail Corridor (including the Woodinville Segment) from BNSF in a *State of Maine* transaction. BNSF retained a rail freight easement which it conveyed to GNP. GNP contracted with Ballard Terminal Railroad to provide common carrier service on the line. In 2011 creditors of GNP initiated bankruptcy proceedings against GNP. That proceeding resulted in several transfers of common carrier rights and obligations, culminating in the Board’s December 2020 decision that revoked Ballard’s operating exemption and held that Board authorization to operate reverted to GNP.³

The Historic Resource Inventory attached as Appendix D contains more detail on the history of the Woodinville Segment and rail operations in the area.

6. *A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic.*

GNP had no interest in the Woodinville Segment prior to 2008. The Historic Resource Inventory Report attached as Appendix D contains substantial documentation on construction of the line, the two historic bridges crossing the Sammamish River, and the rail overcrossing, but that report draws entirely on documentation in the public domain, not records in GNP’s custody.

7. *An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 CFR 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities).*

AECOM recommends that the Woodinville Segment, North Sammamish River Bridge, and South Sammamish River Bridge meet the criteria for listing on the National Register of Historic

³ *Eastside Community Rail, LLC – Acquisition and Operation Exemption – GNP RLY, Inc., FD 35692 and 35730 (served Dec. 22, 2020).*

Places. Rail overcrossing 202/33 does not meet the criteria for listing on the National Register of Historic Places. See the Historic Resource Inventory, Appendix D, for more details.

The Woodinville Segment traverses an area that contains cultural and archaeological resources of importance to several Indian tribes.

GNP believes that the proposed action will not adversely affect any historic properties or tribal archaeological resources on the Woodinville Segment. To avoid impacts to the wooden bridges, no salvage of track materials will occur on the bridges as part of the proposed action. Along other portions of the segment salvage activities will be limited to the track materials. The land underlying the rail line was disturbed during construction of the line by excavation in places and the deposit of fill and ballast to establish a level grade. Salvage is expected to disturb only the top 12 inches of ballast and fill, none of which is likely to contain any archaeological resources.

Notwithstanding these conditions, AECOM on behalf of GNP reached out to the Washington State Historic Preservation Officer (“SHPO”) and to the chairs and cultural resource directors of three Indian Tribes with historic roots in the Woodinville/north King County area. These letters described the proposed salvage operation and requested guidance in identifying any potential impacts to cultural or historic resources. See Appendix B. As of the date of this Historic Report, the Tulalip Tribes and Muckleshoot Indian Tribe have not responded to our inquiry. The Director of Archaeology & Historic Preservation of the Snoqualmie Tribe recommended implementation of an Inadvertent Discovery Plan to ensure protection of any tribal cultural resources discovered during the salvage operation. See Appendix C. GNP supports this recommendation, and encourages the Board to condition its grant of abandonment authority on the following condition, based on one imposed by the Board in a recent abandonment proceeding:⁴

In the event that any unanticipated archaeological sites, human remains, funerary items or associated artifacts are discovered during salvage activities, GNP shall immediately cease all work and notify OEA, interested federally recognized tribe, and the SHPO pursuant to 36 CFR § 800.13(b). OEA shall then consult with the SHPO, interested federally recognized tribes, GNP and other consulting parties, if any, to determine whether appropriate mitigation measures are necessary.

The Washington Department of Archaeology and Historic Preservation (DAHP) has concurred with AECOM’s recommendation that the Woodinville Segment of the Seattle Lake Shore & Eastern Railroad, North Sammamish River Bridge, and South Sammamish River Bridge, are

⁴ *Union Pacific Railroad Company – Abandonment Exemption – In Riverside and San Bernardino Counties, CAL.*, Docket No. AB 33 (Sub-No. 345X) (filed July 29, 2021).

eligible for the NRHP under Criterion A and that Rail Overcrossing 202/33 is not eligible for the NRHP. DAHP originally noted in correspondence that the removal of the rails, ties, and other track materials would result in an adverse effect to the historic property as defined in 36 CFR 800.5. Based on the submittal of additional information, DAHP determined by letter of November 29, 2021 (from Holly Borth to Alan Tabachnik; see Appendix C) that the project as proposed will have no adverse effect on historic properties within the area of potential effect, provided that the City of Woodinville and GNP retain the original corridor alignment and that there will be “no removal of rail materials from the NRHP-eligible North and South Sammamish River Bridges.” DAHP also conditioned its no adverse effect recommendation on the City of Woodinville and/or GNP Railway developing “an interpretive plan for the rail line following abandonment or rail banking.” GNP supports these recommendations.

8. *A description (based on readily available information in the railroad’s possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain.*

There are no recorded archaeological sites within the Project APE and only one archaeological site (a cemetery) within a half-mile of the APE. GNP is not aware of any environmental conditions in the project area that might affect the recovery of archaeological resources.

9. *Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specific non railroad owned properties or groups of properties immediately adjacent to the railroad right-of-way: photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the location and type of the site (Le. prehistoric or native American).*

GNP does not foresee the likelihood that any additional information associated with the proposed line abandonment is necessary. However, if any additional information is requested, GNP will provide it.

LIST OF APPENDICES

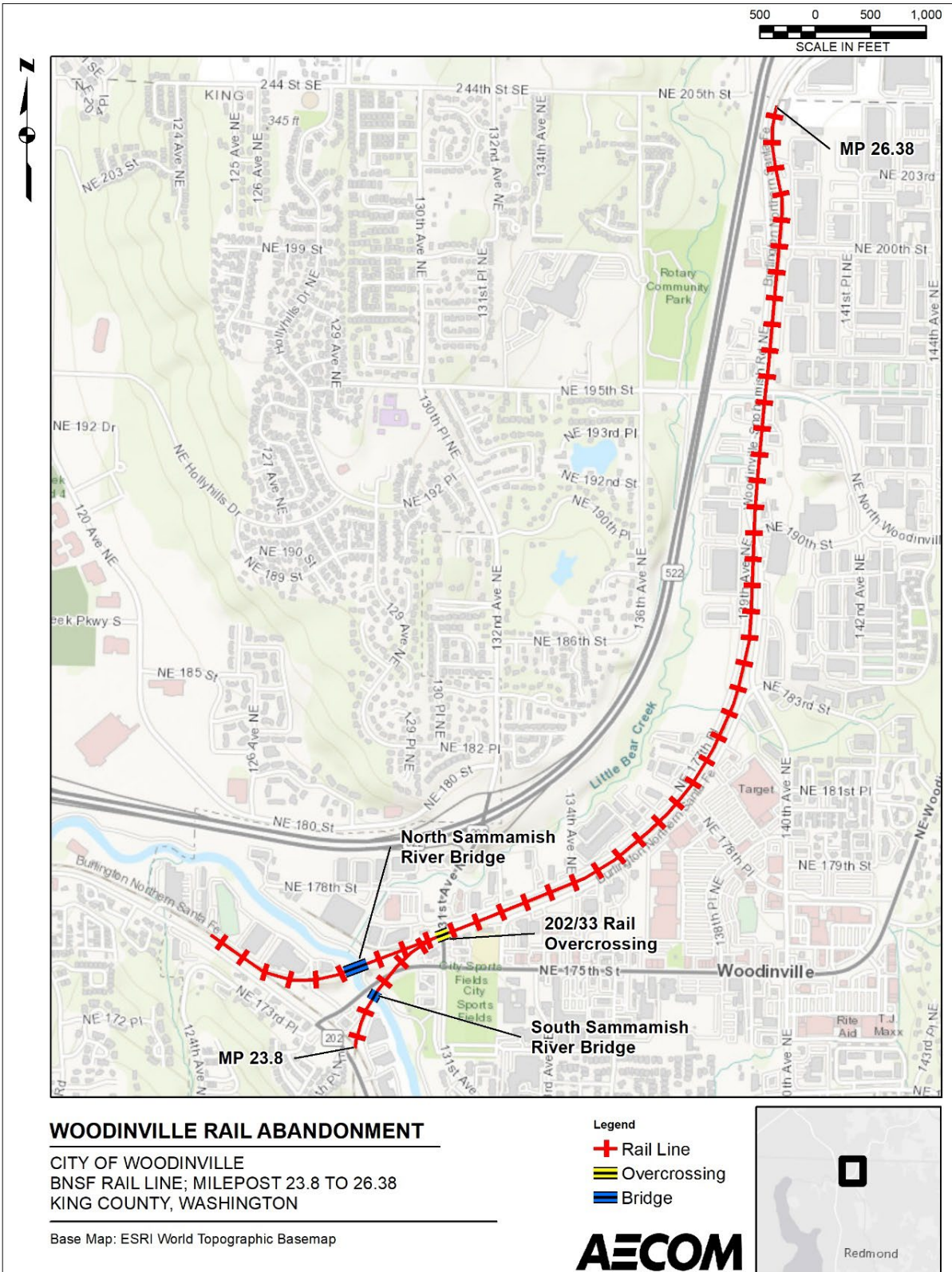
Appendix A – Project Area Map

Appendix B – Agency and tribal consultation letters

Appendix C – Comments from agencies and tribes

Appendix D – Historic Resource Inventory Report

Appendix A – Project Area Map



Appendix B – Agency and Tribal Consultation Letters



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July 12, 2021

Kerri Woehler, Director
Washington Department of Transportation
Multimodal Planning Division
P.O. Box 47430
Olympia, WA 98504-7370

Re: STB Docket No. AB-1316X – GNP Rly, Inc. – Abandonment Exemption – In King County, Washington

Dear Ms. Woehler:

AECOM sends this letter on behalf of GNP Rly, Inc. (“GNP”). GNP plans to file a petition for exemption with the Surface Transportation Board (STB) in the above-referenced docket to abandon approximately 2.6 miles of its railroad line in King County, Washington (“the Woodinville Segment”). As shown in Exhibit A, the Woodinville Segment runs between Milepost 23.8 in the City of Woodinville and Milepost 26.38 at the King–Snohomish County boundary line, and includes a spur that extends into the City of Bothell. GNP owns a rail freight easement over the Woodinville Segment; the underlying property is owned by the City of Woodinville. The proposed abandonment will include salvage of rails, ties, and other track materials. However, the railroad right-of-way, ballast, and culverts will remain in place. The Woodinville Segment includes two wooden bridges that carry rail traffic across the Sammamish River. GNP does not propose to conduct any salvage activities on the bridges as part of this action.

No local service has been provided on the Woodinville Segment since 2020, and only very limited and infrequent service in the several years preceding that discontinuance of service. The segment is part of the larger Eastside Rail Corridor, which was purchased from BNSF Railway by the Port of Seattle in 2009, subject to a rail freight easement held by GNP.

In advance of preparing an Environmental/Historic Report, as required by applicable STB regulations, GNP is advising you of the proposed abandonment so that you may assist us in identifying any potential effects it may have on regional or local transportation systems and patterns. Because the line does not currently provide rail service, we foresee no adverse effects on transportation. Nevertheless, we would appreciate your review and any comments you may

wish to offer. We request a written response as soon as possible, but no later than August 13, 2021, so that we may include it in the Environmental/Historic Report.

A copy of the Environmental/Historic Report will be forwarded to you at least 20 days before GNP's petition is filed at the STB. If you have any questions about the proposal or this request, please contact me by email or phone. Thank you for your contribution.

Sincerely,



Kim Anderson

Ecologist

Kimberly.anderson@aecom.com

206-724-6023

Cc: Kevin Kucera, GNP RLY Inc.
Brandon Buchanan, Woodinville City Manager

Enclosure

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Seattle, WA 98101
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July 12, 2021

Robert Grumbach
City of Woodinville
Development Services Department
17301 133rd Ave NE
Woodinville, WA 98072

Re: STB Docket No. AB-1316X – GNP Rly, Inc. – Abandonment Exemption – In King County, Washington

Dear Mr. Grumbach:

AECOM sends this letter on behalf of GNP Rly, Inc. (“GNP”). GNP plans to file a petition for exemption with the Surface Transportation Board (STB) in the above-referenced docket to abandon approximately 2.6 miles of its railroad line in King County, Washington (“the Woodinville Segment”). As shown in Exhibit A, the Woodinville Segment runs between Milepost 23.8 in the City of Woodinville and Milepost 26.38 at the King–Snohomish County boundary line, and includes a spur that extends into the City of Bothell. GNP owns a rail freight easement over the Woodinville Segment; the underlying property is owned by the City of Woodinville. The proposed abandonment will include salvage of rails, ties, and other track materials. However, the railroad right-of-way, ballast, and culverts will remain in place. The Woodinville Segment includes two wooden bridges that carry rail traffic across the Sammamish River. GNP does not propose to conduct any salvage activities on the bridges as part of this action.

No local service has been provided on the Woodinville Segment since 2020, and only very limited and infrequent service in the several years preceding that discontinuance of service. The segment is part of the larger Eastside Rail Corridor, which was purchased from BNSF Railway by the Port of Seattle in 2009, subject to a rail freight easement held by GNP.

In advance of preparing an Environmental/Historic Report, as required by applicable STB regulations, GNP is advising you of the proposed abandonment so that you may assist us in identifying any potential effects it may have on land use planning in the City of Woodinville.

We foresee no inconsistencies between the proposed action and City land use plans. Nevertheless, we would appreciate your review and any comments you may wish to offer. We request a written response as soon as possible, but no later than August 13, 2021, so that we may include it in the Environmental/Historic Report.

A copy of the Environmental/Historic Report will be forwarded to you at least 20 days before GNP's petition is filed at the STB. If you have any questions about the proposal or this request, please contact me by email or phone. Thank you for your contribution.

Sincerely,

A handwritten signature in black ink, appearing to read "Kim Anderson".

Kim Anderson
Ecologist
Kimberly.anderson@aecom.com
206-724-6023

Cc: Kevin Kucera, GNP RLY Inc.
Brandon Buchanan, Woodinville City Manager

Enclosure

110535307.1 0064892-00001



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July 12, 2021

Christie True
Director, King County Department of Natural Resources and Parks
King Street Center
210 S. Jackson Street, Rm 5700
Seattle, WA 98104-3855

Via email: christie.true@kingcounty.gov

Re: STB Docket No. AB-1316X – GNP Rly, Inc. – Abandonment Exemption – In King County, Washington

Dear Ms. True:

AECOM sends this letter on behalf of GNP Rly, Inc. (“GNP”). GNP plans to file a petition for exemption with the Surface Transportation Board (STB) in the above-referenced docket to abandon approximately 2.6 miles of its railroad line in King County, Washington (“the Woodinville Segment”). As shown in Exhibit A, the Woodinville Segment runs between Milepost 23.8 in the City of Woodinville and Milepost 26.38 at the King–Snohomish County boundary line, and includes a spur that extends into the City of Bothell. The Line occurs entirely within incorporated areas. GNP owns a rail freight easement over the Woodinville Segment; the underlying property is owned by the City of Woodinville. The proposed abandonment will include salvage of rails, ties, and other track materials. However, the railroad right-of-way, ballast, and culverts will remain in place. The City of Woodinville owns the track materials, and will include in any salvage contract a requirement that the salvaged materials be managed in accordance with all applicable environmental laws. The Woodinville Segment includes two wooden bridges that carry rail traffic across the Sammamish River. GNP does not propose to conduct any salvage activities on the bridges as part of this action.

No local service has been provided on the Woodinville Segment since 2020, and only very limited and infrequent service in the several years preceding that discontinuance of service. The segment is part of the larger Eastside Rail Corridor, which was purchased from BNSF Railway by the Port of Seattle in 2009, subject to a rail freight easement held by GNP. GNP is working with the City of Woodinville to railbank the corridor in lieu of abandoning it.

In advance of preparing an Environmental/Historic Report, as required by applicable STB regulations, GNP is advising you of the proposed abandonment so that you may assist us in identifying any potential effects it may have on land use planning in the region.

We foresee no inconsistencies between the proposed action and County land use plans, inclusive of the Eastrail project. Nevertheless, we would appreciate your review and any comments you may wish to offer. We request a written response as soon as possible, but no later than August 13, 2021, so that we may include it in the Environmental/Historic Report.

A copy of the Environmental/Historic Report will be forwarded to you at least 20 days before GNP's petition is filed at the STB. If you have any questions about the proposal or this request, please contact me by email or phone. Thank you for your contribution.

Sincerely,



Kim Anderson

Ecologist

Kimberly.anderson@aecom.com

206-724-6023

Cc: Kevin Kucera, GNP RLY Inc.
Brandon Buchanan, Woodinville City Manager
Lauren Smith, King County Regional Planning
David St. John, King County Department of Natural Resources and Parks



AECOM
1111 Third Avenue
Suite 1600
Seattle, WA 98101
aecom.com

July 12, 2021

Dow Constantine
King County Executive
Chinook Office Building
401 Fifth Avenue, Suite 800
Seattle, WA 98104

Re: STB Docket No. AB-1316X – GNP Rly, Inc. – Abandonment Exemption – In King County, Washington

Dear Mr. Constantine:

AECOM sends this letter on behalf of GNP Rly, Inc. (“GNP”). GNP plans to file a petition for exemption with the Surface Transportation Board (STB) in the above-referenced docket to abandon approximately 2.6 miles of its railroad line in King County, Washington (“the Woodinville Segment”). As shown in Exhibit A, the Woodinville Segment runs between Milepost 23.8 in the City of Woodinville and Milepost 26.38 at the King–Snohomish County boundary line, and includes a spur that extends into the City of Bothell. The Woodinville Segment occurs entirely within incorporated areas. GNP owns a rail freight easement over the Woodinville Segment; the underlying property is owned by the City of Woodinville. The proposed abandonment will include salvage of rails, ties, and other track materials. However, the railroad right-of-way, ballast, and culverts will remain in place. The Woodinville Segment includes two wooden bridges that carry rail traffic across the Sammamish River. GNP does not propose as part of this action to conduct any salvage activities on the bridges.

No local service has been provided on the Woodinville Segment since 2020, and only very limited and infrequent service in the several years preceding that discontinuance of service. The segment is part of the larger Eastside Rail Corridor, which was purchased from BNSF Railway by the Port of Seattle in 2009, subject to a rail freight easement held by GNP. GNP is working with the City of Woodinville to railbank the corridor in lieu of abandoning it.

In advance of preparing an Environmental/Historic Report, as required by applicable STB regulations, GNP is advising you of the proposed abandonment so that you may assist us in identifying any potential effects it may have on environmental and historic resources.

Because of the limited nature of the proposed action, we foresee no adverse environmental effects or inconsistencies with County land use plans, inclusive of the Eastrail Project. Nevertheless, we would appreciate your review and any comments you may wish to offer. We request a written response as soon as possible, but no later than August 13, 2021, so that we may include it in the Environmental/Historic Report.

A copy of the Environmental/Historic Report will be forwarded to you at least 20 days before GNP's petition is filed at the STB. If you have any questions about the proposal or this request, please contact me by email or phone. Thank you for your contribution.

Sincerely,



Kim Anderson
Ecologist
Kimberly.anderson@aecom.com
206-724-6023

Cc: Kevin Kucera, GNP RLY Inc.
Brandon Buchanan, Woodinville City Manager

Enclosure



EXHIBIT A

Woodinville North Subdivision Rail Line
King County, Washington

City of Woodinville Rail Line Right-of-Way
Milepost 23.8 to 26.38



AECOM
1111 Third Avenue
Suite 1600
Seattle, WA 98101
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July 12, 2021

Josh Brown
Executive Director
Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104

Re: STB Docket No. AB-1316X – GNP Rly, Inc. – Abandonment Exemption – In King County, Washington

Dear Mr. Brown:

AECOM sends this letter on behalf of GNP Rly, Inc. (“GNP”). GNP plans to file a petition for exemption with the Surface Transportation Board (STB) in the above-referenced docket to abandon approximately 2.6 miles of its railroad line in King County, Washington (“the Woodinville Segment”). As shown in Exhibit A, the Woodinville Segment runs between Milepost 23.8 in the City of Woodinville and Milepost 26.38 at the King–Snohomish County boundary line, and includes a spur that extends into the City of Bothell. GNP owns a rail freight easement over the Woodinville Segment; the underlying property is owned by the City of Woodinville. The proposed abandonment will include salvage of rails, ties, and other track materials. However, the railroad right-of-way, ballast, and culverts will remain in place. The Woodinville Segment includes two wooden bridges that carry rail traffic across the Sammamish River. GNP does not propose to conduct any salvage activities on the bridges as part of this action.

No local service has been provided on the Woodinville Segment since 2020, and only very limited and infrequent service in the several years preceding that discontinuance of service. The segment is part of the larger Eastside Rail Corridor, which was purchased from BNSF Railway by the Port of Seattle in 2009, subject to a rail freight easement held by GNP. GNP is working with the City of Woodinville to railbank the corridor in lieu of abandoning it.

In advance of preparing an Environmental/Historic Report, as required by applicable STB regulations, GNP is advising you of the proposed abandonment so that you may assist us in identifying any potential effects it may have on land use planning in the region.

We foresee no inconsistencies between the proposed action and regional land use plans, inclusive of the Eastrail project. Nevertheless, we would appreciate your review and any comments you

may wish to offer. We request a written response as soon as possible, but no later than August 13, 2021, so that we may include it in the Environmental/Historic Report.

A copy of the Environmental/Historic Report will be forwarded to you at least 20 days before GNP's petition is filed at the STB. If you have any questions about the proposal or this request, please contact me by email or phone. Thank you for your contribution.

Sincerely,

A handwritten signature in black ink, appearing to read "Kim Anderson".

Kim Anderson

Ecologist

Kimberly.anderson@aecom.com

206-724-6023

Cc: Kevin Kucera, GNP RLY Inc.
Brandon Buchanan, Woodinville City Manager

Enclosure

110535307.1 0064892-00001



AECOM
1111 Third Avenue
Suite 1600
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July 12, 2021

Communications and Outreach Branch
NOAA, N/NGS12
National Geodetic Survey, SSMC3 #8716
1315 East-West Highway
Silver Spring, MD 20910-3282

Re: STB Docket No. AB-1316X – GNP Rly, Inc. – Abandonment Exemption – In King County, Washington

AECOM sends this letter on behalf of GNP Rly, Inc. (“GNP”). GNP plans to file a petition for exemption with the Surface Transportation Board (STB) in the above-referenced docket to abandon approximately 2.6 miles of its railroad line in King County, Washington (“the Woodinville Segment”). As shown in Exhibit A, the Woodinville Segment runs between Milepost 23.8 in the City of Woodinville and Milepost 26.38 at the King–Snohomish County boundary line, and includes a spur that extends into the City of Bothell. GNP owns a rail freight easement over the Woodinville Segment; the underlying property is owned by the City of Woodinville. The proposed abandonment will include salvage of rails, ties, and other track materials. However, the railroad right-of-way, ballast, and culverts will remain in place. The Woodinville Segment includes two wooden bridges that carry rail traffic across the Sammamish River. GNP does not propose to conduct any salvage activities on the bridges as part of this action.

No local service has been provided on the Woodinville Segment since 2020, and only very limited and infrequent service in the several years preceding that discontinuance of service. The segment is part of the larger Eastside Rail Corridor, which was purchased from BNSF Railway by the Port of Seattle in 2009, subject to a rail freight easement held by GNP.

In advance of preparing an Environmental/Historic Report, as required by applicable STB regulations, GNP is advising you of the proposed abandonment so that you may assist us in identifying any potential effects it may have on environmental and historic resources.

Because of the limited nature of the proposed action, we foresee no adverse environmental effects. Nevertheless, we would appreciate your review and any comments you may wish to

offer. We request a written response as soon as possible, but no later than August 13, 2021, so that we may include it in the Environmental/Historic Report.

A copy of the Environmental/Historic Report will be forwarded to you at least 20 days before GNP's petition is filed at the STB. If you have any questions about the proposal or this request, please contact me by email or phone. Thank you for your contribution.

Sincerely,

A handwritten signature in black ink, appearing to read "Kim Anderson".

Kim Anderson

Ecologist

Kimberly.anderson@aecom.com

206-724-6023

Cc: Kevin Kucera, GNP RLY Inc.
Brandon Buchanan, Woodinville City Manager

Enclosure

110535307.1 0064892-00001



EXHIBIT A

Woodinville North Subdivision Rail Line
King County, Washington

City of Woodinville Rail Line Right-of-Way
Milepost 23.8 to 26.38



AECOM
1111 Third Avenue
Suite 1600
Seattle, WA 98101
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July 12, 2021

Terry Cosby
USDA NRCS Office of the Chief
1400 Independence Ave. SW
Room 6149-S
Washington, DC 20250

Re: STB Docket No. AB-1316X – GNP Rly, Inc. – Abandonment Exemption – In King County, Washington

Dear Mr. Cosby:

AECOM sends this letter on behalf of GNP Rly, Inc. (“GNP”). GNP plans to file a petition for exemption with the Surface Transportation Board (STB) in the above-referenced docket to abandon approximately 2.6 miles of its railroad line in King County, Washington (“the Woodinville Segment”). As shown in Exhibit A, the Woodinville Segment runs between Milepost 23.8 in the City of Woodinville and Milepost 26.38 at the King–Snohomish County boundary line, and includes a spur that extends into the City of Bothell. GNP owns a rail freight easement over the Woodinville Segment; the underlying property is owned by the City of Woodinville. The proposed abandonment will include salvage of rails, ties, and other track materials. However, the railroad right-of-way, ballast, and culverts will remain in place. The Woodinville Segment includes two wooden bridges that carry rail traffic across the Sammamish River. GNP does not propose to conduct any salvage activities on the bridges as part of this action.

No local service has been provided on the Woodinville Segment since 2020, and only very limited and infrequent service in the several years preceding that discontinuance of service. The segment is part of the larger Eastside Rail Corridor, which was purchased from BNSF Railway by the Port of Seattle in 2009, subject to a rail freight easement held by GNP.

In advance of preparing an Environmental/Historic Report, as required by applicable STB regulations, GNP is advising you of the proposed abandonment so that you may assist us in identifying any potential concerns you may have with the effects it may have on prime agricultural land.

Because the project impact area does not contain any agricultural land and the Woodinville Segment is in a previously disturbed area through the City of Woodinville’s urban core, we foresee no adverse effects on prime agricultural land. Nevertheless, we would appreciate your

review and any comments you may wish to offer. We request a written response as soon as possible, but no later than August 13, 2021, so that we may include it in the Environmental/Historic Report.

A copy of the Environmental/Historic Report will be forwarded to you at least 20 days before GNP's petition is filed at the STB. If you have any questions about the proposal or this request, please contact me by email or phone. Thank you for your contribution.

Sincerely,

A handwritten signature in black ink, appearing to read "Kim Anderson", with a stylized flourish at the end.

Kim Anderson

Ecologist

Kimberly.anderson@aecom.com

206-724-6023

Cc: Kevin Kucera, GNP RLY Inc.
Brandon Buchanan, Woodinville City Manager

Enclosure

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AECOM
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Seattle, WA 98101
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July 12, 2021

Lynn Khuat
Resource Conservationist
NRCS Renton Service Center
941 Powell Ave SW, Suite 102
Renton, WA 98057

Re: STB Docket No. AB-1316X – GNP Rly, Inc. – Abandonment Exemption – In King County, Washington

Dear Ms. Khuat:

AECOM sends this letter on behalf of GNP Rly, Inc. (“GNP”). GNP plans to file a petition for exemption with the Surface Transportation Board (STB) in the above-referenced docket to abandon approximately 2.6 miles of its railroad line in King County, Washington (“the Woodinville Segment”). As shown in Exhibit A, the Woodinville Segment runs between Milepost 23.8 in the City of Woodinville and Milepost 26.38 at the King–Snohomish County boundary line, and includes a spur that extends into the City of Bothell. GNP owns a rail freight easement over the Woodinville Segment; the underlying property is owned by the City of Woodinville. The proposed abandonment will include salvage of rails, ties, and other track materials. However, the railroad right-of-way, ballast, and culverts will remain in place. The Woodinville Segment includes two wooden bridges that carry rail traffic across the Sammamish River. GNP does not propose to conduct any salvage activities on the bridges as part of this action.

No local service has been provided on the Woodinville Segment since 2020, and only very limited and infrequent service in the several years preceding that discontinuance of service. The segment is part of the larger Eastside Rail Corridor, which was purchased from BNSF Railway by the Port of Seattle in 2009, subject to a rail freight easement held by GNP.

In advance of preparing an Environmental/Historic Report, as required by applicable STB regulations, GNP is advising you of the proposed abandonment so that you may assist us in identifying any potential effects it may have on prime agricultural land.

Because the project impact area does not contain any agricultural land and the Woodinville Segment is in a previously disturbed area through the City of Woodinville’s urban core, we foresee no adverse effects on prime agricultural land. Nevertheless, we would appreciate your

review and any comments you may wish to offer. We request a written response as soon as possible, but no later than August 13, 2021, so that we may include it in the Environmental/Historic Report.

A copy of the Environmental/Historic Report will be forwarded to you at least 20 days before GNP's petition is filed at the STB. If you have any questions about the proposal or this request, please contact me by email or phone. Thank you for your contribution.

Sincerely,



Kim Anderson

Ecologist

Kimberly.anderson@aecom.com

206-724-6023

Cc: Kevin Kucera, GNP RLY Inc.
Brandon Buchanan, Woodinville City Manager

Enclosure

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AECOM
1111 Third Avenue
Suite 1600
Seattle, WA 98101
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July 12, 2021

Loreé Randall
Federal Consistency Coordinator
Washington State Coastal Zone Management Program
lore.randall@ecy.wa.gov

Re: STB Docket No. AB-1316X – GNP Rly, Inc. – Abandonment Exemption – In King County, Washington

Dear Ms. Randall:

AECOM sends this letter on behalf of GNP Rly, Inc. (“GNP”). GNP plans to file a petition for exemption with the Surface Transportation Board (STB) in the above-referenced docket to abandon approximately 2.6 miles of its railroad line in King County, Washington (“the Woodinville Segment”). As shown in Exhibit A, the Woodinville Segment runs between Milepost 23.8 in the City of Woodinville and Milepost 26.38 at the King–Snohomish County boundary line, and includes a spur that extends into the City of Bothell. GNP owns a rail freight easement over the Woodinville Segment; the underlying property is owned by the City of Woodinville. The proposed abandonment will include salvage of rails, ties, and other track materials. However, the railroad right-of-way, ballast, and culverts will remain in place. The Woodinville Segment includes two wooden bridges that carry rail traffic across the Sammamish River. GNP does not propose to conduct any salvage activities on the bridges as part of this action.

No local service has been provided on the Woodinville Segment since 2020, and only very limited and infrequent service in the several years preceding that discontinuance of service. The segment is part of the larger Eastside Rail Corridor, which was purchased from BNSF Railway by the Port of Seattle in 2009, subject to a rail freight easement held by GNP.

In advance of preparing an Environmental/Historic Report, as required by applicable STB regulations, GNP is advising you of the proposed abandonment so that you may assist us in identifying any potential effects it may have on coastal resources or uses.

While the Woodinville Segment is located within a designated coastal zone, because of the limited nature of the proposed action, we foresee no adverse effects on coastal resource or uses and would like confirmation that the action is not subject to Coastal Zone Management Act federal consistency requirements. We appreciate your review and any comments you may wish

to offer. We request a written response as soon as possible, but no later than August 13, 2021, so that we may include it in the Environmental/Historic Report.

A copy of the Environmental/Historic Report will be forwarded to you at least 20 days before GNP's petition is filed at the STB. If you have any questions about the proposal or this request, please contact me by email or phone. Thank you for your contribution.

Sincerely,

A handwritten signature in black ink, appearing to read "Kim Anderson".

Kim Anderson

Ecologist

Kimberly.anderson@aecom.com

206-724-6023

Cc: Kevin Kucera, GNP RLY Inc.
Brandon Buchanan, Woodinville City Manager

Enclosure



EXHIBIT A

Woodinville North Subdivision Rail Line
King County, Washington

City of Woodinville Rail Line Right-of-Way
Milepost 23.8 to 26.38



AECOM
1111 Third Avenue
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Seattle, WA 98101
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July 12, 2021

U.S. Fish and Wildlife Service
Pacific Region 1
Office of the Regional Director
911 NE 11th Avenue
Portland Oregon, 97232-4181

Re: STB Docket No. AB-1316X – GNP Rly, Inc. – Abandonment Exemption – In King County, Washington

Dear Regional Director:

AECOM sends this letter on behalf of GNP Rly, Inc. (“GNP”). GNP plans to file a petition for exemption with the Surface Transportation Board (STB) in the above-referenced docket to abandon approximately 2.6 miles of its railroad line in King County, Washington (“the Woodinville Segment”). As shown in Exhibit A, the Woodinville Segment runs between Milepost 23.8 in the City of Woodinville and Milepost 26.38 at the King–Snohomish County boundary line, and includes a spur that extends into the City of Bothell. GNP owns a rail freight easement over the Woodinville Segment; the underlying property is owned by the City of Woodinville. The proposed abandonment will include salvage of rails, ties, and other track materials. However, the railroad right-of-way, ballast, and culverts will remain in place. The Woodinville Segment includes two wooden bridges that carry rail traffic across the Sammamish River. GNP does not propose to conduct any salvage activities on the bridges as part of this action.

No local service has been provided on the Woodinville Segment since 2020, and only very limited and infrequent service in the several years preceding that discontinuance of service. The segment is part of the larger Eastside Rail Corridor, which was purchased from BNSF Railway by the Port of Seattle in 2009, subject to a rail freight easement held by GNP.

In advance of preparing an Environmental/Historic Report, as required by applicable STB regulations, GNP is advising you of the proposed abandonment so that you may assist us in identifying any potential effects it may have on species listed under the Endangered Species Act or designated critical habitat.

We have checked the Information for Planning and Consulting (IPaC) website for information about threatened and endangered species potentially present in the vicinity of the Woodinville Segment. Because of the limited nature of the proposed action, we foresee no adverse effects to

listed species or their habitats. No culvert work or other in-water work will occur as part of the action. During salvage activities, construction stormwater best management practices will be implemented to avoid impacts associated with sedimentation into project area streams.

We appreciate your review and any comments you may wish to offer. We request a written response as soon as possible, but no later than August 13, 2021, so that we may include it in the Environmental/Historic Report.

A copy of the Environmental/Historic Report will be forwarded to you at least 20 days before GNP's petition is filed at the STB. If you have any questions about the proposal or this request, please contact me by email or phone. Thank you for your contribution.

Sincerely,

A handwritten signature in black ink, appearing to read "Kim Anderson".

Kim Anderson
Ecologist
Kimberly.anderson@aecom.com
206-724-6023

Cc: Kevin Kucera, GNP RLY Inc.
Brandon Buchanan, Woodinville City Manager

Enclosure



AECOM
1111 Third Avenue
Suite 1600
Seattle, WA 98101
aecom.com

July 12, 2021

Barry Thom
Regional Administrator
NOAA Fisheries
West Coast Regional Office
1201 Northeast Lloyd
Portland, OR 97232

Re: STB Docket No. AB-1316X – GNP Rly, Inc. – Abandonment Exemption – In King County, Washington

Dear Mr. Thom:

AECOM sends this letter on behalf of GNP Rly, Inc. (“GNP”). GNP plans to file a petition for exemption with the Surface Transportation Board (STB) in the above-referenced docket to abandon approximately 2.6 miles of its railroad line in King County, Washington (“the Woodinville Segment”). As shown in Exhibit A, the Woodinville Segment runs between Milepost 23.8 in the City of Woodinville and Milepost 26.38 at the King–Snohomish County boundary line, and includes a spur that extends into the City of Bothell. GNP owns a rail freight easement over the Woodinville Segment; the underlying property is owned by the City of Woodinville. The proposed abandonment will include salvage of rails, ties, and other track materials. However, the railroad right-of-way, ballast, and culverts will remain in place. The Woodinville Segment includes two wooden bridges that carry rail traffic across the Sammamish River. GNP does not propose to conduct any salvage activities on the bridges as part of this action.

No local service has been provided on the Woodinville Segment since 2020, and only very limited and infrequent service in the several years preceding that discontinuance of service. The segment is part of the larger Eastside Rail Corridor, which was purchased from BNSF Railway by the Port of Seattle in 2009, subject to a rail freight easement held by GNP.

In advance of preparing an Environmental/Historic report, as required by applicable STB regulations, GNP is advising you of the proposed abandonment so that you may assist us in identifying any potential effects it may have on marine species listed under the Endangered Species Act or designated critical habitat.

We have checked the NOAA Fisheries website for information about threatened and endangered species potentially present in the vicinity of the Woodinville Segment. Because of the limited

nature of the proposed action, we foresee no adverse effects to listed species or their habitats. No culvert work or other in-water work will occur as part of the action. During salvage activities, construction stormwater best management practices will be implemented to avoid impacts associated with sedimentation into project area streams.

We appreciate your review and any comments you may wish to offer. We request a written response as soon as possible, but no later than August 13, 2021, so that we may include it in the Environmental/Historic Report.

A copy of the Environmental/Historic Report will be forwarded to you at least 20 days before GNP's petition is filed at the STB. If you have any questions about the proposal or this request, please contact me by email or phone. Thank you for your contribution.

Sincerely,



Kim Anderson
Ecologist
Kimberly.anderson@aecom.com
206-724-6023

Cc: Kevin Kucera, GNP RLY Inc.
Brandon Buchanan, Woodinville City Manager

Enclosure



EXHIBIT A

Woodinville North Subdivision Rail Line
King County, Washington

City of Woodinville Rail Line Right-of-Way
Milepost 23.8 to 26.38



AECOM
1111 Third Avenue
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July 12, 2021

Miles Penk
Washington Department of Fish and Wildlife
North Puget Sound Regional Office
16018 Mill Creek Blvd.
Mill Creek, WA 98012-1541

Via email: Miles.Penk@dfw.wa.gov

Re: STB Docket No. AB-1316X – GNP Rly, Inc. – Abandonment Exemption – In King County, Washington

Dear Mr. Penk:

AECOM sends this letter on behalf of GNP Rly, Inc. (“GNP”). GNP plans to file a petition for exemption with the Surface Transportation Board (STB) in the above-referenced docket to abandon approximately 2.6 miles of its railroad line in King County, Washington (“the Woodinville Segment”). As shown in Exhibit A, the Woodinville Segment runs between Milepost 23.8 in the City of Woodinville and Milepost 26.38 at the King–Snohomish County boundary line, and includes a spur that extends into the City of Bothell. GNP owns a rail freight easement over the Woodinville Segment; the underlying property is owned by the City of Woodinville. The proposed abandonment will include salvage of rails, ties, and other track materials. However, the railroad right-of-way, ballast, and culverts will remain in place. The Woodinville Segment includes two wooden bridges that carry rail traffic across the Sammamish River. GNP does not propose to conduct any salvage activities on the bridges as part of this action.

No local service has been provided on the Woodinville Segment since 2020, and only very limited and infrequent service in the several years preceding that discontinuance of service. The segment is part of the larger Eastside Rail Corridor, which was purchased from BNSF Railway by the Port of Seattle in 2009, subject to a rail freight easement held by GNP.

In advance of preparing an Environmental/Historic Report, as required by applicable STB regulations, GNP is advising you of the proposed abandonment so that you may assist us in identifying any potential effects it may have on wildlife and wildlife habitats.

We have checked Priority Habitats and Species (PHS) on the Web for information about PHS that occur along the Woodinville Segment. Because of the limited nature of the proposed action,

we foresee no adverse effects to priority habitats or species or state-managed Wildlife Areas, and no loss or alteration of wildlife habitat. No culvert work or other in-water work will occur as part of the action. During salvage activities, construction stormwater best management practices will be implemented to avoid impacts associated with sedimentation into project area streams.

We appreciate your review and any comments you may wish to offer. We request a written response as soon as possible, but no later than August 13, 2021, so that we may include it in the Environmental/Historic Report.

A copy of the Environmental/Historic Report will be forwarded to you at least 20 days before GNP's petition is filed at the STB. If you have any questions about the proposal or this request, please contact me by email or phone. Thank you for your contribution.

Sincerely,



Kim Anderson
Ecologist
Kimberly.anderson@aecom.com
206-724-6023

Cc: Kevin Kucera, GNP RLY Inc.
Brandon Buchanan, Woodinville City Manager

Enclosure

110535307.1 0064892-00001



AECOM
1111 Third Avenue
Suite 1600
Seattle, WA 98101
aecom.com

July 12, 2021

Linda Walker
Acting Regional Director
National Park Service Region 9
333 Bush Street, Suite 500
San Francisco, CA 94104-2828

Re: STB Docket No. AB-1316X – GNP Rly, Inc. – Abandonment Exemption – In King County, Washington

Dear Ms. Walker:

AECOM sends this letter on behalf of GNP Rly, Inc. (“GNP”). GNP plans to file a petition for exemption with the Surface Transportation Board (STB) in the above-referenced docket to abandon approximately 2.6 miles of its railroad line in King County, Washington (“the Woodinville Segment”). As shown in Exhibit A, the Woodinville Segment runs between Milepost 23.8 in the City of Woodinville and Milepost 26.38 at the King–Snohomish County boundary line, and includes a spur that extends into the City of Bothell. GNP owns a rail freight easement over the Woodinville Segment; the underlying property is owned by the City of Woodinville. The proposed abandonment will include salvage of rails, ties, and other track materials. However, the railroad right-of-way, ballast, and culverts will remain in place. The Woodinville Segment includes two wooden bridges that carry rail traffic across the Sammamish River. GNP does not propose to conduct any salvage activities on the bridges as part of this action.

No local service has been provided on the Woodinville Segment since 2020, and only very limited and infrequent service in the several years preceding that discontinuance of service. The segment is part of the larger Eastside Rail Corridor, which was purchased from BNSF Railway by the Port of Seattle in 2009, subject to a rail freight easement held by GNP.

In advance of preparing an Environmental/Historic Report, as required by applicable STB regulations, GNP is advising you of the proposed abandonment so that you may assist us in identifying any potential effects it may have on National Park Service–administered lands.

Because there are no National Park Service Units within the proposed project impact area, we foresee no adverse effects to National Park Service–administered lands. Nevertheless, we would

appreciate your review and any comments you may wish to offer. We request a written response as soon as possible, but no later than August 13, 2021, so that we may include it in the Environmental/Historic Report.

A copy of the Environmental/Historic Report will be forwarded to you at least 20 days before GNP's petition is filed at the STB. If you have any questions about the proposal or this request, please contact me by email or phone. Thank you for your contribution.

Sincerely,

A handwritten signature in black ink, appearing to read "Kim Anderson".

Kim Anderson

Ecologist

Kimberly.anderson@aecom.com

206-724-6023

Cc: Kevin Kucera, GNP RLY Inc.
Brandon Buchanan, Woodinville City Manager

Enclosure



AECOM
1111 Third Avenue
Suite 1600
Seattle, WA 98101
aecom.com

July 12, 2021

Meg Bommarito
Regional Planner
Washington Department of Ecology
Northwest Regional Office
P.O. Box 330316
Shoreline, WA 98133-9716

Via email: Meg.Bommarito@ecy.gov

Re: STB Docket No. AB-1316X – GNP Rly, Inc. – Abandonment Exemption – In King County, Washington

Dear Ms. Bommarito:

AECOM sends this letter on behalf of GNP Rly, Inc. (“GNP”). GNP plans to file a petition for exemption with the Surface Transportation Board (STB) in the above-referenced docket to abandon approximately 2.6 miles of its railroad line in King County, Washington (“the Woodinville Segment”). As shown in Exhibit A, the Woodinville Segment runs between Milepost 23.8 in the City of Woodinville and Milepost 26.38 at the King–Snohomish County boundary line, and includes a spur that extends into the City of Bothell. GNP owns a rail freight easement over the Woodinville Segment; the underlying property is owned by the City of Woodinville. The proposed abandonment will include salvage of rails and ties. However, the railroad right-of-way, ballast, and culverts will remain in place. The City of Woodinville owns the rails and ties, and will include in any salvage contract a requirement that the salvaged materials be managed in accordance with all applicable environmental laws. The Woodinville Segment includes two wooden bridges that carry rail traffic across the Sammamish River. GNP does not propose to conduct any salvage activities on the bridges as part of this action.

No local service has been provided on the Woodinville Segment since 2020, and only very limited and infrequent service in the several years preceding that discontinuance of service. The segment is part of the larger Eastside Rail Corridor, which was purchased from BNSF Railway by the Port of Seattle in 2009, subject to a rail freight easement held by GNP.

In advance of preparing an Environmental/Historic Report, as required by applicable STB regulations, GNP is advising you of the proposed abandonment so that you may assist us in identifying any potential effects it may have on resources regulated by the Washington Department of Ecology (Ecology).

Because of the limited nature of the proposed action, we foresee no adverse environmental effects. To meet Ecology's stormwater permitting requirements associated with disturbance during salvage of rails and ties, the City of Woodinville or its salvage contractor will apply for coverage under a Construction Stormwater General Permit prior to conducting salvage activities.

Based on a review of Ecology's What's in My Neighborhood online map and Facility/Site Interactions GIS database, there are no known active hazardous waste sites or hazardous materials spill sites on the right-of-way. Additionally, the action is expected to disturb only the top foot (12 inches) of soil, and only along areas of the Woodinville Segment that are at-grade. If any contamination is encountered during salvage activities, the City of Woodinville or its salvage contractor will contact Ecology to address the issue appropriately.

We would appreciate your review and any comments you may wish to offer. We request a written response as soon as possible, but no later than August 13, 2021, so that we may include it in the Environmental/Historic Report.

A copy of the Environmental/Historic Report will be forwarded to you at least 20 days before GNP's petition is filed at the STB. If you have any questions about the proposal or this request, please contact me by email or phone. Thank you for your contribution.

Sincerely,



Kim Anderson
Ecologist
Kimberly.anderson@aecom.com
206-724-6023

Cc: Kevin Kucera, GNP RLY Inc.
Brandon Buchanan, Woodinville City Manager

Enclosure



EXHIBIT A

Woodinville North Subdivision Rail Line
King County, Washington

City of Woodinville Rail Line Right-of-Way
Milepost 23.8 to 26.38



AECOM
1111 Third Avenue
Suite 1600
Seattle, WA 98101
aecom.com

July 12, 2021

Colleen Anderson
U.S. Army Corps of Engineers
Seattle District
P.O. Box 3755
Seattle, WA 98124-3755

Via email: colleen.c.anderson@usace.army.mil

Re: STB Docket No. AB-1316X – GNP Rly, Inc. – Abandonment Exemption – In King County, Washington

Dear Ms. Anderson:

AECOM sends this letter on behalf of GNP Rly, Inc. (“GNP”). GNP plans to file a petition for exemption with the Surface Transportation Board (STB) in the above-referenced docket to abandon approximately 2.6 miles of its railroad line in King County, Washington (“the Woodinville Segment”). As shown in Exhibit A, the Woodinville Segment runs between Milepost 23.8 in the City of Woodinville and Milepost 26.38 at the King–Snohomish County boundary line, and includes a spur that extends into the City of Bothell. GNP owns a rail freight easement over the Woodinville Segment; the underlying property is owned by the City of Woodinville. The proposed abandonment will include salvage of rails, ties, and other track materials. However, the railroad right-of-way, ballast, and culverts will remain in place. The Woodinville Segment includes two wooden bridges that carry rail traffic across the Sammamish River. GNP does not propose to conduct any salvage activities on the bridges as part of this action.

No local service has been provided on the Woodinville Segment since 2020, and only very limited and infrequent service in the several years preceding that discontinuance of service. The segment is part of the larger Eastside Rail Corridor, which was purchased from BNSF Railway by the Port of Seattle in 2009, subject to a rail freight easement held by GNP.

In advance of preparing an Environmental/Historic Report, as required by applicable STB regulations, GNP is advising you of the proposed abandonment so that you may assist us in identifying any potential effects it may have on Waters of the U.S. or 100-year floodplains.

Because of the limited nature of the proposed action, we foresee no adverse effects on Waters of the U.S. and no need to obtain permits under the Clean Water Act. Although the Woodinville

Segment includes two bridges over a navigable water (the Sammamish River), no salvage activities will occur on these bridges. No culvert work or dredging will occur as part of this action, and we do not anticipate discharge of fill into streams or wetlands. If temporary access roads are required for construction equipment to access the rail line to conduct the salvage activities, they will be located to avoid wetlands (e.g., the riverine fringe wetlands on the south bank of the Sammamish River).

We appreciate your review and any comments you may wish to offer. We request a written response as soon as possible, but no later than August 13, 2021, so that we may include it in the Environmental/Historic Report.

A copy of the Environmental/Historic Report will be forwarded to you at least 20 days before GNP's petition is filed at the STB. If you have any questions about the proposal or this request, please contact me by email or phone. Thank you for your contribution.

Sincerely,

A handwritten signature in black ink, appearing to read "Kim Anderson".

Kim Anderson

Ecologist

Kimberly.anderson@aecom.com

206-724-6023

Cc: Kevin Kucera, GNP RLY Inc.
Brandon Buchanan, Woodinville City Manager

Enclosure



AECOM
1111 Third Avenue
Suite 1600
Seattle, WA 98101
aecom.com

July 12, 2021

Michelle Pirzadeh
Acting Administrator
U.S. EPA Region 10
1200 Sixth Avenue, Suite 155
Seattle, WA 98101

Re: STB Docket No. AB-1316X – GNP Rly, Inc. – Abandonment Exemption – In King County, Washington

Dear Ms. Pirzadeh:

AECOM sends this letter on behalf of GNP Rly, Inc. (“GNP”). GNP plans to file a petition for exemption with the Surface Transportation Board (STB) in the above-referenced docket to abandon approximately 2.6 miles of its railroad line in King County, Washington (“the Woodinville Segment”). As shown in Exhibit A, the Woodinville Segment runs between Milepost 23.8 in the City of Woodinville and Milepost 26.38 at the King–Snohomish County boundary line, and includes a spur that extends into the City of Bothell. GNP owns a rail freight easement over the Woodinville Segment; the underlying property is owned by the City of Woodinville. The proposed abandonment will include salvage of rails, ties, and other track materials. However, the railroad right-of-way, ballast, and culverts will remain in place. The City of Woodinville owns the track materials, and will include in any salvage contract a requirement that the salvaged materials be managed in accordance with all applicable environmental laws. The Woodinville Segment includes two wooden bridges that carry rail traffic across the Sammamish River. GNP does not propose to conduct any salvage activities on the bridges as part of this action.

No local service has been provided on the Woodinville Segment since 2020, and only very limited and infrequent service in the several years preceding that discontinuance of service. The segment is part of the larger Eastside Rail Corridor, which was purchased from BNSF Railway by the Port of Seattle in 2009, subject to a rail freight easement held by GNP.

In advance of preparing an Environmental/Historic Report, as required by applicable STB regulations, GNP is advising you of the proposed abandonment so that you may assist us in identifying any potential effects it may have on resources regulated by the U.S. Environmental Protection Agency.

Because of the limited nature of the proposed action, we foresee no adverse effects on water or air quality and no accidental releases of hazardous materials. To meet the project's National Pollutant Discharge Elimination System (NPDES) permitting requirements associated with disturbance during salvage of the track materials, the City of Woodinville or its salvage contractor will apply to the Washington Department of Ecology for NPDES coverage under a Construction Stormwater General Permit prior to conducting salvage activities.

Based on a review of online databases, there are no known active hazardous waste sites or hazardous materials spill sites on the right-of-way. Additionally, the action is expected to disturb only the top foot (12 inches) of soil, and only along areas of the Woodinville Segment that are at-grade.

We appreciate your review and any comments you may wish to offer. We request a written response as soon as possible, but no later than August 13, 2021, so that we may include it in the Environmental/Historic Report.

A copy of the Environmental/Historic Report will be forwarded to you at least 20 days before GNP's petition is filed at the STB. If you have any questions about the proposal or this request, please contact me by email or phone. Thank you for your contribution.

Sincerely,



Kim Anderson
Ecologist
Kimberly.anderson@aecom.com
206-724-6023

Cc: Kevin Kucera, GNP RLY Inc.
Brandon Buchanan, Woodinville City Manager

Enclosure

110535307.1 0064892-00001



AECOM
1111 Third Avenue
Suite 1600
Seattle, WA 98101
aecom.com

July 12, 2021

Allyson Brooks, Ph.D.
State Historic Preservation Officer
Washington Department of Archaeology & Historic Preservation
P.O. Box 48343
Olympia, WA 98504-8343
Via email: 106@dahp.wa.gov

Re: STB Docket No. AB-1316X – GNP Rly, Inc. – Abandonment Exemption – In King County, Washington

Dear Dr. Brooks:

AECOM sends this letter on behalf of GNP Rly, Inc. (“GNP”). GNP plans to file a petition for exemption with the Surface Transportation Board (STB) in the above-referenced docket to abandon approximately 2.6 miles of its railroad line in King County, Washington (“the Woodinville Segment”). As shown in Exhibit A, the Woodinville Segment runs between Milepost 23.8 in the City of Woodinville and Milepost 26.38 at the King–Snohomish County boundary line, and includes a spur that extends into the City of Bothell. GNP owns a rail freight easement over the Woodinville Segment; the underlying property is owned by the City of Woodinville. The proposed abandonment will include salvage of rails, ties, and other track materials. However, the railroad right-of-way, ballast, and culverts will remain in place. The Woodinville Segment includes two wooden bridges that carry rail traffic across the Sammamish River. GNP does not propose to conduct any salvage activities on the bridges as part of this action.

No local service has been provided on the Woodinville Segment since 2020, and only very limited and infrequent service in the several years preceding that discontinuance of service. The segment is part of the larger Eastside Rail Corridor, which was purchased from BNSF Railway by the Port of Seattle in 2009, subject to a rail freight easement held by GNP.

In advance of preparing an Environmental/Historic Report, GNP is advising you of the proposed abandonment and providing you with a copy of a Historic Resource Inventory Report, which documents the results of a historic resources field survey that was completed for the project. The inventory report includes three Historic Property Inventory site forms, as requested by your office: one for the Line and one for each of the wooden bridges across the Sammamish River. All

three of these resources are identified in the report as eligible for the National Register of Historic Places.

In order to avoid impacts to the wooden bridges, no salvage of track materials will occur on the bridges at this time. Along other portions of the Woodinville Segment, salvage activities will be limited to the track materials. The action is expected to disturb only the top foot (12 inches) of soil, and only in areas that are at-grade. In the event of a post-review discovery of a potential historic property during construction, the project proponent will follow the STB requirements by stopping construction, assessing the discovery and take actions to avoid, minimize, and/or mitigate effects to the potential historic property in consultation with the STB, DAHP, Tribes, and other consulting parties with a demonstrated interest in the project.

We appreciate your review and any comments you may wish to offer, consistent with the STB regulations. We request a written response as soon as possible, but no later than August 13, 2021, so that we may include it in the Environmental/Historic Report.

If you have any questions about the proposal or this request, please contact me by email or phone. Thank you for your contribution.

Sincerely,

A handwritten signature in blue ink, reading "Kirk Ranzetta", with a stylized flourish at the end.

Kirk Ranzetta
Senior Architectural Historian
kirk.ranzetta@aecom.com
503-853-6354

Cc: Kevin Kucera, GNP RLY Inc.
Brandon Buchanan, Woodinville City Manager
Holly Borth, Washington Department of Archaeology & Historic Preservation
Dennis Wardlaw, Washington Department of Archaeology & Historic Preservation

Enclosure

110535307.1 0064892-00001



AECOM
1111 Third Avenue
Suite 1600
Seattle, WA 98101
aecom.com

July 12, 2021

The Honorable Jaison Elkins
Chair, Muckleshoot Indian Tribe
39015 172nd Avenue SE
Auburn, WA 98092

Re: STB Docket No. AB-1316X – GNP Rly, Inc. – Abandonment Exemption – In King County, Washington

Dear Honorable Jaison Elkins:

AECOM sends this letter on behalf of GNP Rly, Inc. (“GNP”). GNP plans to file a petition for exemption with the Surface Transportation Board (STB) in the above-referenced docket to abandon approximately 2.6 miles of its railroad line in King County, Washington (“the Woodinville Segment”). The Woodinville Segment is located in Township 26 North Range 5 East, Sections 3, 9, and 10 of the U.S. Geological Survey 7.5-minute Bothell quadrangle map. As shown in Exhibit A, the Woodinville Segment runs between Milepost 23.8 in the City of Woodinville and Milepost 26.38 at the King–Snohomish County boundary line, and includes a spur that extends into the City of Bothell. GNP owns a rail freight easement over the Woodinville Segment; the underlying property is owned by the City of Woodinville. The proposed abandonment will include salvage of rails, ties, and other track materials. However, the railroad right-of-way, ballast, and culverts will remain in place. The Woodinville Segment includes two wooden bridges that carry rail traffic across the Sammamish River. GNP does not propose to conduct any salvage activities on the bridges as part of this action.

No local service has been provided on the Woodinville Segment since 2020, and only very limited and infrequent service in the several years preceding that discontinuance of service. The segment is part of the larger Eastside Rail Corridor, which was purchased from BNSF Railway by the Port of Seattle in 2009, subject to a rail freight easement held by GNP. Although not part of the rail abandonment action, the City of Woodinville is planning future development of a trail along the Woodinville Segment. Trail development, which will likely include replacement of culverts, will be addressed separately as a future project.

In advance of preparing an Environmental/Historic Report, as required by applicable STB regulations, GNP is advising you of the proposed abandonment so that you may assist us in identifying any concerns you may have about potential impacts to cultural or natural resources.

Because of the limited nature of the proposed action, we foresee no adverse environmental effects. The action is expected to disturb only the top foot (12 inches) of soil and only along areas of the Woodinville Segment that are at-grade. No culvert work or other in-water work will occur as part of the action. During salvage activities, construction stormwater best management practices will be implemented to avoid impacts associated with sedimentation into project area streams.

We appreciate your review and any comments you may wish to offer. We request a written response as soon as possible, but no later than August 13, 2021, so that we may include it in the Environmental/Historic Report. GNP and the City of Woodinville will continue to contact the Muckleshoot Tribe throughout the rail abandonment process and regarding future projects that will involve the Woodinville Segment. If you have any questions about the proposal or this request, or if you wish to consult directly with the City, please contact me by email or phone. Thank you for your contribution.

Sincerely,

A handwritten signature in blue ink, reading "Kirk Ranzetta".

Kirk Ranzetta
Senior Architectural Historian
kirk.ranzetta@aecom.com
503-853-6354

Cc: Kevin Kucera, GNP RLY Inc.
Brandon Buchanan, Woodinville City Manager
Laura Murphy, Muckleshoot Tribe
Isabel Tinoco, Muckleshoot Tribe

Enclosure



AECOM
1111 Third Avenue
Suite 1600
Seattle, WA 98101
aecom.com

July 12, 2021

The Honorable Robert de los Angeles
Snoqualmie Indian Tribe
P.O. Box 969
Snoqualmie, WA 98065

Re: STB Docket No. AB-1316X – GNP Rly, Inc. – Abandonment Exemption – In King County, Washington

Dear Honorable Robert de los Angeles:

AECOM sends this letter on behalf of GNP Rly, Inc. (“GNP”). GNP plans to file a petition for exemption with the Surface Transportation Board (STB) in the above-referenced docket to abandon approximately 2.6 miles of its railroad line in King County, Washington (“the Woodinville Segment”). The Woodinville Segment is located in Township 26 North Range 5 East, Sections 3, 9, and 10 of the U.S. Geological Survey 7.5-minute Bothell quadrangle map. As shown in Exhibit A, the Woodinville Segment runs between Milepost 23.8 in the City of Woodinville and Milepost 26.38 at the King–Snohomish County boundary line, and includes a spur that extends into the City of Bothell. GNP owns a rail freight easement over the Woodinville Segment; the underlying property is owned by the City of Woodinville. The proposed abandonment will include salvage of rails, ties, and other track materials. However, the railroad right-of-way, ballast, and culverts will remain in place. The Woodinville Segment includes two wooden bridges that carry rail traffic across the Sammamish River. GNP does not propose to conduct any salvage activities on the bridges as part of this action.

No local service has been provided on the Woodinville Segment since 2020, and only very limited and infrequent service in the several years preceding that discontinuance of service. The segment is part of the larger Eastside Rail Corridor, which was purchased from BNSF Railway by the Port of Seattle in 2009, subject to a rail freight easement held by GNP. Although not part of the rail abandonment action, the City of Woodinville is planning future development of a trail along the Woodinville Segment. Trail development, which will likely include replacement of culverts, will be addressed separately as a future project.

In advance of preparing an Environmental/Historic Report, as required by applicable STB regulations, GNP is advising you of the proposed abandonment so that you may assist us in identifying any concerns you may have about potential impacts to cultural or natural resources.

Because of the limited nature of the proposed action, we foresee no adverse environmental effects. The action is expected to disturb only the top foot (12 inches) of soil and only along areas of the Woodinville Segment that are at-grade. No culvert work or other in-water work will occur as part of the action. During salvage activities, construction stormwater best management practices will be implemented to avoid impacts associated with sedimentation into project area streams.

We appreciate your review and any comments you may wish to offer. We request a written response as soon as possible, but no later than August 13, 2021, so that we may include it in the Environmental/Historic Report. GNP and the City of Woodinville will continue to contact the Snoqualmie Tribe throughout the rail abandonment process and regarding future projects that will involve the Woodinville Segment. If you have any questions about the proposal or this request, or if you wish to consult directly with the City, please contact me by email or phone. Thank you for your contribution.

Sincerely,

A handwritten signature in blue ink, reading "Kirk Ranzetta".

Kirk Ranzetta
Senior Architectural Historian
kirk.ranzetta@aecom.com
503-853-6354

Cc: Kevin Kucera, GNP RLY Inc.
Brandon Buchanan, Woodinville City Manager
Steven Mullen Moses, Snoqualmie Tribe
Cindy Spiry, Snoqualmie Tribe

Enclosure



AECOM
1111 Third Avenue
Suite 1600
Seattle, WA 98101
aecom.com

July 12, 2021

The Honorable Teri Gobin
Chairwoman, Tulalip Board of Directors
Tulalip Tribes
6406 Marine Drive
Tulalip, WA 98271

Re: STB Docket No. AB-1316X – GNP Rly, Inc. – Abandonment Exemption – In King County, Washington

Dear Honorable Teri Gobin:

AECOM sends this letter on behalf of GNP Rly, Inc. (“GNP”). GNP plans to file a petition for exemption with the Surface Transportation Board (STB) in the above-referenced docket to abandon approximately 2.6 miles of its railroad line in King County, Washington (“the Woodinville Segment”). The Woodinville Segment is located in Township 26 North Range 5 East, Sections 3, 9, and 10 of the U.S. Geological Survey 7.5-minute Bothell quadrangle map. As shown in Exhibit A, the Woodinville Segment runs between Milepost 23.8 in the City of Woodinville and Milepost 26.38 at the King–Snohomish County boundary line, and includes a spur that extends into the City of Bothell. GNP owns a rail freight easement over the Woodinville Segment; the underlying property is owned by the City of Woodinville. The proposed abandonment will include salvage of rails, ties, and other track materials. However, the railroad right-of-way, ballast, and culverts will remain in place. The Woodinville Segment includes two wooden bridges that carry rail traffic across the Sammamish River. GNP does not propose to conduct any salvage activities on the bridges as part of this action.

No local service has been provided on the Woodinville Segment since 2020, and only very limited and infrequent service in the several years preceding that discontinuance of service. The segment is part of the larger Eastside Rail Corridor, which was purchased from BNSF Railway by the Port of Seattle in 2009, subject to a rail freight easement held by GNP. Although not part of the rail abandonment action, the City of Woodinville is planning future development of a trail along the Woodinville Segment. Trail development, which will likely include replacement of culverts, will be addressed separately as a future project.

In advance of preparing an Environmental/Historic Report, as required by applicable STB regulations, GNP is advising you of the proposed abandonment so that you may assist us in identifying any concerns you may have about potential impacts to cultural or natural resources.

Because of the limited nature of the proposed action, we foresee no adverse environmental effects. The action is expected to disturb only the top foot (12 inches) of soil and only along areas of the Woodinville Segment that are at-grade. No culvert work or other in-water work will occur as part of the action. During salvage activities, construction stormwater best management practices will be implemented to avoid impacts associated with sedimentation into project area streams.

We appreciate your review and any comments you may wish to offer. We request a written response as soon as possible, but no later than August 13, 2021, so that we may include it in the Environmental/Historic Report. GNP and the City of Woodinville will continue to contact the Tulalip Tribes throughout the rail abandonment process and regarding future projects that will involve the Woodinville Segment. If you have any questions about the proposal or this request, or if you wish to consult directly with the City, please contact me by email or phone. Thank you for your contribution.

Sincerely,

A handwritten signature in blue ink, reading "Kirk Ranzetta".

Kirk Ranzetta
Senior Architectural Historian
kirk.ranzetta@aecom.com
503-853-6354

Cc: Kevin Kucera, GNP RLY Inc.
Brandon Buchanan, Woodinville City Manager
Richard Young, Tulalip Tribes
Ryan Miller, Tulalip Tribes

Enclosure

Appendix C – Comments From Agencies and Tribes



August 18, 2021

Kim Anderson
AECOM
1111 Third Avenue
Seattle, WA 98101

Re: STB Docket No. AB-1316X – GNP Rly, Inc. – Abandonment Exemption – In King County, Washington

Dear Kim:

The map provided to Natural Resources Conservation Service (NRCS) appears to be of an urban nature, likely to not significantly impact current agricultural activities. The area of Woodinville, located in King County, Washington does support both suburban and urban agricultural activities and agritourism.

NRCS's concerns would mainly pertain to impacts to hydrology and prime agricultural soils that would result in any changes or removal of railroad fill that routinely acts as a dike in agricultural settings. It does not appear from your letter, that there is a proposal to remove any railroad bed material. If the proposed action only results in the removal of the rails and ties, there should be few impacts to agricultural uses, unless the rail line has been used to transport agricultural commodities. In which case, negative impacts could occur due to a lack of transportation infrastructure needed to transport agricultural commodities.

Sincerely,

ROYLENE COMES AT NIGHT
State Conservationist

CC: Astor Boozer, Regional Conservationist – West, NRCS, Washington D.C.
Leslie Deaver, Special Assistant to the Chief, NRCS, Washington D.C.

From: [deborah.brooks](#)
To: [Anderson, Kimberly](#)
Subject: [EXTERNAL] [JIRA] (IMOV-8198) Letter for review and comment - proposed rail abandonment project in King County, WA
Date: Thursday, July 29, 2021 11:24:07 AM

A comment is added on your issue:

Re: Letter for review and comment - proposed rail abandonment project in King County, WA

Good Afternoon Ms. Anderson,

Thank you for informing the National Geodetic Survey (NGS) of the GNP Rly, Inc. (GNP)'s decision to abandon approximately 2.6 miles of its railroad line between Milepost 23.8 in the City of Woodinville and Milepost 26.38 at the King–Snohomish County boundary line, including a spur extending into the City of Bothell, in King County, Washington.

There could be geodetic survey marks located in the area described, and any marks still present could be disturbed by the abandonment. While it is illegal to disturb or destroy a mark, sometimes disturbing or destroying a mark is unavoidable. In such cases, the mark can often be preserved or reset with advanced planning. NGS provides the public with tools to search for and locate survey marks, see the NGS Data Explorer (<https://geodesy.noaa.gov/NGSDataExplorer/>).

If a mark will be disturbed by the abandonment, GNP should consult with NGS at least 90 days prior to beginning salvage activities that will disturb, or destroy any geodetic marks identified nearby. Information is available online to help reset marks or report disturbed/destroyed marks:
<https://geodesy.noaa.gov/surveys/mark-recovery/index.shtml>
<<https://www.google.com/url?q=https://geodesy.noaa.gov/surveys/mark-recovery/index.shtml&sa=D&ust=1560385764139000&usg=AFQjCNGDkoXCHtBcDJBsXm2KQLkhwYDxQ>>.

This notice is also being shared with Dan Determan, (dan.determan@noaa.gov, 202-306-6716) the Regional Geodetic Advisor, so he may work with any interested local agencies or stakeholders.

If you have additional questions, email NGS.Infocenter@noaa.gov.

Sincerely,

Deborah M. Brooks
Communications Specialist
deborah.brooks@noaa.gov

More information on preserving marks, mark resets, and destroyed marks.

Preserving Marks

Significant resources were invested to create an extensive geodetic network across the United States by establishing precise coordinates at physical survey marks. Disturbing or destroying these marks reduces geodetic control available to local surveyors, so please make every effort to preserve this valuable network.

Mark Resets

If a mark is about to be destroyed (e.g., due to planned construction), it may be possible to reset the mark and retain the geodetic control. Review the Bench Mark Reset Procedures (https://geodesy.noaa.gov/PUBS_LIB/Benchmark_4_1_2011.pdf) or contact your closest geodetic advisor (<https://geodesy.noaa.gov/ADVISORS/index.shtml>).

Please do not attempt to reset a mark that has been separated from the base. Any remnants of destroyed marks must be properly discarded and not reused in any manner, as this is a violation of Federal law.

Destroyed Marks

If it is determined that a mark has been destroyed, please provide enough photo evidence to show how this determination was made. To submit this information to NGS, follow the instructions regarding “destroyed marks” on the Mark Recovery Entry web page (https://geodesy.noaa.gov/cgi-bin/recvy_entry_www.prl)

From: [deborah.brooks](#)
To: [Anderson, Kimberly](#)
Subject: [EXTERNAL] [JIRA] (IMOV-8198) Letter for review and comment - proposed rail abandonment project in King County, WA
Date: Thursday, August 5, 2021 4:18:05 PM

A comment is added on your issue:

Re: Letter for review and comment - proposed rail abandonment project in King County, WA

Good Afternoon Ms. Anderson,

No geodetic survey marks were found that would be affected by the proposed abandonment area.

Regards,
Deborah Brooks
NGS Infocenter
301-713-3242

National Geodetic Survey

From: [Hanlon Brown, Erin \(ECY\)](#)
To: [Anderson, Kimberly](#)
Cc: BrandonB@ci.woodinville.wa.us
Subject: [EXTERNAL] RE: Letter for review and comment - proposed rail abandonment project in King County, WA
Date: Monday, July 26, 2021 9:45:03 AM

Kimberly,

No further action is required for Coastal Zone Management federal consistency review.

Please let me know if you have any questions.

Thank you,
Erin

Erin Hanlon Brown (she/her)
Washington State Department of Ecology
360.407.6415 | 360.280.1037 (c)
Erin.HanlonBrown@ecy.wa.gov

From: [Penk, Miles A \(DFW\)](#)
To: [Anderson, Kimberly](#)
Cc: [Brandon Buchanan](#)
Subject: [EXTERNAL] RE: Letter for review and comment - proposed rail abandonment project in King County, WA
Date: Wednesday, July 14, 2021 9:30:37 AM

Good morning,

Based on the locations and nature of the work shared with WDFW in this document and during a virtual meeting on May 25, 2021, WDFW does not foresee any adverse effects to priority habitat or species, nor will it require a hydraulic project approval (HPA) permit for these activities.

Thank you,

Miles Penk | Habitat Biologist
Washington Department of Fish and Wildlife
Region 4, North Bend office
Cell: (425) 677-1297



United States Department of the Interior



NATIONAL PARK SERVICE
Interior Regions 8, 9, 10, and 12
333 Bush Street, Suite 500
San Francisco, CA 94104-2828

IN REPLY REFER TO:
1.A.1 (PW-LP)
STB Docket No. AB-1316X – GNP Rly, Inc. Abandonment

September 9, 2021

Kim Anderson
Ecologist
AECOM
1111 Third Avenue
Seattle, WA 98101

Dear Kim Anderson:

Thank you for your letter, dated July 12, 2021, requesting review and comments about the petition for exemption with the Surface Transportation Board to abandon approximately 2.6 miles of railroad line in the city of Woodinville, King County, Washington, submitted under STB Docket No. AB-1316X.

There are no units of the National Park System within the area of the project. However, the National Park Service (NPS) oversees the Federal Lands to Parks (FLP) program and also works with state partners regarding local parks that have received stateside Land and Water Conservation Fund (LWCF) money. Such property may not be converted to non-recreational uses without approval by the appropriate government agency and mitigation.

It appears that Wilmot Gateway Park and the Sammamish River Trail are within the vicinity of the project. Without more detail about the proposed railroad abandonment project, it is unclear whether there would be impacts to the park and trail.

Please provide a copy of the Environmental/Historic Report to the Washington Recreation and Conservation Office and coordinate directly with that office to determine whether Wilmot Gateway Park or Sammamish River Trail have received stateside LWCF funding and whether there will be impacts to those parks.

Thank you for offering to provide a copy of the Environmental/Historic Report to the NPS. Please provide that copy directly to David Siegenthaler, Regional Program Manager, Federal Lands to Parks Program, National Park Service, 909 First Avenue, 5th Floor, Seattle, Washington, 98104 (email: David_Siegenthaler@nps.gov). Thank you.

Sincerely,

CINDY
ORLANDO

Cindy Orlando
Acting Regional Director
National Park Service, Interior Regions 8, 9, 10, and 12

Digitally signed by CINDY
ORLANDO
Date: 2021.09.09
11:25:13 -07'00'

From: [Bommarito, Meg \(ECY\)](#)
To: [Anderson, Kimberly](#)
Subject: [EXTERNAL] RE: Letter for review and comment - proposed rail abandonment project in King County, WA
Date: Wednesday, July 14, 2021 3:15:52 PM

Hi Kim – I took a look at what you attached and wondered about SEPA requirements. It sounds like you will need an NPDES construction permit (per page 2) which could trigger SEPA depending on the size of the project. I believe, per RCW [43.21C.0383](#) that if the area of disturbance is less than 5 acres (and SEPA is not required for other reasons) that it may be exempt. There isn't enough information provided to determine if that is the case. I'm also not aware if there are other project permits that would trigger SEPA review.

Can you help me better understand if SEPA is required? If it is, then we would route the checklist (once provided) to our reviewers to answer your question about potential impacts as part of our standard practice with SEPA proposals. If it is not, and you're still wondering if we have comments, I can still circulate this to our programs.

Please let me know and I'm happy to discuss this further!

Meg

From: [Bommarito, Meg \(ECY\)](#)
To: [Anderson, Kimberly](#)
Subject: [EXTERNAL] RE: Letter for review and comment - proposed rail abandonment project in King County, WA
Date: Monday, July 19, 2021 8:15:11 AM

Thanks Kim – Sounds like the project will not require SEPA so I would definitely include that in the environmental report (as you would likely get that question from others). We'll include a note to our team that the report is forthcoming. Appreciate the note that this is similar to scoping – that will help us frame it for the programs. We'll send your letter around this week. Glad to hear you've connected with our water quality team already.

Appreciate the clarification. I'll let you know if we get any comments from our teams.

Meg

From: Anderson, Kimberly <kimberly.anderson@aecom.com>
Sent: Friday, July 16, 2021 3:49 PM
To: Bommarito, Meg (ECY) <mbom461@ECY.WA.GOV>
Subject: RE: Letter for review and comment - proposed rail abandonment project in King County, WA

THIS EMAIL ORIGINATED FROM OUTSIDE THE WASHINGTON STATE EMAIL SYSTEM - Take caution not to open attachments or links unless you know the sender AND were expecting the attachment or the link

Hi Meg,

Thanks for your questions! Even with a very conservative calculation, the area of disturbance will be less than 5 acres. We can include this information in the Environmental Report. We have not identified any permits that would trigger SEPA review. The City is taking steps to avoid the need for permits that will slow down the abandonment (such as not removing rails and ties on the bridges over Lake Sammamish). Future conversion of the rail line to a trail will be a separate action.

The Surface Transportation Board's NEPA process under 49 CFR 1105.7 requires the applicant to contact state and other agencies during preparation of the Environmental Report and to include any responses received in the report. You will have another opportunity to comment when you receive a copy of the completed Environmental Report. So the short answer is yes, please circulate the letter as appropriate to provide input into the Environmental Report. It is similar to scoping comments. I spoke with Amy Jankowiak and Tanner Bushnell last month (Katelynn Piazza referred me to them) to get an idea of what Ecology's concerns might be, and we have addressed those concerns in the letter that was sent.

Please let me know if this helps clarify if you need additional information.

Thanks!

Kim

Kim Anderson

Ecologist, Environmental Services, Northwest Region

AECOM Environment

D 206.403.4211

M 206.724.6023

kimberly.anderson@aecom.com

AECOM

1111 3rd Avenue, Suite 1600

Seattle, WA 98101

www.aecom.com

From: [Anderson, Colleen C CIV USARMY CENWS \(USA\)](#)
To: [Anderson, Kimberly](#)
Subject: [EXTERNAL] RE: Letter for review and comment - proposed rail abandonment project in King County, WA
Date: Wednesday, July 21, 2021 1:40:25 PM
Attachments: [CWA RHA Extracts and Definitions \(3-13-18\).pdf](#)

Kimberly,

Thank you for reaching out to the Corps regarding the project, G.N.P. Rly, Inc.—
Abandonment Exemption, in Woodinville, King County, Washington.

We have reviewed the information you provided to us pursuant to Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act (RHA). We have determined that no action by the U.S. Army Corps of Engineers (Corps) is required for the proposed work described in your letter and drawings, dated July 12, 2021.

Under Section 10 of the Rivers and Harbors Act of 1899, a Section 10 DA permit is normally required for work or structures in or affecting navigable waters of the U.S. Because work will occur landward of the Ordinary High Watermark (OHW) of the Sammamish River, and the railroad right-of-way, ballast, and culverts will remain in place, a Section 10 DA permit is not required.

Under Section 404 of the Clean Water Act, a DA permit is normally required for the discharge of dredged or fill material (e.g., fill, excavation, or mechanized land clearing) into waters of the U.S., including wetlands and navigable waters of the U.S. For more information, see the enclosed *Clean Water Act Extracts and Definitions*. The Sammamish River is a water of the U.S. However, because the project includes the salvage of rails, ties, and other track materials do not involve a discharge of dredged or fill material, a Section 404 DA permit is not required.

Thank you for your time.

Colleen C. Anderson
Project Manager, Regulatory Branch
U.S. Army Corps of Engineers, Seattle District
Office: 206-764-3262
colleen.c.anderson@usace.army.mil



US Army Corps
of Engineers®
Seattle District

Clean Water Act And Rivers and Harbors Act Extracts and Definitions

EXTRACTS from the Clean Water Act:

1. SECTION 301 (33 U.S.C. 1311)

The discharge of any pollutant by any person shall be unlawful except as in compliance with various sections of the Clean Water Act, including Section 404.

2. SECTION 309 (33 U.S.C. 1319)

This section provides that any person who negligently violates the provisions of the Clean Water Act may be punished by a criminal penalty of not less than \$2,500 nor more than \$25,000 per day of violation, or by imprisonment for not more than one year, or by both. Any person who knowingly violates this Act may be punished by a criminal penalty of not less than \$5,000 nor more than \$50,000 per day of violation, or by imprisonment for not more than 3 years, or by both. This section also provides that any person who violates the provision of this Act may be subject to a civil penalty up to \$53,484 per day for each violation.

3. SECTION 404 (33 U.S.C. 1344)

(a) The Secretary of the Army, acting through the Chief of Engineers, may issue permits, after notice and opportunity for public hearings, for the discharge of dredged or fill material into the navigable waters at specified disposal sites.

(b) Subject to subsection (c) of this section, each such disposal site shall be specified for each such permit by the Secretary of the Army (1) through the application of guidelines developed by the Administrator of the Environmental Protection Agency (Administrator), in conjunction with the Secretary of the Army, which guidelines shall be based upon criteria comparable to the criteria applicable to the territorial seas, the contiguous zone, and the ocean under section 403(c), and (2) in any case where such guidelines under clause (1) alone would prohibit the specification of a site, through the application additionally of the economic impacts of the site on navigation and anchorage.

(c) The Administrator is authorized to prohibit the specification (including the withdrawal of specification) of any defined area as a disposal site, and he is authorized to deny or restrict the use of any defined area for specification (including the withdrawal of specification) as a disposal site, whenever he determines, after notice and opportunity for public hearings, that the discharge of such materials into such area will have an unacceptable adverse effect on municipal water supplies, shellfish beds and fishery areas (including spawning and breeding areas), wildlife, or recreational areas. Before making such determination, the Administrator shall consult with the Secretary of the Army. The Administrator shall set forth in writing and make public his findings and his reasons for making any determination under this subsection.

EXTRACTS from the Rivers and Harbors Act of March 3, 1899:

1. SECTION 10

The creation of any obstruction not affirmatively authorized by Congress, to the navigable capacity of any of the waters of the United States is hereby prohibited; and it shall not be lawful to build or commence the building of any wharf, pier, dolphin, boom, weir, breakwater, bulkhead, jetty, or other structures in any port, roadstead, haven, harbor, canal, navigable river, or other water of the United States, outside established harbor lines, or where no harbor lines have been established, except on plans recommended by the Chief of Engineers and authorized by the Secretary of the Army; and it shall not be lawful to excavate or fill, or in any manner to alter or modify the course, location, condition, or capacity of, any port roadstead, haven, harbor, canal, lake, harbor of refuge, or enclosure within the limits of any breakwater, or of the channel of any navigable water of the United States, unless the work has been recommended by the Chief of Engineers and authorized by the Secretary of the Army prior to beginning the same. (30 Stat. 1151; 33 U.S.C. 403)

2. SECTION 12

This section states that every person and every corporation that shall violate any of the provisions of Sections 9, 10, and 11 of this Act, or any rule or regulations made by the Secretary of the Army in pursuance of the provisions of Section 11, shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by a fine not exceeding \$2,500 nor less than \$500, or by imprisonment (in the case of a natural person) not exceeding one year, or by both such punishments, in the discretion of the court. And further, the removal of any structures or parts of structures erected in violation of the provisions of the said sections may be enforced by the injunction of any district court exercising jurisdiction in any district in which such structures may exist, and proper proceedings to this end may be instituted under the direction of the Attorney General of the United States. (30 Stat. 1151; 33 U.S.C. 406)

The Alternative Fine Statute (18 U.S.C. 3571) increased the amount of fines the government may impose for criminal violations of Section 10. An individual who has been found guilty of a Class A misdemeanor that does not result in death may be fined up to \$100,000 (18 U.S.C. 3571(b)(5)), and an organization that has been found guilty of a Class A misdemeanor that does not result in death may be fined up to \$200,000 (18 U.S.C. 3571(c)(5)).

DEFINITIONS from the U.S. Army Corps of Engineers Regulatory Program:

The term “**wetlands**” means those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. (33 C.F.R. 328.3)

The term “**adjacent**” means bordering, contiguous, or neighboring. Wetlands separated from other waters of the United States by manmade dikes or barriers, natural river berms, beach dunes, and the like are “adjacent wetlands.” (33 C.F.R. 328.3)

The term “**ordinary high water mark**” means that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding area. (33 C.F.R. 328.3)

The term “**high tide line**” means the line of intersection of the land with the water’s surface at the maximum height reached by a rising tide. The high tide line may be determined, in the absence of actual data, by a line of oil or scum along shore objects, a more or less continuous deposit of fine shell or debris on the foreshore or berm, other physical markings or characteristics, vegetation lines, tidal gages, or other suitable means that delineate the general height reached by a rising tide. The line encompasses spring high tides and other high tides that occur with periodic frequency but does not include storm surges in which there is a departure from the normal or predicted reach of the tide due to the piling up of water against a coast by strong winds such as those accompanying a hurricane or other intense storm. (33 C.F.R. 328.3)

The term “**mean high water**” in coastal areas means the average high water of the tides. Where precise determination of the actual location of the line becomes necessary, it must be established by survey with reference to the available tidal datum, preferably averaged over a period of 18.6 years. Less precise methods, such as observation of the “apparent shoreline” which is determined by reference to physical markings, lines of vegetation, or changes in type of vegetation, may be used only where an estimate is needed of the line reached by the mean high water. (33 C.F.R. 329.12)

The term “**navigable waters of the United States**” means those waters that are subject to the ebb and flow of the tide and/or are presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce. (33 C.F.R. 329.4)

The term “**discharge of dredged material**” means any addition of dredged material into, including redeposit or dredged material other than incidental fallback within, the waters of the United States. The term includes, runoff from a contained land or water disposal area, and any addition, including redeposit, of dredged or excavated material. The term dredged material means material that is excavated or dredged from waters of the United States. (33 C.F.R. 323.2)

The term “**discharge of fill material**” means the addition of fill material into waters of the United States. The term generally includes placement of fill necessary for the construction of any structure or infrastructure requiring rock, sand, dirt, or other materials for its construction. Fill material is material placed in waters of the United States where the material has the effect of replacing any portion of the waters with dry land or changing the bottom elevation of any portion of the waters. (33 C.F.R. 323.2)

The term “**structure**” means, without limitation, any pier, boat dock, boat ramp, wharf, dolphin, weir, boom, breakwater, bulkhead, revetment, riprap, jetty, artificial island, artificial reef, permanent mooring structure, power transmission line, permanently moored floating vessel, piling, aid to navigation, or any other obstacle or obstruction. (33 C.F.R. 322.2)

The term “**work**” means, without limitation, any dredging or disposal of dredged material, excavation, filling, or other modification of a navigable water of the United States. (33 C.F.R. 322.2)



Allyson Brooks Ph.D., Director
State Historic Preservation Officer

August 4, 2021

Mr. Alan Tabachnick
Surface Transportation Board

In future correspondence please refer to:
Project Tracking Code: 2021-06-03426
Property: Woodinville Railbanking/Abandonment
Re: ADVERSE Effect

Dear Mr. Tabachnick:

The State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) has received correspondence from private consulting firm AECOM regarding the above referenced proposal. We have reviewed the materials provided for this project on behalf of the SHPO under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800, with the understanding that the Surface Transportation Board (STB) is anticipated to participate in portions of the project as proposed. Our review is based upon documentation provided in a submittal from AECOM. We note that we have not been contacted by the STB directly, and the STB may offer differing opinions.

First, the following historic properties are eligible for listing in the National Register of Historic Places (NRHP):

- Property ID: 724894 Seattle Lake Shore & Eastern Railroad Segment
- Property ID: 724896 South Sammamish River Bridge
- Property ID: 724898 North Sammamish River Bridge

It is our understanding that the project as proposed will include the abandonment of the above-listed historic properties. It is also our understanding that the proposed abandonment will include removal of rails, ties, and other track materials from Property ID: 724894, the Seattle Lake Shore & Eastern Railroad Segment. Providing our understanding of the project to be accurate, this project will result in adverse effects to historic properties, as defined in 36 CFR 800.5.

In view of our identification of adverse effects, we would like to request a letter from STB with this determination. We look forward to further consultation and the development of a Memorandum of Agreement (MOA). The MOA shall identify specific measures that when implemented will serve to mitigate the adverse effect on the property.

Also, we appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36 CFR 800.4(a)(4). These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer (SHPO) pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800.

Thank you for the opportunity to review and comment. Please ensure that the DAHP Project Number (a.k.a. Project Tracking Code) is shared with any hired cultural resource consultants and is attached to any communications or submitted reports. Should you have any questions, please feel free to contact me.

Sincerely,





Holly Borth
Project Compliance Reviewer
(360) 890-0174
holly.borth@dahp.wa.gov





Allyson Brooks Ph.D., Director
State Historic Preservation Officer

November 29, 2021

Mr. Alan Tabachnick
Surface Transportation Board

In future correspondence please refer to:
Project Tracking Code: 2021-06-03426
Property: Woodinville Railbanking/Abandonment
Re: NO Adverse Effect

Dear Mr. Tabachnick:

The State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) has received correspondence from private consulting firm AECOM regarding the above referenced proposal. We have reviewed the materials provided for this project on behalf of the SHPO under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800, with the understanding that the Surface Transportation Board (STB) is anticipated to participate in portions of the project as proposed. Our review is based upon documentation provided in a submittal from AECOM. We note that we have not been contacted by the STB directly, and the STB may offer differing opinions.

First, Property ID: 725919, the Rail Overcrossing 202/33 is not eligible for listing in the National Register of Historic Places (NRHP). The following historic properties are eligible for listing in the NRHP:

- Property ID: 724894 Seattle Lake Shore & Eastern Railroad Segment
- Property ID: 724896 South Sammamish River Bridge
- Property ID: 724898 North Sammamish River Bridge

Based upon the additional information provided to our office, we have revised our original opinion. We concur that the current project as proposed will have "NO ADVERSE EFFECT" on historic properties within the APE that are listed in, or determined eligible for listing in, the National Register of Historic Places, on the condition that the City of Woodinville and/or GNP Railway ensure the following:

- Maintain the Seattle Lake Shore & Eastern Railroad Segment corridor as is; "as is" is to be defined as:
 - Retaining the original corridor alignment; and
 - No removal of rail materials from the NRHP-eligible North and South Sammamish River Bridges; and
- Develop an interpretive plan for the rail line following abandonment or rail banking.

Thank you for the opportunity to review and comment. Please ensure that the DAHP Project Number (a.k.a. Project Tracking Code) is shared with any hired cultural resource consultants and is attached to any communications or submitted reports. If you have any questions, please feel free to contact me.

Sincerely,





Holly Borth
Preservation Design Reviewer
(360) 890-0174
Holly.Borth@dahp.wa.gov



From: [Steven Mullen-Moses](#)
To: [Ranzetta, Kirk](#)
Cc: [Brandon Buchanan](#); [Adam Osbekoff](#); [Cindy Spiry](#)
Subject: [EXTERNAL] Re: Letter for review and comment - proposed rail abandonment project in King County, WA
Date: Wednesday, July 14, 2021 9:45:36 AM

Thank you for the opportunity to review and comment. Based on the information provided and our understanding of the project and its APE we offer the following comments:

- Typically, these locations are assumed to be considered low probability for cultural/archaeological; however, that is not always the case as there have been items discovered just under the railroad grade. Many railroads in King and Snohomish County were built on top of trails that have been in use by the Snoqualmie since time immemorial.
- I understand the limits of this project and I would strongly encourage an Inadvertent Discovery Plan (IDP) to be implemented.
- Please keep me informed. Thank you!

Please be aware that if the scope of the project or the parameters for defining the APE change, we reserve the right to modify our current position.

Steven Mullen-Moses

Director of Archaeology & Historic Preservation

sduk^walbix^w

Desk: **425-292-0249 x2010**

Cell: 425 -495-6097

steve@snoqualmientribe.us

Appendix D – Historic Resource Inventory Report

Historic Resource Inventory of the Eastside Rail Corridor Railroad
Abandonment Project, Woodinville, Washington

Prepared for the City of Woodinville, Washington

January 4, 2022

Prepared By

AECOM

Historic Resource Inventory of the Eastside Rail Corridor Railroad Abandonment Project

Project:	Eastside Rail Corridor Railroad Abandonment Project
Inventory Methods:	AECOM architectural historian performed the aboveground/built environment resources inventory on April 20, 2021.
Location:	Township 26 North, Range 5 East, Sections 3, 9, and 10, Willamette Meridian
USGS Quad:	Bothell
Cities:	Woodinville
County:	King
Area Surveyed:	2.6 miles along historic Seattle Lake Shore & Eastern Railway right-of-way in King County
Findings:	The Seattle Lake Shore & Eastern Railway segment between mileposts 23.8 and 26.38, the North Sammamish Bridge, and the South Sammamish River Bridge, are recommended as eligible for the National Register of Historic Places. Rail Overcrossing 202/33 is recommended as not eligible for the National Register of Historic Places
Preparers:	Timothy Wood, M.S.; Kirk Ranzetta, PhD
Organization:	AECOM

Introduction

AECOM completed a historic resources survey of the historic Seattle Lake Shore & Eastern (SLS&E) Railway between mileposts 23.8 and 26.38 in Woodinville, Washington. The segment includes the North Sammamish River Bridge, the South Sammamish River Bridge, and Rail Overcrossing 202/33. GNP proposes to railbank the segment in cooperation with the City of Woodinville. At this time, it is anticipated that the City of Woodinville will salvage the rails, ties, and other track materials following consummation of railbanking. No salvage activities will occur on the two Sammamish River bridges. The Area of Potential Effects (APE) for the present project includes all the area within the historic SLS&E right-of-way between mileposts 23.8 and 26.38 in Woodinville, Washington and a spur that diverges from the SLS&E and crosses the Sammamish River on the North Sammamish River Bridge.

On April 20, 2021, AECOM Architectural Historian Timothy Wood and Biologist JD Brooks conducted a field survey of the project APE, including the North Sammamish River Bridge and the South Sammamish River Bridge. When observed, other features dating to the historic period were documented and photographed. On April 9, 2021, Mr. Wood conducted documentary research on Washington State's Department of Archaeology and Historic Preservation's (DAHP) online Washington Information System for Architectural and Archaeological Records Data (WISAARD) to determine if the railroad, bridges, or any other historic built resources within the APE had been previously documented.

The adjacent SLS&E segment between Renton and Woodinville was previously evaluated as eligible for the National Register of Historic Places (NRHP) in 2007 and received concurrence from DAHP. The segment was evaluated as significant under NRHP Criterion A for its association with the development of railroads in Washington State and the Puget Sound region. It was also determined significant for its association with the industrial development of the Puget Sound region. The South Sammamish River Bridge was evaluated as a contributing element to the segment (Allen and O'Brien 2007).

The SLS&E segment between mileposts 23.8 and 26.38 is significant under NRHP Criterion A at the local and state level as part of the larger SLS&E Company railroad and is eligible for the NRHP. The North Sammamish River Bridge and South Sammamish River Bridge, are significant under the NRHP under Criterion A at the local and state level in the areas of Commerce and Transportation. Rail Overcrossing 202/33 was identified as not eligible for the NRHP. The following sections include brief descriptions of the four resources, a historic context, and conclusions and recommendations. A map showing the four historic resources and Historic Property Inventory forms for each property is located at the end of this report.

Seattle Lake Shore & Eastern (SLS&E) Railway

The SLS&E segment follows a roughly southwest-northeast path with termini at Milepost 23.8 in Woodinville near NE Woodinville Drive/Redmond-Woodinville Road NE to the southwest and the King County-Snohomish County line at Milepost 26.38 to the northeast. The segment consists of standard gauge rails and replacement pressure treated wood ties (Figure 1). The railroad berm varies in height from a few inches to as much as a few feet. The segment features two transfer tracks between 131st Ave NE and NE 178th Place, four spurs, 10 historic model 112E standing railroad switches, and 11 modern crossing arms and lights. The railroad segment also crosses one historic bridge (c. 1914), one modern bridge, and several streets and driveways to commercial and industrial properties



*Figure 1 SLS&E segment northeast of 131st Avenue Bridge with transfer tracks to left and right, viewing northeast.
[Note: Somerailroad ties have been removed from the southern transfer track (right)]*

North Sammamish River Bridge

The North Sammamish River Bridge in Woodinville, Washington is located on the northwest leg of the Woodinville Wye, to the north of the modern NE 175th St Bridge. Constructed circa 1914, the steel girder bridge is approximately 200-feet long and features a through plate girder span that is about 80 feet long, running east-west over the North Sammamish River (Figure 2). Each end of the bridge is supported by five open pile wood trestle spans that are flanked by one open pile steel trestle span on the riverbank. The steel trestles consist of three sets of three vertical steel beams topped by a rectangular board form concrete block. The steel trestles are reinforced with horizontal steel beams at about mid-height and diagonal bracing above. The wood trestles are composed of three to five vertical wood posts topped by a horizontal beam and reinforced with diagonal bracing on each side. The three wood trestles closest to the steel trestles feature additional horizontal and diagonal bracing that connect the trestles. The Sammamish River Trail runs underneath the bridge at the east end. The girder span is covered with ballast, pressure-treated wood railroad ties, standard gauge rails and guide rails. Additional pressure-treated wood boards run the length of the bridge, flanking the ties and working with the guide rails to secure train cars in the event of a derailment. A diamond grate steel platform with a metal handrail runs the length of the bridge along the north edge. Modifications to the bridge include replaced wood beams, rails, and base plates; the added steel platform and handrail; and the construction of the two steel trestles (dates unknown).



Figure 2 North Sammamish River Bridge, viewing north from NE 175th Street.

South Sammamish River Bridge

The South Sammamish River Bridge in Woodinville, Washington is located at milepost 23.9 of the SLS&E railroad, to the south of the modern NE 175th St Bridge. Constructed circa 1914, the steel girder bridge is 159 feet long with a 70-foot-long through plate girder span (Allen and O'Brien 2007) (Figure 3). The bridge spans east-west across the South Sammamish River and is supported by four open pile trestle spans at the east end and three at the west end. The west end includes one steel trestle span closest to the river followed by two wood trestle spans. The wood trestles consist of multiple vertical members that support the horizontal members above and are reinforced with horizontal and diagonal wood board bracing. The steel trestle is composed of two sets of seven vertical steel beams that support the horizontal steel beams above. Each set is reinforced by horizontal and diagonal steel beams. The Sammamish River Trail runs underneath the bridge at the east end. The girder span is covered with ballast, pressure-treated wood railroad ties, and standard gauge rails. Additional pressure-treated wood boards run the length of the bridge on each side of the ties to secure train cars in the event of a derailment. Modifications to the bridge include the replaced pressure-treated wood beams, rails, and base plates, and the added steel trestle on the west end (dates unknown).



Figure 3 South Sammamish River Bridge, viewing southeast from NE 175th Street Bridge

Rail Overcrossing 202/33

Rail Overcrossing 202/33 (also listed as Washington State Structure Id. No. 0007234A) provides an overcrossing for the Seattle Lake Shore & Eastern (SLS&E) Railroad over the four-lane Washington State Route 202 (SR202) in Woodinville, King County, Washington. Located between NE 177th Place and NE 175th Street, the overcrossing was constructed in 1963 to replace a smaller overcrossing when SR202 was widened (NetrOnline 2021; WSDOT 2021). Extending in a southwest-northeast direction, the steel stringer (sometimes referred to as a “beam”) deck spans 84 feet and is supported by a centrally located rectangular box-shaped concrete pier and two concrete abutments on each end that abut the elevated rail alignment. The center pier features three vertical channels on the north and south sides. The steel stringers consist of six closely-spaced, large I-beams with regularly spaced, slenderly dimensioned cross plates. Steel handrails border each side of the deck and are supported by steel, angle braces that cantilever from the outermost I-beam. The stringer span is covered with ballast, pressure-treated wood railroad ties, and standard gauge rails. Modifications to the overcrossing include the replacement of pressure-treated wood beams, base plates, and rails on the deck (dates unknown). Circa 2018, two murals depicting the distilling process and Mt. Rainier and a tractor were painted on the two concrete walls. The name “Woodinville” is painted on the overcrossing’s north side, and signals the entrance to the town.



Historic Context

Before the arrival of Norwegian and Danish immigrants in the 1870s, the land now known as Woodinville was occupied by the Sammamish people who developed a village of at least 100 people at the mouth of Bear Creek. The Sammamish grew root and bulb crops and conducted

hunting and gathering practices along the Sammamish River. The first Euro-Americans to settle in this area were Susan and Ira Woodin who arrived in 1871. The couple were joined by Emmanuel Nelson and his daughter Mary in 1876. By the 1880s, Mary plotted many of Woodinville's lots and her husband Anders Hansen constructed houses for new settlers. Mary donated portions of her family's homestead for the development of railroads and a highway during the 1880s. Loggers and homesteads steadily moved into the Woodinville area during the later 19th and early 20th century, facilitating its growth. The first church was constructed in 1880 and was followed by a one-room schoolhouse (1883), and cemetery (1889). By 1909, Woodinville featured a two-room schoolhouse, two sawmills, two shingle mills, a brick and tile manufacturer, a school-desk factory, four hotels, a blacksmith, a stagecoach, multiple grocery stores, and a railway station. Although Woodinville began as a logging community, the clearing of timber led to the development of dairy and vegetable farmers in the 20th century. Woodinville began transitioning into a suburban community in the 1950s when Seattleites started purchasing property (Green 1999).

The SLS&E was incorporated on April 15, 1885 to establish a railway over the Snoqualmie Pass between Seattle and eastern Washington that could eventually be expanded throughout the region and to Canada (Armbruster 1999:105). With promises of eastern capital, Judge Thomas Burke and aspirational entrepreneur Daniel Gilman, galvanized Seattle businessmen and citizens to bring a railroad to Seattle. The SLS&E board quickly raised sufficient funds to hire chief engineer Frederick H. Whitworth to conduct a preliminary survey of the railway, which began by January 28, 1887 (Armbruster 1999:122; Robertson 1995:266).

Burke and Gilman envisioned a railroad to connect the Seattle region with the natural resources east of Puget Sound. The area was rich in natural resources such as coal and gypsum near Squak Lake and coal, iron, and precious metals in Snoqualmie Pass. Timber and agricultural land were also plentiful on each side of the Cascades. Promoting the region's need to transport these resources and potential for lucrative economic opportunities, Gilman sought financial backing from Wall Street bankers and other investors in the east. Gilman's pitches to potential east coast investors eventually proved successful in 1886, allowing for construction of the SLS&E to begin in 1887 (Armbruster 1999:121-122).

The Puget Sound Construction Company was incorporated by the east coast investors to finance and build the railroad (Armbruster 1999:124). Grading began on March 9, 1887 and rails were first set on September 5, 1887 (Robertson 1995:265). The initial 40 miles between Seattle and Snoqualmie Pass was to be constructed for \$200,000. 5- and 10-mile sections would be subcontracted out to local construction firms. By October the railroad reached West Coast Junction (present day Woodinville). The initial train to travel the new line left Seattle for Squak on October 25, 1887.

To connect with Canadian Pacific Railway, a northern division of the SLS&E was planned. Beginning at West Coast Junction, the line would head northeast towards Snohomish and then eventually to the Canadian border via Sumas, Washington. The Seattle & West Coast Railway Co. initiated construction at present day Woodinville where the SLS&E met the Lake Shore Railroad (Armbruster 1999:128). The 14.4-mile segment between Woodinville and Snohomish was completed by July 1, 1888, when SLS&E began providing service for the 23-mile track between Snohomish and Seattle (*Post Intelligencer* 1888; King County Parks 2015:7, 9). At a cost of approximately \$14,425 per mile, 21 miles of track were completed between Woodinville and a point about 6 miles north of Snohomish by August 1888 (Armbruster 1999:128-129). Charles Sheaf served as the chief engineer until early 1888 when he was replaced by Paul Mohr (Armbruster 1999:129-130).

SLS&E's arrival in Woodinville contributed to the city's growth and development as the railroad provided more reliable means of transportation to Seattle's markets for the region's timber and agriculture businesses. The railroad also established a link to the coal mines in Issaquah. Development of the SLS&E coincided with the formation of several regional logging railroads which created a greater network of railroad transportation (Taylor 2014). During the late 19th century, SLS&E began solidifying itself as an important regional transportation network, linking major industries to Seattle, including Peter Kirk's steel mill on the east shore of Lake Washington (Armbruster 1999:130). By 1891, Woodinville featured its own station operated by H. Marion (Museum of History and Industry 1891).

SLS&E's development spurred the establishment of suburban townsites, logging camps, and shingle mills along its path, including Woodinville (Armbruster 1999:124, 128, 134). By 1890, the SLS&E extended north from Seattle, running along the northern portion of Lake Washington before turning east to Woodinville. From Woodinville the line split, with one segment to the south and one to the north. The southern segment headed to Redmond and the eastern shore of Squak Lake (now Lake Sammamish) before turning east to Falls City and Sallal Prairie. The northern section went through Snohomish on its way to Canada (Armbruster 1999:117). On April 13, 1891, the SLS&E reached the Canadian border via Sumas Washington. The Canadian Pacific would reach Sumas within a month, establishing a long and productive international partnership (Armbruster 1999:137).

Carrying freight and passengers, SLS&E grew from 55 miles of track in July 1888 to 67 miles the following year and 156 miles the next year (Robertson 1995:266-267). Despite its growth in the region, SLS&E was operating at a loss due to high maintenance costs. As SLS&E suffered financially, Northern Pacific sought to eliminate its competition by buying up SLS&E stock to gain greater control of its operations. As SLS&E's finances worsened, its shareholders began selling their holdings to the Northern Pacific. By July 1889, Northern Pacific acquired a majority interest in SLS&E and began renting the line (Armbruster 1999:135-138). On May 1, 1892, SLS&E's operations were consolidated with Northern Pacific's (King County Parks 2015:11). At that time, SLS&E's holdings spanned 227 miles of track (Robertson 1995:266-267).

The Great Panic of 1893 worsened SLS&E's finances and the company was placed in receivership (Armbruster 1999:137-138). By June 1893, the company was broke and passenger and freight service drastically declined. On May 16, 1896, SLS&E entered foreclosure processing and the company's holdings were split between two companies. The newly formed Seattle & International Railway Company acquired the tracks in western Washington and the Spokane & Seattle Railway received the eastern Washington tracks (King County Parks 2015:11). The Seattle & International Railway was backed by supporters of the Northern Pacific who sought to acquire SLS&E's holdings in western Washington. On April 1, 1901, the Seattle & International Railway became the Seattle division of the Northern Pacific (Armbruster 1999:140). Within about 15 years of the acquisition and reorganization, Northern Pacific conducted improvements to the line within the project area, including the construction of the two c. 1914 bridges. Base plates began to be replaced as early as the 1940s and continued to be replaced until as late as circa 1969.

Northern Pacific continued operating on the former SLS&E lines through the mid-20th century. Freight and passenger traffic began decreasing in the 1960s as a result of the developing interstate highway system (BNSF 2021:4-5). In 1963, Rail Overcrossing 202/33 was constructed in conjunction with the widening of SR202. Historic aerial photographs suggest that the previous structure was approximately half the length (NetrOnline 2021; WSDOT 2021). In 1970, Northern Pacific; Chicago, Burlington, and Quincy; Great Northern; Spokane, Portland and Seattle; and

Pacific Coast railroads merged to form BurlingtonNorthern Railroad. In 1995, Burlington Northern merged with the Atchison, Topeka and Santa Fe Railway becoming Burlington Northern Santa Fe (BNSF) (BNSF 2021:4-5). In 2007, the Port of Seattle (Port) purchased the line from BNSF. In 2012, the Port began liquidating segments of the line and in 2014, sold the segment to the City of Woodinville.

Conclusions and Recommendations

The SLS&E segment between mileposts 23.8 and 26.38 is significant under NRHP Criterion A at the local and state level as part of the larger SLS&E Company railroad and is eligible for the NRHP. The North Sammamish River Bridge, South Sammamish River Bridge also convey local and state historical significance and qualify for NRHP eligibility under Criterion A in the areas of Commerce and Transportation. Rail Overcrossing 202/33 was identified as not eligible for the NRHP. Rail Overcrossing 202/33 is a relatively common structure type that uses well-established bridge building technologies, and is associated with the expansion of the local road network rather than the development of rail transport, which by the early 1960s was experiencing a downturn in freight usage along the SLS&E.

The proposed abandonment will include salvage of rails, ties, and other track materials. However, the railroad right-of-way, ballast, and culverts will remain in place, and no other salvage or construction will occur. No salvage activities will occur on the North Sammamish River Bridge and South Sammamish River Bridge as part of this action.

References

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SCALE IN FEET



WOODINVILLE RAIL ABANDONMENT

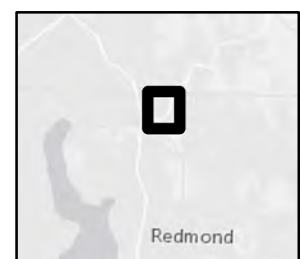
CITY OF WOODINVILLE
BNSF RAIL LINE; MILEPOST 23.8 TO 26.38
KING COUNTY, WASHINGTON

Base Map: ESRI World Topographic Basemap

Legend

- ✚ Rail Line
- ▬ Overcrossing
- ▬ Bridge

AECOM





Historic Property Report

Resource Name: Seattle Lake Shore & Eastern Railroad Segment

Property ID: 724894

Location



Information

Number of stories: N/A

Construction Dates:

Construction Type	Year	Circa
Built Date	1888	☒

Historic Use:

Category	Subcategory
Transportation	Transportation - Rail-Related
Transportation	Transportation - Rail-Related

Historic Context:

Category

Transportation

Architect/Engineer:

Category	Name or Company
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Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History



Historic Property Report

Resource Name: Seattle Lake Shore & Eastern Railroad
Segment

Property ID: 724894

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2021-06-03426, , Woodinville Railbanking/Abandonment	6/10/2021	Survey/Inventory	



Historic Property Report

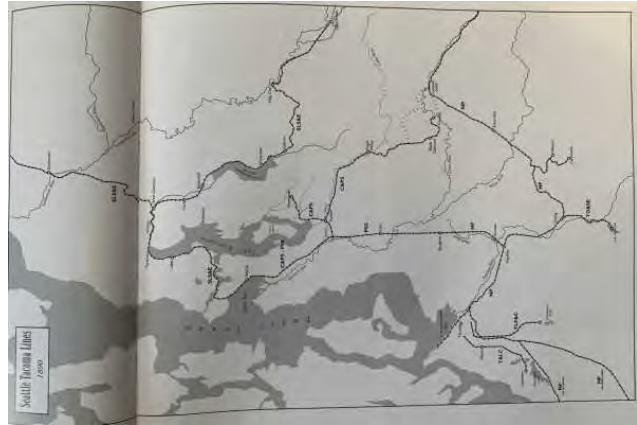
Resource Name: Seattle Lake Shore & Eastern Railroad Segment

Property ID: 724894

Photos



IMG_1496.JPG



1890Map_Armbruster1999.png



Property of Museum of History & Industry, Seattle

mohai_1887_full.jpg



Property of Museum of History & Industry, Seattle

Asahel_1887.jpg



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IMG_1556.JPG



Historic Property Report

Resource Name: Seattle Lake Shore & Eastern Railroad Segment

Property ID: 724894



IMG_1553.JPG



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Historic Property Report

Resource Name: Seattle Lake Shore & Eastern Railroad
Segment

Property ID: 724894



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Historic Property Report

Resource Name: Seattle Lake Shore & Eastern Railroad Segment

Property ID: 724894

Inventory Details - 6/10/2021

Common name:

Date recorded: 6/10/2021

Field Recorder: Timothy Wood

Field Site number:

SHPO Determination

Detail Information

Surveyor Opinion

Property appears to meet criteria for the National Register of Historic Places: Yes

Significance narrative: HISTORIC CONTEXT

Woodinville

Before the arrival of Norwegian and Danish immigrants in the 1870s, the land now known as Woodinville was occupied by the Sammamish people who developed a village of at least 100 people at the mouth of Bear Creek. The Sammamish grew root and bulb crops and conducted hunting and gathering practices along the Sammamish River. The first Euro-Americans to settle in this area were Susan and Ira Woodin who arrived in 1871. The couple were joined by Emmanuel Nelson and his daughter Mary in 1876. By the 1880s, Mary plotted many of Woodinville's lots and her husband Anders Hansen constructed houses for new settlers. Mary donated portions of her family's homestead for the develop of railroads and a highway during the 1880s. Loggers and homesteads steadily moved into the Woodinville area during the later 19th and early 20th century, facilitating its growth. The first church was constructed in 1880 and was followed by a one-room schoolhouse (1883), and cemetery (1889). By 1909, Woodinville featured a two-room schoolhouse, two sawmills, two shingle mills, brick and tile manufacturer, school-desk factory, four hotels, blacksmith, stagecoach, multiple grocery stores, and railway station. Although Woodinville began as a logging community, the clearing of timber led to the development of dairy and vegetable farmers in the 20th century. Woodinville began transitioning into a suburban community in the 1950s when Seattleites started purchasing property (Green 1999).

Seattle Lake Shore & Eastern Railway Company Context

The Seattle Lake Shore & Eastern Railway Company (SLS&E) was incorporated on April 15, 1885 to establish a railway over the Snoqualmie Pass between Seattle and eastern Washington that could eventually be expanded throughout the region and to Canada (Armbruster 1999:105). With promises of eastern capital, Judge Thomas Burke and aspirational entrepreneur Daniel Gilman, galvanized Seattle businessmen and citizens to bring a railroad to Seattle. The SLS&E board quickly raised sufficient funds to hire chief engineer Frederick H. Whitworth to conduct a preliminary survey of the railway, which began by January 28, 1887 (Armbruster 1999:122; Robertson 1995:266).

Burke and Gilman envisioned a railroad to connect the Seattle region with the natural resources east of Puget Sound. The area was rich in natural resources such as coal and gypsum near Squak Lake and coal, iron and precious metals in Snoqualmie Pass. Timber and agricultural land were also plentiful on each side of the Cascades. Promoting the region's need to transport these resources and potential for lucrative economic



Historic Property Report

Resource Name: Seattle Lake Shore & Eastern Railroad
Segment

Property ID: 724894

opportunities, Gilman sought financial backing from Wall Street bankers and other investors in the east. Gilman's pitches to potential east coast investors eventually proved successful in 1886, allowing for construction of the SLS&E to begin in 1887 (Armbruster 1999:121-122).

The Puget Sound Construction Company was incorporated by the east coast investors to finance and build the railroad (Armbruster 1999:124). Grading began on March 9, 1887 and rails were first set on September 5, 1887 (Robertson 1995:265). The initial forty miles between Seattle and Snoqualmie Pass was to be constructed for \$200,000. Five- and ten-mile sections would be subcontracted out to local construction firms. By October the railroad reached West Coast Junction (present day Woodinville). The initial train to travel the new line left Seattle for Squak on October 25, 1887.

To connect with Canadian Pacific Railway, a northern division of the SLS&E was planned. Beginning at West Coast Junction, the line would head northeast towards Snohomish and then eventually to the Canadian border via Sumas, Washington. The Seattle & West Coast Railway Co. initiated construction at present day Woodinville where the SLS&E met the Lake Shore Railroad (Armbruster 1999:128). The 14.4-mile segment between Woodinville to Snohomish was completed by July 1, 1888 when SLS&E began providing service for the 23-mile track between Snohomish and Seattle (Post Intelligencer 1888; King County Parks 2015:7, 9). At a cost of approximately \$14,425 per mile, twenty one miles of track were completed between Woodinville and a point about 6 miles north of Snohomish by August 1888 (Armbruster 1999:128-129). Charles Sheaf served as the chief engineer until early 1888 when he was replaced by Paul Mohr (Armbruster 1999:129-130).

SLS&E's arrival in Woodinville contributed to the city's growth and development as the railroad provided more reliable means of transportation to Seattle's markets for the region's timber and agriculture businesses. The railroad also established a link to the coal mines in Issaquah. Development of the SLS&E coincided with the formation of several regional logging railroads which created a greater network of railroad transportation (Taylor 2014). During the late 19th, SLS&E began solidifying itself as an important regional transportation network, linking major industries to Seattle, including Peter Kirk's steel mill on the east shore of Lake Washington (Armbruster 1999:130). By 1891, Woodinville featured its own station operated by H. Marion (Museum of History and Industry 1891).

SLS&E's development spurred the establishment of suburban townsites, logging camps, and shingle mills along its path, including Woodinville (Armbruster 1999:124, 128, 134). By 1890, the SLS&E extended north from Seattle, running along the northern portion of Lake Washington before turning east to Woodinville. From Woodinville the line split with one segment to the south and one to the north. The southern segment headed to Redmond and the eastern shore of Squak Lake (now Lake Sammamish) before turning east to Falls City and Sallal Prairie. The northern section went through Snohomish on its way to Canada (Armbruster 1999:117). On April 13, 1891, the SLS&E reached the Canadian border via Sumas Washington. The Canadian Pacific would reach Sumas within a month, establishing a long and productive international partnership (Armbruster 1999:137).

Carrying freight and passengers, SLS&E grew from 55 miles of track in July 1888 to 67 miles the following year and 156 miles the next year (Robertson 1995:266-267). Despite its growth in the region, SLS&E was operating at a loss due to high maintenance costs. As SLS&E suffered financially, Northern Pacific sought to eliminate its competition by buying



Historic Property Report

Resource Name: Seattle Lake Shore & Eastern Railroad
Segment

Property ID: 724894

up SLS&E stock to gain greater control of its operations. As SLS&E's finances worsened, its shareholders began selling their holdings to the Northern Pacific. By July 1889, Northern Pacific acquired a majority interest in SLS&E and began renting the line (Armbruster 1999:135-138). On May 1, 1892, SLS&E's operations were consolidated with Northern Pacific's (King County Parks 2015:11). At that time, SLS&E's holdings spanned 227 miles of track (Robertson 1995:266-267).

The Great Panic of 1893 worsened SLS&E's finances and the company was placed in receivership (Armbruster 1999:137-138). By June 1893, the company was broke and passenger and freight service drastically declined. On May 16, 1896, SLS&E entered foreclosure processing and the company's holdings were split between two companies. The newly formed Seattle & International Railway Company acquired the tracks in western Washington and the Spokane & Seattle Railway received the eastern Washington tracks (King County Parks 2015:11). The Seattle & International Railway was backed by supporters of the Northern Pacific who sought to acquire SLS&E's holdings in western Washington. On April 1, 1901, the Seattle & International Railway became the Seattle division of the Northern Pacific (Armbruster 1999:140). Within about 15 years of the acquisition and reorganization, Northern Pacific conducted improvements to the line within the project area, including the construction of the two c. 1914 bridges. Historic newspapers and publications on the history of the SLS&E did not reveal additional information about the construction of either bridge or the bridges they replaced. As early as the 1940s, base plates began to be replaced and continued to be replaced as late as circa 1969.

Northern Pacific continued operating on the former SLS&E lines through the mid-20th century. Freight and passenger traffic began decreasing in the 1960s as a result of the developing interstate highway system. In 1970, Northern Pacific; Chicago, Burlington, and Quincy; Great Northern; Spokane, Portland, and Seattle; and Pacific Coast railroads merged to form Burlington Northern Railroad. In 1995, Burlington Northern merged with the Atchison, Topeka and Santa Fe Railway becoming Burlington Northern Santa Fe (BNSF) (BNSF 2021:4-5). In 2007, the Port of Seattle (Port) purchased the line from BNSF. In 2012, the Port began liquidating segments of the line and in 2014, sold the segment to the City of Woodinville.

SIGNIFICANCE

The SLS&E segment, which retains integrity, is significant under National Register of Historic Places (NRHP) Criterion A at the local and state level as part of the larger SLS&E Company railroad and is eligible for the NRHP. The SLS&E segment between Renton and Woodinville was previously evaluated as eligible for the NRHP in 2007 and received concurrence from the Washington Department of Archaeology and Historic Preservation. The segment was evaluated as significant under NRHP Criterion A for its association with the development of railroads in Washington State and Puget Sound region. It was also determined significant for its association with the industrial development of the Puget Sound region (Allen and O'Brien 2007).

Criterion A

The SLS&E segment has local and state significance under Criterion A in the areas of Transportation and Commerce due to its association with the development of railroads and industry in the State of Washington and in the Puget Sound region. The 2.6-mile SLS&E segment, constructed in 1888, runs through the community of Woodinville and contributes to the SLS&E's overall historical significance. The SLS&E brought rail



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transportation to Woodinville, facilitating its growth and development by providing a more reliable means of transportation between Puget Sound communities and the larger region. SLS&E established itself as the first regional railway transportation network, linking major industries such as agriculture, timber, mining, and steel to Seattle. The numerous spurs off the main line in this segment testify to the important ties the railroad had to numerous businesses in Woodinville. Its period of significance begins with its construction in 1888 and ends in 1970 when the railway became part of BNSF.

Criterion B

The SLS&E segment is not significant under NRHP Criterion B. Although the SLS&E is associated with Thomas Burke and Daniel Gilman who led the development of the railroad, their contributions to history are more appropriately evaluated under Criterion A.

Criterion C

The railway segment is not significant under Criterion C, because it does not embody the distinctive characteristics of a type, period, or method of construction, such as innovative railroad engineering techniques, and does not possess high artistic values. The segment was built using standard construction methods of the time and does not appear to represent the work of a master. Furthermore, the construction methods and engineering represented in this segment is similar to other previously evaluated segments of the SLS&E. Although the two bridges contribute to the significance of the line and reflect its evolution over time, they are similar in terms of length and construction to others found along the line and are therefore not individually eligible. Unlike the Wilburton Trestle, which is listed in the NRHP, these two bridges lack distinction in terms of design, materials, and construction methods.

Criterion D

Because the resource's historic-period characteristics are visible and readily apparent, and after a review of existing historic-period documentary sources, the property's significance would not lie in its information potential, and is therefore not eligible for the NRHP under Criterion D.

INTEGRITY

The SLS&E rail segment retains sufficient integrity to support a determination of eligibility under Criterion A.

LOCATION

Location is the place where the historic property was constructed or the place where the historic event occurred. This segment of the SLS&E retains integrity of location as it remains in the location where it was originally constructed and, based on an 1890 map, retains its historic alignment.

DESIGN

Design is the combination of elements that create the form, plan, space, structure, and style of a property. The replacement of several components, including rails, ties, and base plates has diminished the integrity of design. Both bridges replaced earlier crossings but they date to circa 1914, which is early within the period of significance and reflective of the line's evolution over time. The segment appears to maintain its original alignment and gauge, and the replacement components are of similar design, size and material to the original. Therefore, the segment retains integrity of design.



Historic Property Report

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Property ID: 724894

SETTING

Setting is the physical environment of a historic property. The railway segment retains integrity of setting characterized by its clear right-of-way and prominent position between NE 177th Place and Woodinville Snohomish Road. Surrounding modern development including bridges, buildings, and associated infrastructure, diminishes the integrity of setting. However, these changes occur along a small portion of the overall corridor and the segment sufficiently conveys its historical role in the community of providing freight and passenger transportation.

MATERIALS

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. Necessary maintenance activities over the past 133 years have diminished the property's integrity of materials through replacement of the original rails, ties, base plates, and some switches. Some replacement base plates date to 1941, 1948-1949, and 1969, but other components such as railroad ties were likely replaced after the period of significance. Railroad ties are typically replaced every 40 to 70 years (Caltrain 2021). The pressure-treated wood ties were installed no earlier than the 1960s. Research and field investigations did not identify the date of manufacture of the switch stands but some feature modern replacement parts.

WORKMANSHIP

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. Replacement of the original rails, ties, and base plates has obscured some of the original workmanship, thereby diminishing that aspect of historic integrity.

FEELING

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. The segment's retention of its original location, alignment, and gauge, as well as the presence of key historic setting elements, contribute to the feeling of a late nineteenth/early twentieth century railway.

ASSOCIATION

Association is the direct link between an important historic event or person and a historic property. The property retains integrity of association because it is sufficiently intact to convey its role as an early Woodinville railway and its relationship to the development of regional commerce.

The SLS&E segment between Milepost 23.8 in Woodinville and Milepost 26.38 at the King- Snohomish County boundary line is of local and state significance under Criterion A in the areas of Commerce and Transportation and retains integrity of location, design, setting, feeling, and association. The segment is eligible for the NRHP as contributing to the larger SLS&E linear resource.

Physical description:

Constructed c. 1888, the Seattle Lake Shore & Eastern Railroad (SLS&E) segment follows a roughly southwest-northeast path with termini at Milepost 23.8 in Woodinville near NE Woodinville Drive/Redmond-Woodinville Road NE to the southwest and the King County-Snohomish County line at Milepost 26.38 to the northeast. The segment consists of standard gauge rails and replacement pressure treated wood ties. The railroad berm varies in height from a few inches to as much as a few feet. The segment features two



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Property ID: 724894

transfer tracks between 131st Ave NE and NE 178th Place, four spurs, 10 historic model 112E standing railroad switches, and 11 modern crossing arms and lights. The railroad segment also crosses two historic bridges (c. 1914), one modern bridge, and several streets and driveways to commercial and industrial properties.

Near the southwest end of the segment, the line splits into two sections, forming a Y shape to the north of the NE 175th Street and 131st Avenue intersection. The northern and southern end of the Y formation connect with a now abandoned segment of the historic SLS&E line that parallels NE Woodinville Drive/Redmond-Woodinville Road NE. Both the northern and southern portions of the Y section cross the Sammamish River via a circa 1914 steel girder bridge.

The North Sammamish River Bridge is located on the northwest leg of the Woodinville Wye, to the north of the modern NE 175th St Bridge. The steel girder bridge is approximately 200-feet long and features a through plate girder span that is about 80 feet long. The bridge is supported by five open pile wood trestle spans and one open pile steel trestle span on both the west and east ends. The steel trestles are located the closest to the river and each consist of three sets of three vertical steel beams topped by a rectangular board form concrete block. The steel trestles are reinforced with horizontal steel beams at about mid-height and diagonal bracing above. The wood trestles are composed of three to five vertical wood posts topped by a horizontal beam and reinforced with diagonal bracing on each side. The three wood trestles closest to the river on each side, feature additional horizontal and diagonal bracing to connect the trestles. The Sammamish River Trail runs underneath the bridge on the east side. The girder span is covered with ballast, pressure-treated wood railroad ties, standard gauge rails and guide rails. Additional pressure-treated wood boards run the length of the bridge on each side of the ties to work with the guide rails to secure train cars in the event of a derailment. A diamond grate steel platform with a metal handrail runs the length of the bridge's north side.

The South Sammamish River Bridge is located at milepost 23.9, to the south of the modern NE 175th St Bridge. The steel girder bridge is 159 feet long with a 70-foot-long through plate girder span (Allen and O'Brien 2007). The bridge is supported by four open pile trestle spans at the east end and three on west end. The west side includes two wood trestle spans and one steel trestle span that is located closest to the river. The wood trestles consist of multiple vertical members that support the horizontal members above. These trestles are reinforced with horizontal and diagonal wood board bracing. The steel trestle is composed of two sets of seven vertical steel beams that support the horizontal steel beams above. Each set is reinforced by horizontal and diagonal steel beams. The Sammamish River Trail runs underneath the bridge on the east side. The girder span is covered with ballast, pressure-treated wood railroad ties, and standard gauge rails. Additional pressure-treated wood boards run the length of the bridge on each side of the ties to secure train cars in the event of a derailment.

The northern Y section of the segment is mostly flat but was originally constructed on a hillside sloping down from west to east. A historic model 112E standing railroad switch on top of a concrete platform is positioned next to the junction of the segment and the abandoned SLS&E line. A private railroad spur extends to the northeast and connects to the industrial properties to the north of the Sammamish River Trail. The southern Y section is much shorter and includes a spur that is partially enclosed by a chain link fence. The spur originally continued to the south over Washington State Route 202 but that segment has been abandoned and the ties removed. A model 112E standing railroad switch is positioned on two extra-long rail ties near the spur. Rails from the section to the



Historic Property Report

Resource Name: Seattle Lake Shore & Eastern Railroad
Segment

Property ID: 724894

south have been removed but the wood ties remain.

From the Y intersection, the line travels to the northeast and crosses NE 175th Street/State Route 202 and 131st Avenue NE via a modern bridge. After passing over 131st Avenue NE, the line splits into three parallel lines. The center line is raised about 1.5 feet higher than the adjacent transfer tracks. The tracks converge after approximately 2,000 feet. Between NE 183rd Street and NE 190th Street, the segment features two abandoned railroad spurs that once connected to properties to the west of 139th Avenue NE. This section includes eight model 112E standing railroad switches adjacent to the each of the wyes, where the line features a spur or transfer track.

Modifications to the segment include replacement of wood ties, and steel rails and base plates. The replacement base plates appear to date from 1941, 1948, 1949 and 1969. Some of the historic railroad switches have been modified or replaced (dates unknown). Dates for replacing rails and wood ties is unknown. However, railroad ties are typically replaced every 40 to 70 years (Caltrain 2021). Eleven modern railroad crossing arms and lights have been installed along the where the segment intersects surface streets (dates unknown). Both bridges have also been altered with the addition of steel trestles, replacement pressure-treated wood beams, and the addition of a steel platform and handrail on the northern bridge (dates unknown).



Historic Property Report

Resource Name: Seattle Lake Shore & Eastern Railroad Segment

Property ID: 724894

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Historic Property Report

Resource Name: North Sammamish River Bridge

Property ID: 724898

Location



Information

Number of stories: N/A

Construction Dates:

Construction Type	Year	Circa
Built Date	1914	☒

Historic Use:

Category	Subcategory
Transportation	Transportation - Rail-Related
Transportation	Transportation - Rail-Related

Historic Context:

Category

Transportation

Architect/Engineer:

Category	Name or Company
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Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History



Historic Property Report

Resource Name: North Sammamish River Bridge

Property ID: 724898

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2021-06-03426, , Woodinville Railbanking/Abandonment	6/10/2021	Survey/Inventory	

Photos



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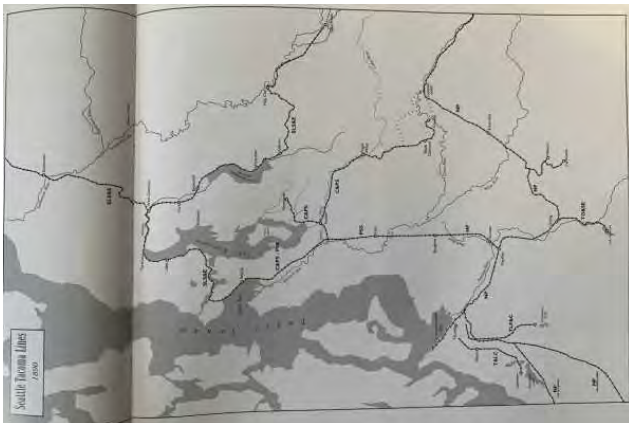
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1890Map_Armbruster1999.png



Property of Museum of History & Industry, Seattle

mohai_1887_full.jpg



Historic Property Report

Resource Name: North Sammamish River Bridge

Property ID: 724898



Property of Museum of History & Industry, Seattle

Asahel_1887.jpg



Historic Property Report

Resource Name: North Sammamish River Bridge

Property ID: 724898

Inventory Details - 6/10/2021

Common name:

Date recorded: 6/10/2021

Field Recorder: Timothy Wood

Field Site number:

SHPO Determination

Detail Information

Surveyor Opinion

Property appears to meet criteria for the National Register of Historic Places: Yes

Significance narrative: HISTORIC CONTEXT

Woodinville

Before the arrival of Norwegian and Danish immigrants in the 1870s, the land now known as Woodinville was occupied by the Sammamish people who developed a village of at least 100 people at the mouth of Bear Creek. The Sammamish grew root and bulb crops and conducted hunting and gathering practices along the Sammamish River. The first Euro-Americans to settle in this area were Susan and Ira Woodin who arrived in 1871. The couple were joined by Emmanuel Nelson and his daughter Mary in 1876. By the 1880s, Mary plotted many of Woodinville's lots and her husband Anders Hansen constructed houses for new settlers. Mary donated portions of her family's homestead for the develop of railroads and a highway during the 1880s. Loggers and homesteads steadily moved into the Woodinville area during the later 19th and early 20th century, facilitating its growth. The first church was constructed in 1880 and was followed by a one-room schoolhouse (1883), and cemetery (1889). By 1909, Woodinville featured a two-room schoolhouse, two sawmills, two shingle mills, brick and tile manufacturer, school-desk factory, four hotels, blacksmith, stagecoach, multiple grocery stores, and railway station. Although Woodinville began as a logging community, the clearing of timber led to the development of dairy and vegetable farmers in the 20th century. Woodinville began transitioning into a suburban community in the 1950s when Seattleites started purchasing property (Green 1999).

Seattle Lake Shore & Eastern Railway Company Context

The Seattle Lake Shore & Eastern Railway Company (SLS&E) was incorporated on April 15, 1885 to establish a railway over the Snoqualmie Pass between Seattle and eastern Washington that could eventually be expanded throughout the region and to Canada (Armbruster 1999:105). With promises of eastern capital, Judge Thomas Burke and aspirational entrepreneur Daniel Gilman, galvanized Seattle businessmen and citizens to bring a railroad to Seattle. The SLS&E board quickly raised sufficient funds to hire chief engineer Frederick H. Whitworth to conduct a preliminary survey of the railway, which began by January 28, 1887 (Armbruster 1999:122; Robertson 1995:266).

Burke and Gilman envisioned a railroad to connect the Seattle region with the natural resources east of Puget Sound. The area was rich in natural resources such as coal and gypsum near Squak Lake and coal, iron, and precious metals in Snoqualmie Pass. Timber and agricultural land were also plentiful on each side of the Cascades. Promoting the region's need to transport these resources and potential for lucrative economic



Historic Property Report

Resource Name: North Sammamish River Bridge

Property ID: 724898

opportunities, Gilman sought financial backing from Wall Street bankers and other investors in the east. Gilman's pitches to potential east coast investors eventually proved successful in 1886, allowing for construction of the SLS&E to begin in 1887 (Armbruster 1999:121-122).

The Puget Sound Construction Company was incorporated by the east coast investors to finance and build the railroad (Armbruster 1999:124). Grading began on March 9, 1887 and rails were first set on September 5, 1887 (Robertson 1995:265). The initial forty miles between Seattle and Snoqualmie Pass was to be constructed for \$200,000. Five- and ten-mile sections would be subcontracted out to local construction firms. By October the railroad reached West Coast Junction (present day Woodinville). The initial train to travel the new line left Seattle for Squak on October 25, 1887.

To connect with Canadian Pacific Railway, a northern division of the SLS&E was planned. Beginning at West Coast Junction, the line would head northeast towards Snohomish and then eventually to the Canadian border via Sumas, Washington. The Seattle & West Coast Railway Co. initiated construction at present day Woodinville where the SLS&E met the Lake Shore Railroad (Armbruster 1999:128). The 14.4-mile segment between Woodinville to Snohomish was completed by July 1, 1888 when SLS&E began providing service for the 23-mile track between Snohomish and Seattle (Post Intelligencer 1888; King County Parks 2015:7, 9). At a cost of approximately \$14,425 per mile, twenty one miles of track were completed between Woodinville and a point about 6 miles north of Snohomish by August 1888 (Armbruster 1999:128-129). Charles Sheaf served as the chief engineer until early 1888 when he was replaced by Paul Mohr (Armbruster 1999:129-130).

SLS&E's arrival in Woodinville contributed to the city's growth and development as the railroad provided more reliable means of transportation to Seattle's markets for the region's timber and agriculture businesses. The railroad also established a link to the coal mines in Issaquah. Development of the SLS&E coincided with the formation of several regional logging railroads which created a greater network of railroad transportation (Taylor 2014). During the late 19th, SLS&E began solidifying itself as an important regional transportation network, linking major industries to Seattle, including Peter Kirk's steel mill on the east shore of Lake Washington (Armbruster 1999:130). By 1891, Woodinville featured its own station operated by H. Marion (Museum of History and Industry 1891).

SLS&E's development spurred the establishment of suburban townsites, logging camps, and shingle mills along its path, including Woodinville (Armbruster 1999:124, 128, 134). By 1890, the SLS&E extended north from Seattle, running along the northern portion of Lake Washington before turning east to Woodinville. From Woodinville the line split with one segment to the south and one to the north. The southern segment headed to Redmond and the eastern shore of Squak Lake (now Lake Sammamish) before turning east to Falls City and Sallal Prairie. The northern section went through Snohomish on its way to Canada (Armbruster 1999:117). On April 13, 1891, the SLS&E reached the Canadian border via Sumas Washington. The Canadian Pacific would reach Sumas within a month, establishing a long and productive international partnership (Armbruster 1999:137).

Carrying freight and passengers, SLS&E grew from 55 miles of track in July 1888 to 67 miles the following year and 156 miles the next year (Robertson 1995:266-267). Despite its growth in the region, SLS&E was operating at a loss due to high maintenance costs. As SLS&E suffered financially, Northern Pacific sought to eliminate its competition by buying



Historic Property Report

Resource Name: North Sammamish River Bridge

Property ID: 724898

up SLS&E stock to gain greater control of its operations. As SLS&E's finances worsened, its shareholders began selling their holdings to the Northern Pacific. By July 1889, Northern Pacific acquired a majority interest in SLS&E and began renting the line (Armbruster 1999:135-138). On May 1, 1892, SLS&E's operations were consolidated with Northern Pacific's (King County Parks 2015:11). At that time, SLS&E's holdings spanned 227 miles of track (Robertson 1995:266-267).

The Great Panic of 1893 worsened SLS&E's finances and the company was placed in receivership (Armbruster 1999:137-138). By June 1893, the company was broke and passenger and freight service drastically declined. On May 16, 1896, SLS&E entered foreclosure processing and the company's holdings were split between two companies. The newly formed Seattle & International Railway Company acquired the tracks in western Washington and the Spokane & Seattle Railway received the eastern Washington tracks (King County Parks 2015:11). The Seattle & International Railway was backed by supporters of the Northern Pacific who sought to acquire SLS&E's holdings in western Washington. On April 1, 1901, the Seattle & International Railway became the Seattle division of the Northern Pacific (Armbruster 1999:140). Within about 15 years of the acquisition and reorganization, Northern Pacific conducted improvements to the line within the project area, including the construction of the two c. 1914 bridges. Historic newspapers and publications on the history of the SLS&E did not reveal additional information about the construction of either bridge or the bridges they replaced. As early as the 1940s, base plates began to be replaced and continued to be replaced as late as circa 1969.

Northern Pacific continued operating on the former SLS&E lines through the mid-20th century. Freight and passenger traffic began decreasing in the 1960s as a result of the developing interstate highway system. In 1970, Northern Pacific; Chicago, Burlington, and Quincy; Great Northern; Spokane, Portland, and Seattle; and Pacific Coast railroads merged to form Burlington Northern Railroad. In 1995, Burlington Northern merged with the Atchison, Topeka and Santa Fe Railway becoming Burlington Northern Santa Fe (BNSF) (BNSF 2021:4-5). In 2007, the Port of Seattle (Port) purchased the line from BNSF. In 2012, the Port began liquidating segments of the line and in 2014, sold the segment to the City of Woodinville.

SIGNIFICANCE

The North Sammamish River Bridge, which retains integrity, is significant under National Register of Historic Places (NRHP) Criterion A at the local and state level as part of the larger SLS&E Company railroad and is eligible for the NRHP. The SLS&E segment between Renton and Woodinville was previously evaluated as eligible for the NRHP in 2007 and the South Sammamish River Bridge was evaluated as a contributing element to it. This evaluation received concurrence from the Washington Department of Archaeology and Historic Preservation. The segment was evaluated as significant under NRHP Criterion A for its association with the development of railroads in Washington State and Puget Sound region. It was also determined significant for its association with the industrial development of the Puget Sound region (Allen and O'Brien 2007).

Criterion A

The North Sammamish River Bridge has local and state significance under Criterion A in the areas of Transportation and Commerce due to its association with the development of railroads and industry in the State of Washington and in the Puget Sound region. Constructed circa 1914 to replace a previous bridge, the North Sammamish River Bridge was built to provide access over the Sammamish River and contributes to the SLS&E's



Historic Property Report

Resource Name: North Sammamish River Bridge

Property ID: 724898

overall historical significance. The SLS&E brought rail transportation to Woodinville, facilitating its growth and development by providing a more reliable means of transportation between Puget Sound communities and the larger region. SLS&E established itself as the first regional railway transportation network, linking major industries such as agriculture, timber, mining, and steel to Seattle. The bridge's close proximity to numerous spurs off the main line testify to the important ties the railroad had to numerous businesses in Woodinville. Its period of significance begins with its construction in circa 1914 and ends in 1970 when the railway became part of BNSF.

Criterion B

The North Sammamish River Bridge is not significant under NRHP Criterion B. Research did not identify any individual associated with the bridge who made significant contributions to history at the local, state, or national level.

Criterion C

The North Sammamish River Bridge is not significant under Criterion C, because it does not embody the distinctive characteristics of a type, period, or method of construction, such as innovative engineering techniques, and does not possess high artistic values. The bridge was built using standard construction methods of the time and does not appear to represent the work of a master. Although the bridge contributes to the significance of the SLS&E line and reflect its evolution over time, it is similar in terms of length and construction to others found along the line and is therefore not individually eligible (Allen and O'Brien 2007). Unlike the Wilburton Trestle, which is listed in the NRHP, this bridge lacks distinction in terms of design, materials, and construction methods.

Criterion D

Because the resource's historic-period characteristics are visible and readily apparent, and after a review of existing historic-period documentary sources, the property's significance would not lie in its information potential, and is therefore not eligible for the NRHP under Criterion D.

INTEGRITY

The North Sammamish River Bridge retains sufficient integrity to support a determination of eligibility under Criterion A.

LOCATION

Location is the place where the historic property was constructed or the place where the historic event occurred. The North Sammamish River Bridge retains integrity of location as it remains in the location where it was originally constructed.

DESIGN

Design is the combination of elements that create the form, plan, space, structure, and style of a property. The integrity of design has been diminished by the addition of the two steel trestles; addition of the steel platform and handrail; and replacement of wood beams, rails, and base plates. However, the bridge's form, plan, structure, and style are sufficiently intact to retain integrity of design.

SETTING

Setting is the physical environment of a historic property. The North Sammamish River Bridge retains integrity of setting characterized by its position over the Sammamish River, connection to the SLS&E line, and close proximity to the South Sammamish River Bridge. Development of the surrounding area including the NE 175th St Bridge and Wilmot



Historic Property Report

Resource Name: North Sammamish River Bridge

Property ID: 724898

Gateway Park has diminished the integrity of setting but much of the setting was developed during the period of significance and the bridge sufficiently conveys its historical role in the community of providing freight and passenger transportation.

MATERIALS

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. Necessary maintenance activities over the past 107 years have diminished the bridge's integrity of materials through the addition of the steel platform, handrail, and trestles, and replacement of the original railroad rails, ties, and base plates. Some replacement base plates date to 1941, 1948-1949, and 1969, but other components such as railroad ties were likely replaced after the period of significance. Railroad ties are typically replaced every 40 to 70 years (Caltrain 2021). The pressure-treated wood ties were installed no earlier than the 1960s.

WORKMANSHIP

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. The addition of the steel platform, handrail and trestles, and replacement of the original railroad rails, ties, and base plates has obscured some of the original workmanship, thereby diminishing that aspect of historic integrity.

FEELING

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. The North Sammamish River Bridge's retention of its original location, railroad components, and key design elements such as the steel girder and wood trestles, contribute to the feeling of an early twentieth century railway bridge.

ASSOCIATION

Association is the direct link between an important historic event or person and a historic property. The property retains integrity of association because it is sufficiently intact to convey its role as an early 20th century railway bridge and its relationship to the development of regional commerce.

The North Sammamish River Bridge in Woodinville is of local and state significance under Criterion A in the areas of Commerce and Transportation and retains integrity of location, design, setting, feeling, and association. The segment is eligible for the NRHP as contributing to the larger SLS&E linear resource.



Historic Property Report

Resource Name: North Sammamish River Bridge

Property ID: 724898

Physical description:

The North Sammamish River Bridge in Woodinville, Washington is located on the northwest leg of the Woodinville Wye, to the north of the modern NE 175th St Bridge. Constructed circa 1914, the steel girder bridge is approximately 200-feet long and features a through plate girder span that is about 80 feet long, running east-west over the North Sammamish River. Each end of the bridge is supported by five open pile wood trestle spans that are flanked by one open pile steel trestle span on the riverbank. The steel trestles consist of three sets of three vertical steel beams topped by a rectangular board form concrete block. The steel trestles are reinforced with horizontal steel beams at about mid-height and diagonal bracing above. The wood trestles are composed of three to five vertical wood posts topped by a horizontal beam and reinforced with diagonal bracing on each side. The three wood trestles closest to the steel trestles feature additional horizontal and diagonal bracing that connect the trestles. The Sammamish River Trail runs underneath the bridge at the east end.

The girder span is covered with ballast, pressure-treated wood railroad ties, standard gauge rails and guide rails. Additional pressure-treated wood boards run the length of the bridge flanking the ties and working with the guide rails to secure train cars in the event of a derailment. A diamond grate steel platform with a metal handrail runs the length of the bridge along the north edge. Modifications to the bridge include replaced wood beams, rails, and base plates; the added steel platform and handrail; and the construction of the two steel trestles (dates unknown).



Historic Property Report

Resource Name: North Sammamish River Bridge

Property ID: 724898

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Historic Property Report

Resource Name: South Sammamish River Bridge

Property ID: 724896

Location



Information

Number of stories: N/A

Construction Dates:

Construction Type	Year	Circa
Built Date	1914	☒

Historic Use:

Category	Subcategory
Transportation	Transportation - Rail-Related
Transportation	Transportation - Rail-Related

Historic Context:

Category

Transportation

Architect/Engineer:

Category	Name or Company
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Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History



Historic Property Report

Resource Name: South Sammamish River Bridge

Property ID: 724896

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2021-06-03426, , Woodinville Railbanking/Abandonment	6/10/2021	Survey/Inventory	

Photos



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IMG_2837.JPG

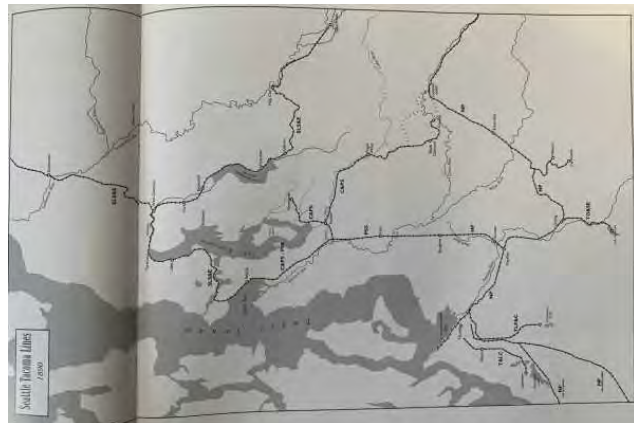


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Property of Museum of History & Industry, Seattle

Asahel_1887.jpg



1890Map_Armbruster1999.png



Historic Property Report

Resource Name: South Sammamish River Bridge

Property ID: 724896



Property of Museum of History & Industry, Seattle

mohai_1887_full.jpg



Historic Property Report

Resource Name: South Sammamish River Bridge

Property ID: 724896

Inventory Details - 6/10/2021

Common name:

Date recorded: 6/10/2021

Field Recorder: Timothy Wood

Field Site number:

SHPO Determination

Detail Information

Surveyor Opinion

Property appears to meet criteria for the National Register of Historic Places: Yes

Significance narrative: HISTORIC CONTEXT
Woodinville

Before the arrival of Norwegian and Danish immigrants in the 1870s, the land now known as Woodinville was occupied by the Sammamish people who developed a village of at least 100 people at the mouth of Bear Creek. The Sammamish grew root and bulb crops and conducted hunting and gathering practices along the Sammamish River. The first Euro-Americans to settle in this area were Susan and Ira Woodin who arrived in 1871. The couple were joined by Emmanuel Nelson and his daughter Mary in 1876. By the 1880s, Mary plotted many of Woodinville's lots and her husband Anders Hansen constructed houses for new settlers. Mary donated portions of her family's homestead for the develop of railroads and a highway during the 1880s. Loggers and homesteads steadily moved into the Woodinville area during the later 19th and early 20th century, facilitating its growth. The first church was constructed in 1880 and was followed by a one-room schoolhouse (1883), and cemetery (1889). By 1909, Woodinville featured a two-room schoolhouse, two sawmills, two shingle mills, brick and tile manufacturer, school-desk factory, four hotels, blacksmith, stagecoach, multiple grocery stores, and railway station. Although Woodinville began as a logging community, the clearing of timber led to the development of dairy and vegetable farmers in the 20th century. Woodinville began transitioning into a suburban community in the 1950s when Seattleites started purchasing property (Green 1999).

Seattle Lake Shore & Eastern Railway Company

The Seattle Lake Shore & Eastern Railway Company (SLS&E) was incorporated on April 15, 1885 to establish a railway over the Snoqualmie Pass between Seattle and eastern Washington that could eventually be expanded throughout the region and to Canada (Armbruster 1999:105). With promises of eastern capital, Judge Thomas Burke and aspirational entrepreneur Daniel Gilman, galvanized Seattle businessmen and citizens to bring a railroad to Seattle. The SLS&E board quickly raised sufficient funds to hire chief engineer Frederick H. Whitworth to conduct a preliminary survey of the railway, which began by January 28, 1887 (Armbruster 1999:122; Robertson 1995:266).

Burke and Gilman envisioned a railroad to connect the Seattle region with the natural resources east of Puget Sound. The area was rich in natural resources such as coal and gypsum near Squak Lake and coal, iron and precious metals in Snoqualmie Pass. Timber and agricultural land were also plentiful on each side of the Cascades. Promoting the region's need to transport these resources and potential for lucrative economic opportunities, Gilman sought financial backing from Wall Street bankers and other

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investors in the east. Gilman's pitches to potential east coast investors eventually proved successful in 1886, allowing for construction of the SLS&E to begin in 1887 (Armbruster 1999:121-122).

The Puget Sound Construction Company was incorporated by the east coast investors to finance and build the railroad (Armbruster 1999:124). Grading began on March 9, 1887 and rails were first set on September 5, 1887 (Robertson 1995:265). The initial forty miles between Seattle and Snoqualmie Pass was to be constructed for \$200,000. Five- and ten-mile sections would be subcontracted out to local construction firms. By October the railroad reached West Coast Junction (present day Woodinville). The initial train to travel the new line left Seattle for Squak on October 25, 1887.

To connect with Canadian Pacific Railway, a northern division of the SLS&E was planned. Beginning at West Coast Junction, the line would head northeast towards Snohomish and then eventually to the Canadian border via Sumas, Washington. The Seattle & West Coast Railway Co. initiated construction at present day Woodinville where the SLS&E met the Lake Shore Railroad (Armbruster 1999:128). The 14.4-mile segment between Woodinville to Snohomish was completed by July 1, 1888 when SLS&E began providing service for the 23-mile track between Snohomish and Seattle (Post Intelligencer 1888; King County Parks 2015:7, 9). At a cost of approximately \$14,425 per mile, twenty one miles of track were completed between Woodinville and a point about 6 miles north of Snohomish by August 1888 (Armbruster 1999:128-129). Charles Sheaf served as the chief engineer until early 1888 when he was replaced by Paul Mohr (Armbruster 1999:129-130).

SLS&E's arrival in Woodinville contributed to the city's growth and development as the railroad provided more reliable means of transportation to Seattle's markets for the region's timber and agriculture businesses. The railroad also established a link to the coal mines in Issaquah. Development of the SLS&E coincided with the formation of several regional logging railroads which created a greater network of railroad transportation (Taylor 2014). During the late 19th, SLS&E began solidifying itself as an important regional transportation network, linking major industries to Seattle, including Peter Kirk's steel mill on the east shore of Lake Washington (Armbruster 1999:130). By 1891, Woodinville featured its own station operated by H. Marion (Museum of History and Industry 1891).

SLS&E's development spurred the establishment of suburban townsites, logging camps, and shingle mills along its path, including Woodinville (Armbruster 1999:124, 128, 134). By 1890, the SLS&E extended north from Seattle, running along the northern portion of Lake Washington before turning east to Woodinville. From Woodinville the line split with one segment to the south and one to the north. The southern segment headed to Redmond and the eastern shore of Squak Lake (now Lake Sammamish) before turning east to Falls City and Sallal Prairie. The northern section went through Snohomish on its way to Canada (Armbruster 1999:117). On April 13, 1891, the SLS&E reached the Canadian border via Sumas Washington. The Canadian Pacific would reach Sumas within a month, establishing a long and productive international partnership (Armbruster 1999:137).

Carrying freight and passengers, SLS&E grew from 55 miles of track in July 1888 to 67 miles the following year and 156 miles the next year (Robertson 1995:266-267). Despite its growth in the region, SLS&E was operating at a loss due to high maintenance costs. As SLS&E suffered financially, Northern Pacific sought to eliminate its competition by buying up SLS&E stock to gain greater control of its operations. As SLS&E's finances worsened, its



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shareholders began selling their holdings to the Northern Pacific. By July 1889, Northern Pacific acquired a majority interest in SLS&E and began renting the line (Armbruster 1999:135-138). On May 1, 1892, SLS&E's operations were consolidated with Northern Pacific's (King County Parks 2015:11). At that time, SLS&E's holdings spanned 227 miles of track (Robertson 1995:266-267).

The Great Panic of 1893 worsened SLS&E's finances and the company was placed in receivership (Armbruster 1999:137-138). By June 1893, the company was broke and passenger and freight service drastically declined. On May 16, 1896, SLS&E entered foreclosure processing and the company's holdings were split between two companies. The newly formed Seattle & International Railway Company acquired the tracks in western Washington and the Spokane & Seattle Railway received the eastern Washington tracks (King County Parks 2015:11). The Seattle & International Railway was backed by supporters of the Northern Pacific who sought to acquire SLS&E's holdings in western Washington. On April 1, 1901, the Seattle & International Railway became the Seattle division of the Northern Pacific (Armbruster 1999:140). Within about 15 years of the acquisition and reorganization, Northern Pacific conducted improvements to the line within the project area, including the construction of the two c. 1914 bridges. Historic newspapers and publications on the history of the SLS&E did not reveal additional information about the construction of either bridge or the bridges they replaced. As early as the 1940s, base plates began to be replaced and continued to be replaced as late as circa 1969.

Northern Pacific continued operating on the former SLS&E lines through the mid-20th century. Freight and passenger traffic began decreasing in the 1960s as a result of the developing interstate highway system. In 1970, Northern Pacific; Chicago, Burlington, and Quincy; Great Northern; Spokane, Portland, and Seattle; and Pacific Coast railroads merged to form Burlington Northern Railroad. In 1995, Burlington Northern merged with the Atchison, Topeka and Santa Fe Railway becoming Burlington Northern Santa Fe (BNSF) (BNSF 2021:4-5). In 2007, the Port of Seattle (Port) purchased the line from BNSF. In 2012, the Port began liquidating segments of the line and in 2014, sold the segment to the City of Woodinville.

SIGNIFICANCE

The South Sammamish River Bridge, which retains integrity, is significant under National Register of Historic Places (NRHP) Criterion A at the local and state level as part of the larger SLS&E Company railroad and is eligible for the NRHP. The SLS&E segment between Renton and Woodinville was previously evaluated as eligible for the NRHP in 2007 and the South Sammamish River Bridge was evaluated as a contributing element to it. This evaluation received concurrence from the Washington Department of Archaeology and Historic Preservation. The segment was evaluated as significant under NRHP Criterion A for its association with the development of railroads in Washington State and Puget Sound region. It was also determined significant for its association with the industrial development of the Puget Sound region (Allen and O'Brien 2007).

Criterion A

The South Sammamish River Bridge has local and state significance under Criterion A in the areas of Transportation and Commerce due to its association with the development of railroads and industry in the State of Washington and in the Puget Sound region. Constructed circa 1914 to replace a previous bridge, the South Sammamish River Bridge was built to provide access over the Sammamish River and contributes to the SLS&E's overall historical significance. The SLS&E brought rail transportation to Woodinville,



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facilitating its growth and development by providing a more reliable means of transportation between Puget Sound communities and the larger region. SLS&E established itself as the first regional railway transportation network, linking major industries such as agriculture, timber, mining, and steel to Seattle. The bridge's close proximity to numerous spurs off the main line testify to the important ties the railroad had to numerous businesses in Woodinville. Its period of significance begins with its construction in circa 1914 and ends in 1970 when the railway became part of BNSF.

Criterion B

The South Sammamish River Bridge is not significant under NRHP Criterion B. Research did not identify any individual associated with the bridge who made significant contributions to history at the local, state, or national level.

Criterion C

The South Sammamish River Bridge is not significant under Criterion C, because it does not embody the distinctive characteristics of a type, period, or method of construction, such as innovative engineering techniques, and does not possess high artistic values. The bridge was built using standard construction methods of the time and does not appear to represent the work of a master. Although the bridge contributes to the significance of the SLS&E line and reflect its evolution over time, it is similar in terms of length and construction to others found along the line and is therefore not individually eligible (Allen and O'Brien 2007). Unlike the Wilburton Trestle, which is listed in the NRHP, this bridge lacks distinction in terms of design, materials, and construction methods.

Criterion D

Because the resource's historic-period characteristics are visible and readily apparent, and after a review of existing historic-period documentary sources, the property's significance would not lie in its information potential, and is therefore not eligible for the NRHP under Criterion D.

INTEGRITY

The South Sammamish River Bridge retains sufficient integrity to support a determination of eligibility under Criterion A.

LOCATION

Location is the place where the historic property was constructed or the place where the historic event occurred. The South Sammamish River Bridge retains integrity of location as it remains in the location where it was originally constructed.

DESIGN

Design is the combination of elements that create the form, plan, space, structure, and style of a property. The integrity of design has been diminished by the addition of the steel trestle and replacement of wood beams, rails, and base plates. However, the bridge's form, plan, structure, and style are sufficiently intact to retain integrity of design.

SETTING

Setting is the physical environment of a historic property. The South Sammamish River Bridge retains integrity of setting characterized by its position over the Sammamish River, connection to the SLS&E line, and close proximity to the North Sammamish River Bridge. Development of the surrounding area including the NE 175th St Bridge and Wilmot Gateway Park has diminished the integrity of setting but much of the setting was developed during the period of significance and the bridge sufficiently conveys its



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historical role in the community of providing freight and passenger transportation.

MATERIALS

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. Necessary maintenance activities over the past 107 years have diminished the bridge's integrity of materials through the addition of the steel trestle and replacement of the original railroad rails, ties, and base plates. Some replacement base plates date to 1941, 1948-1949, and 1969, but other components such as railroad ties were likely replaced after the period of significance. Railroad ties are typically replaced every 40 to 70 years (Caltrain 2021). The pressure-treated wood ties were installed no earlier than the 1960s.

WORKMANSHIP

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. The addition of the steel trestle and replacement of the original railroad rails, ties, and base plates has obscured some of the original workmanship, thereby diminishing that aspect of historic integrity.

FEELING

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. The South Sammamish River Bridge's retention of its original location, railroad components, and key design elements such as the steel girder and wood trestles, contribute to the feeling of an early twentieth century railway bridge.

ASSOCIATION

Association is the direct link between an important historic event or person and a historic property. The property retains integrity of association because it is sufficiently intact to convey its role as an early 20th century railway bridge and its relationship to the development of regional commerce.

The South Sammamish River Bridge at Milepost 23.9 in Woodinville is of local and state significance under Criterion A in the areas of Commerce and Transportation and retains integrity of location, design, setting, feeling, and association. The segment is eligible for the NRHP as contributing to the larger SLS&E linear resource.



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Physical description:

The South Sammamish River Bridge in Woodinville, Washington is located at milepost 23.9 of the SLS&E railroad, to the south of the modern NE 175th St Bridge. Constructed circa 1914, the steel girder bridge is 159 feet long with a 70-foot-long through plate girder span (Allen and O'Brien 2007). The bridge spans east-west across the South Sammamish River and is supported by four open pile trestle spans at the east end and three at the west end. The west end includes one steel trestle span closest to the river followed by two wood trestle spans. The wood trestles consist of multiple vertical members that support the horizontal members above and are reinforced with horizontal and diagonal wood board bracing. The steel trestle is composed of two sets of seven vertical steel beams that support the horizontal steel beams above. Each set is reinforced by horizontal and diagonal steel beams. The Sammamish River Trail runs underneath the bridge at the east end.

The girder span is covered with ballast, pressure-treated wood railroad ties, and standard gauge rails. Additional pressure-treated wood boards run the length of the bridge on each side of the ties to secure train cars in the event of a derailment. Modifications to the bridge include the replaced pressure-treated wood beams, rails, and base plates, and the added steel trestle on the west end (dates unknown).



Historic Property Report

Resource Name: South Sammamish River Bridge

Property ID: 724896

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Historic Property Report

Resource Name: Rail Overcrossing 202/33

Property ID: 725919

Location



Geographic Areas: BOTHELL Quadrangle, King County, T26R05E09

Information

Number of stories: N/A

Construction Dates:

Construction Type	Year	Circa
Built Date	1963	☐

Historic Use:

Category	Subcategory
Transportation	Transportation - Rail-Related
Transportation	Transportation - Rail-Related

Historic Context:

Category

Transportation

Architect/Engineer:

Category	Name or Company
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Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History



Historic Property Report

Resource Name: Rail Overcrossing 202/33

Property ID: 725919

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2021-06-03426, , Woodinville Railbanking/Abandonment	10/5/2021	Determined Not Eligible	Holly Borth, 11/29/2021

Photos



IMG_1461.JPG



IMG_1468.JPG



IMG_1466.JPG



IMG_1464.JPG



Historic Property Report

Resource Name: Rail Overcrossing 202/33

Property ID: 725919

Inventory Details - 10/5/2021

Common name: Structure Id. No. 0007234A

Date recorded: 10/5/2021

Field Recorder: Timothy Wood

Field Site number:

SHPO Determination

Detail Information

Surveyor Opinion

Property appears to meet criteria for the National Register of Historic Places: No

Significance narrative: WOODINVILLE CONTEXT

Before the arrival of Norwegian and Danish immigrants in the 1870s, the land now known as Woodinville was occupied by the Sammamish people who developed a village of at least 100 people at the mouth of Bear Creek. The Sammamish grew root and bulb crops and conducted hunting and gathering practices along the Sammamish River. The first Euro-Americans to settle in this area were Susan and Ira Woodin, who arrived in 1871. The couple were joined by Emmanuel Nelson and his daughter Mary in 1876. By the 1880s, Mary plotted many of Woodinville's lots and her husband Anders Hansen constructed houses for new settlers. Mary donated portions of her family's homestead for the development of railroads and a highway during the 1880s. Loggers and homesteads steadily moved into the Woodinville area during the later 19th and early 20th century, facilitating its growth. The first church was constructed in 1880, followed by a one-room schoolhouse (1883) and a cemetery (1889). By 1909, Woodinville featured a two-room schoolhouse, two sawmills, two shingle mills, a brick and tile manufacturer, a school-desk factory, four hotels, a blacksmith, a stagecoach, multiple grocery stores, and a railway station. Although Woodinville began as a logging community, the clearing of timber led to the development of dairy and vegetable farms in the 20th century. Woodinville began transitioning into a suburban community in the 1950s when Seattleites started purchasing property (Green 1999).

SEATTLE LAKE SHORE & EASTERN RAILWAY COMPANY CONTEXT

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Charles Sheaf served as the chief engineer until early 1888, when he was replaced by Paul Mohr (Armbruster 1999:129-130). SLS&E's arrival in Woodinville contributed to the city's growth and development as the railroad provided more reliable means of transportation to Seattle's markets for the region's timber and agriculture businesses. The railroad also established a link to the coal mines in Issaquah.

Development of the SLS&E coincided with the formation of several regional logging railroads, which created a greater network of railroad transportation (Taylor 2014). During the late 19th century, SLS&E began solidifying itself as an important regional transportation network, linking major industries to Seattle, including Peter Kirk's steel mill on the east shore of Lake Washington (Armbruster 1999:130). By 1891, Woodinville featured its own station operated by H. Marion (Museum of History and Industry 1891).

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Northern Pacific continued operating on the former SLS&E lines through the mid-20th century. Freight and passenger traffic began decreasing in the 1960s as a result of the developing interstate highway system. In 1970, Northern Pacific; Chicago, Burlington, and Quincy; Great Northern; Spokane, Portland and Seattle; and Pacific Coast railroads merged to form Burlington Northern Railroad. In 1995, Burlington Northern merged with the Atchison, Topeka and Santa Fe Railway becoming Burlington Northern Santa Fe (BNSF) (BNSF 2021:4-5). In 2007, the Port of Seattle (Port) purchased the line from BNSF. In 2012, the Port began liquidating segments of the line and, in 2014, sold the segment to the City of Woodinville.

SR202 CONTEXT

The 202/33 rail overcrossing was constructed in 1963 in conjunction with the widening of SR202. Historic aerial photographs suggest that the previous structure was approximately half the length (NetrOnline 2021; WSDOT 2021). Newspaper and online research did not reveal additional information about the widening of SR202 or the construction of the 202/33 rail overcrossing.

SR202 is a state highway located in eastern King County, Washington. The highway runs in a southeast-northwest direction between the communities of Woodinville and North Bend. Sections of the road that would become SR202, including Woodinville to Hollywood, are visible on maps dating to as early as 1902 (Artifacts Architectural Consulting 2013:145). In 1925 the road passing under the SLS&E Railroad was designated as a state highway. It was referred to as both State Route 2 and Sunset Highway (Washington State Legislature 1925:59-60). As part of the new state highway system incorporated in 1964, the highway was designated as SR522 and then renumbered as SR202 in 1970 (Artifacts Architectural Consulting 2013:145).

NATIONAL REGISTER EVALUATION

The 202/33 rail overcrossing (Washington State Structure Id No.0007234A), which retains integrity, is not eligible for the National Register of Historic Places (NRHP). The original railroad overcrossing was demolished in the early 1960s and the current rail



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Resource Name: Rail Overcrossing 202/33

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overcrossing's construction in 1963 is within the SLS&E's period of significance (c.1914-1970). While the overcrossing falls within the period of significance, it is associated with the expansion of road building and suburbanization of the Puget Sound region and was built during a downturn in freight rail use of the SLS&E. The overcrossing also utilizes commonly available bridge building technologies and materials for the period. The 202/33 rail overcrossing therefore is not eligible individually for the NRHP and is not a contributor to the significance of the NRHP-eligible SLS&E line.

Criterion A

Rail overcrossing 202/33 is not significant under Criterion A. While it is associated with the development of railroads and industry in the State of Washington and the Puget Sound region, its construction in the 1960s appears late within the line's period of significance (1914-1970) and the structure was erected as the line's freight traffic was diminishing. Built in 1963 to replace a previous rail overcrossing, rail overcrossing 202/33 was designed to provide Northern Pacific with continued access over SR202 as it was expanded from two to four lanes. The overcrossing reflects the growth of vehicular traffic on surface roads in the suburbs of Seattle in the 1960s, rather than any established pattern of rail improvements in the locality, state, and nation. While the SLS&E brought rail transportation to Woodinville, facilitated Woodinville's growth and development, and linked major industries to Seattle by establishing itself as the first regional railway transportation network, these commercial freight links were already established at the time the 202/33 overcrossing was built. Therefore, the contribution of the SLS&E to Woodinville's historical development also occurred prior to the overcrossing's construction. The SLS&E's period of significance begins with its construction in circa 1914 and ends in 1970 when the railway became part of BNSF. However, because the duration of the period of significance is linked to corporate ownership and not to periods of change to the line, the 202/33 overcrossing is not significant under NRHP Criterion A.

Criterion B

The 202/33 rail overcrossing is not significant under NRHP Criterion B. Research did not identify any individual associated with the structure who made significant contributions to history at the local, state, or national level.

Criterion C

The 202/33 rail overcrossing is not significant under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction, such as innovative engineering techniques, and does not possess high artistic values. By the 1960s, the use of steel stringers on roads and railroad bridges had become relatively common as the advent of manufacturing and rolling processes that made I-beams occurred over 70 years prior to the overcrossing's construction (NCDOT 2021). There was little "difference between post-1966 structures and their earlier immediate predecessors," which was the result of "the maturity and standardization of design and construction" (Kramer 2004). The 202/33 rail overcrossing was built using long-established construction methods of the time, with spans that are unremarkable in length or engineering, as the structure also does not appear to represent the work of a master. Other bridges built during the period and that exhibit similar construction methods include the Bickford Avenue overcrossing of SR-9 (1963; WSDOT NRHP Rating (5 – not eligible); Snohomish County), I-5 bridge over Dike Access Road and Railroad (1972; WSDOT NRHP Rating (5 – not eligible); Cowlitz County), and the SR110 Bogachiel River Bridge (1967; WSDOT NRHP Rating (5-not eligible); Clallam County). As these other examples relate, the 202/33 overcrossing similarly lacks distinction in terms of design, materials, and construction methods and is therefore not individually eligible for the



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NRHP.

Criterion D

Because the resource's historic-period characteristics are visible and readily apparent, and after a review of existing historic-period documentary sources, the property's significance would not lie in its information potential, and it is therefore not eligible for the NRHP under Criterion D.

INTEGRITY

LOCATION

Location is the place where the historic property was constructed or the place where the historic event occurred. Rail overcrossing 202/33 retains integrity of location, as it remains in the location where it was originally constructed.

DESIGN

Design is the combination of elements that create the form, plan, space, structure, and style of a property. The integrity of design has been slightly diminished by the replacement of railroad ties, rails, and base plates. However, the overcrossings form, plan, structure, and style are sufficiently intact to retain integrity of design.

SETTING

Setting is the physical environment of a historic property. Rail overcrossing 202/33 does not retain integrity of setting. Its position over SR202 and connection to the SLS&E line relates to the decline of railroad freight traffic and to the rise of suburban vehicular traffic as opposed to rail traffic. Its setting, therefore, has been diminished.

MATERIALS

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. Rail overcrossing 202/33 has not undergone any major alterations since its construction in 1963. However, necessary maintenance activities required the replacement of some railroad components such as rails, ties, and base plates, slightly diminishing the integrity of materials. Railroad ties are typically replaced every 40 to 70 years (Caltrain 2021). Overall, the integrity of materials has been retained.

WORKMANSHIP

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history. Rail overcrossing 202/33 has not undergone any major alterations since its construction in 1963 and is sufficiently intact to represent the overcrossing's workmanship.

FEELING

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. Rail overcrossing 202/33's retention of its original location, railroad components, and key design elements, such as the steel stringer (sometimes referred to as a "beam") and concrete piers, contribute to the feeling of a mid-twentieth century railway overcrossing.

ASSOCIATION

Association is the direct link between an important historic event or person and a historic property. The property retains integrity of association because it is sufficiently intact to convey its role as a mid-20th century railway overcrossing, although it was built as the railroad experienced diminished freight traffic.

Rail overcrossing 202/33 in retains integrity of location, design, materials, workmanship, feeling, and association but is not individually eligible for the NRHP nor does it contribute to the significance of the larger SLS&E linear resource. The bridge is a relatively common structure type that uses well-established bridge building technologies, and is associated



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with the expansion of the local road network rather than the development of rail transport, which by the early 1960s was experiencing a downturn in freight usage along the SLS&E.

Physical description:

Rail overcrossing 202/33 (also listed as Washington State Structure Id. No. 0007234A) provides an overcrossing for the Seattle Lake Shore & Eastern (SLS&E) Railroad over the four-lane Washington State Route 202 (SR202) in Woodinville, King County, Washington. Located between NE 177th Place and NE 175th Street, the overcrossing was constructed in 1963 to replace a smaller overcrossing when SR202 was widened (NctrOnline 2021; WSDOT 2021). Extending in a southwest-northeast direction, the steel stringer (sometimes referred to as a “beam”) deck spans 84 feet and is supported by a centrally located rectangular box-shaped concrete pier and two concrete abutments on each end that abut the elevated rail alignment. The center pier features three vertical channels on the north and south sides. The steel stringers consist of six, closely-spaced, large I-beams with regularly spaced, slenderly dimensioned cross plates. Steel handrails border each side of the deck and are supported by steel, angle braces that cantilever from the outermost I-beam. The stringer span is covered with ballast, pressure-treated wood railroad ties, and standard gauge rails. Modifications to the overcrossing include the replacement of pressure-treated wood beams, base plates, and rails on the deck (dates unknown). Circa 2018, two murals depicting the distilling process and Mt. Rainier and a tractor were painted on the two concrete walls. The name “Woodinville” is painted on the overcrossing’s north side, and signals the entrance to the town.



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