

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

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April 15, 2024

VIA EMAIL

In reply refer to: STB_2023_0217_001

Ms. Danielle Gosselin, Director
Office of Environmental Analysis
Surface Transportation Board
Washington, DC 20423

Subject: BNSF Railway Company Abandonment Exemption STB Docket No. AB-6
(Sub-No. 501X), Contra Costa County, CA

Dear Ms. Gosselin:

The Surface Transportation Board (STB) provided me with the results of its efforts to determine whether the above abandonment may affect historic properties. You have done this, and are consulting with me, in order to comply with Section 106 of the National Historic Preservation Act and implement regulations codified at 36 CFR Part 800.

The BNSF Railway (BNSF) is proposing to abandon approximately 0.79 miles of rail line between milepost 1190.9 and 1191.69. Following abandonment, BNSF intends to (1) convey a 485-foot section of right-of-way between milepost 1190.9 and milepost 1191 to the East Bay Regional Park District (District), and (2) release an easement that BNSF holds over a remaining portion of the Line. The Line includes the Ferry Point Pier and adjacent rail corridor with some intact sections of track. The proposed abandonment would allow BNSF to extinguish its remaining property rights related to the Line and would allow the District to acquire the land underlying the Line for incorporation into the Miller/Knox Regional Shoreline park. BNSF has indicated that it does not intend to salvage the Line. Once consummated (that is, once the authority granted by the Board to abandon the Line is exercised by BNSF), the Line would leave the Board's jurisdiction.

The area of potential effects (APE) includes a linear historic district (Ferry Point Pier Historic District) as well as two individual resources that also contribute to the historic district described below:

- The Ferry Point Pier Historic District, determined eligible for listing in the National Register under Criteria A and C (2022);
- The Ferry Point Pier, determined to be individually eligible (1995) as well as a contributing resource within the historic district; and

- The Santa Fe Railroad, determined to be individually eligible as well as a contributing resource within the historic district (2022).

These resources were previously surveyed and determined to be historic properties by the U.S. Army Corps of Engineers (COE) (COE Determination December 16, 2022, cited in SHPO to COE Letter dated January 20, 2023).

The STB has found that the proposed abandonment will have no adverse effect to historic properties. The BNSF does not intend to conduct salvage or ground disturbing activities in connection with this abandonment and there would be no changes to any historic properties or to their setting.

Based on review of the submitted documentation, I do not object to your recommendation that the undertaking will have no adverse effect on historic properties. Be advised that under certain circumstances, such as unanticipated discovery or a change in project description, the STB may have additional responsibilities for this undertaking under 36 CFR Part 800.

If you have any questions, please contact Natalie Lindquist at natalie.lindquist@parks.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Julianne Polanco', with a long horizontal stroke extending to the right.

Julianne Polanco
State Historic Preservation Officer