



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

August 12, 2022

Ms. Kristin Sanders, SHPO
 Louisiana Office of Cultural Development
 P.O. Box 44247
 Baton Rouge, Louisiana 70804-44247

Re: Cultural Resources Survey in Support of the Proposed Acquisition of Kansas
 City Southern Railway by the Canadian Pacific Railway

Dear Ms. Sanders,

The Surface Transportation Board's (Board's) Office of Environmental Analysis (OEA) is pleased to submit this Cultural Resources Survey Report in support of the OEA's review of a proposal by Canadian Pacific Railway et al. (CP) and Kansas City Southern Railway et al. (KCS) for CP to acquire KCS (Proposed Acquisition). The Proposed Acquisition is an undertaking subject to the Board's federal jurisdiction. If the Board authorizes this Proposed Acquisition, CP and KCS would combine to form an integrated system to be known as Canadian Pacific Kansas City (CPKC), which would be the first railroad to connect Canada, the United States, and Mexico. As part of the review process, OEA is preparing an Environmental Impact Statement (EIS) that will assess the potential environmental impacts of the Proposed Acquisition. OEA is also evaluating the potential impacts of the Proposed Acquisition on historic properties, in accordance with Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108), the Section 106 implementing regulations (36 C.F.R. Part 800), and the Board's environmental regulations (49 C.F.R. Part 1105).

Consistent with past practice in merger cases and the Board's regulations at 49 C.F.R. § 1105.8(b)(1), OEA focused the Section 106 review on 25 planned capital improvements that CP and KCS intend to add within the existing rail right-of-way (ROW) if the Board authorizes the Proposed Acquisition. The 25 planned capital improvements would include adding 10 new passing sidings, extending 13 existing sidings, adding a section of double track, and adding a section of facility working track along the CPKC network within the rail ROW. The planned capital improvements are the only outcomes of the Proposed Acquisition that could have the potential to affect cultural resources. Of the 25 planned capital improvements, three are located in Louisiana.

Capital Improvement Location	County
Mansfield	De Soto
Loring	Sabine
Singer	Beauregard

On behalf of OEA, Vanasse Hangen Brustlin, Inc. (VHB), OEA's third-party contractor, undertook background research, field survey, and documentation of historic properties within the Area of Potential Effects (APE) for the planned capital improvements.

The APE as defined in 36 C.F.R. § 800.16(d), is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties if any such properties exist. The above-ground APE for the planned capital improvements extends the length of the planned capital improvements within the existing rail ROW as well as a buffer on each side of the ROW to account for potential setting, visual, noise, or other impacts from construction activities. All above-ground resources over 50 years of age present within this broader above-ground APE were surveyed and documented. The above-ground APE varies depending upon actual field conditions, incorporating factors such as topography, vegetation, and intervening buildings. The archaeology APE for the Phase I archaeological survey is confined within the existing rail ROW, where ground disturbing activities could potentially occur.

The Phase I Archaeological Survey did not identify archaeological sites at any of the three planned capital improvements. The historic resource survey identified eighteen historic resources within the APE. These historic resources include LDHP Nos. 16-01547 through 16-01551, 16-01554 through 16-01556, 06-00031, and 06-00032 (Ranch houses constructed circa 1960s and their associated outbuildings), LDHP No. 16-01552 (Large shed constructed circa 1960s), LDHP No. 16-01553 (Small utility building constructed circa 1960s), LDHP No. 06-00028 (Vernacular house constructed circa late 50s), LDHP No. 06-00029 (Commercial building constructed circa 1970s), LDHP No. 06-00030 (House constructed circa 1950s), LDHP No. 06-00033 (Vernacular house constructed circa 1920s), and LDHP Nos. 16-01557 and 06-00034 (historic segments of the Kansas City Southern Railway). Of these properties, four are recommended as eligible for listing in the National Register of Historic Places (National Register); the historic railroad segments (Under Criterion A and B) and two residential properties, 16-01550 and 16-01555 (Under Criterion C). All other properties are recommended as not eligible for listing in the National Register.

The Proposed Acquisition and associated planned capital improvements would have no adverse effect on the eligible historic properties (LDHP Nos. 16-01557, 06-00034, 16-01550, and 16-01555) as no impacts are anticipated that would alter the qualities that make the properties eligible for the National Register. OEA's determinations are supported by the findings presented in the attached report, prepared by VHB. If you have any questions about the reports, or require additional information, please do not hesitate to contact Alan Tabachnick, Historic Preservation Specialist, at alan.tabachnick@stb.gov or 202-245-0367.

Sincerely,

A handwritten signature in black ink, appearing to read 'Danielle Gosselin', written in a cursive style.

Danielle Gosselin
Director
Office of Environmental Analysis
Surface Transportation Board

Cc: Rachel Watson, Cultural Resources Manager

Attachments:

- Cultural Resource Survey Report