



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

August 12, 2022

Dr. Toni Prawl, Deputy SHPO
Missouri Department of Natural Resources
State Historic Preservation Office
Attn: Section 106 Review
P.O. Box 176
Jefferson City, Missouri 65102-0176

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

Dear Dr. Prawl,

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, seven are located in Missouri:

Capital Improvement Location	County
Asbury	Jasper
Blue Valley	Jackson
Grandview	Cass/Jackson
Laredo	Grundy
MP 186	McDonald
MP 341	Livingston
Newton	Sullivan

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 revisited a previously-recorded archaeological site (23CS102) at the Grandview capital improvement; the results of the field survey determined that the previous finding of the site as not eligible for the National Register of Historic Places (National Register) remained valid. A single Isolated Find was located within the APE for the Asbury capital improvement during the archaeological survey, and this Isolated Find has been determined to be not eligible for the National Register. As a result of the above-ground survey, a total of 23 historic resources were identified within the APE. Of the identified resources, three are recommended eligible for the National Register: the Leeds Industrial (MO-BV-014) and the KCS Railway Segment #1 within the APE of the planned Blue Valley capital improvement, and the Mitchell Cemetery (MO-GO-004) within the APE of the planned MP 186 capital improvement. Resource MO-GO-004 is recommended eligible for listing on the National Register under Criterion A. Resource MO-BV-014 and KCS Railway Segment #1 are recommended eligible for listing on the National Register under Criteria A and B.

The Proposed Acquisition and associated planned capital improvements would have no adverse effect on Leeds Industrial (MO-BV-014), KCS Railway Segment #1, or the Mitchell Cemetery (MO-GO-004), 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 cursive script, appearing to read "Danielle Gosselin".

Danielle Gosselin
Director
Office of Environmental Analysis
Surface Transportation Board

Cc: Amanda Burke, Review, Compliance, Records Section Chief
Amy Rubingh, Archaeologist

Attachments:

- Phase I Cultural Resource Survey