

**SURFACE TRANSPORTATION BOARD
OFFICE OF ENVIRONMENTAL ANALYSIS**

SUPPLEMENTAL FINAL ENVIRONMENTAL ASSESSMENT

ENVIRONMENTAL RECOMMENDATIONS IN
DOCKET NO. AB 43 (Sub-No. 154X)

September 14, 2017

RECOMMENDATION: Modify Section 106

In this proceeding, Illinois Central Railroad Company (IC) filed a petition to abandon a 29.14-mile rail line between milepost 38.25 near Colt and milepost 67.39 near Covington in St. Tammany Parish, Louisiana. Because the Section 106 process of the National Historic Preservation Act (NHPA) had not been completed at the time of the June 17, 1992 decision granting abandonment authority, a condition was imposed requiring IC to retain its interest in and take no steps to alter the historic integrity of all sites and structures on the line that are 50 years old or older until completion of the Section 106 process of the NHPA.

To support road improvements and the construction of a new bridge, the St. Tammany Parish Government (STPG) would like IC to consummate a 2.39-mile segment of the line between milepost 65 near Claiborne Hill and milepost 67.39 in Covington. STPG has consulted with the Louisiana Division of Historic Preservation (SHPO) regarding impacts to historic resources located on this segment. The SHPO has no objections to abandonment of the segment and concurred with the determination that no known historic properties would be affected (documentation attached). Accordingly, OEA recommends modifying the Section 106 condition to remove the 2.39-mile segment from the condition.

Conclusions

For the reason stated above, OEA recommends that the Board modify the Section 106 condition that was imposed in the June 17, 1992 decision. The condition has been updated to reflect OEA's current language imposing 106 conditions as follows:

Illinois Central Railroad Company (IC) shall retain its interest in and take no steps to alter the historic integrity of all historic properties including sites, buildings, structures, and objects within the project right-of-way (the Area of Potential Effect) that are eligible for listing or listed in the National Register of Historic Places from milepost 38.25 to milepost 65 until the Section 106 process of the National Historic Preservation Act, 54 U.S.C. § 306108, has been completed. IC shall report back to

the Office of Environmental Analysis (OEA) regarding any consultations with the Louisiana State Historic Preservation Office and the public. IC may not file its consummation notice or initiate any salvage activities related to abandonment (including removal of tracks and ties) until the Section 106 process has been completed and the Board has removed this condition.

If the above condition is imposed, OEA believes that the proposed action will not significantly affect the quality of the human environment.

OEA CONTACT: Kenneth Blodgett

From: Joseph Alphonse
To: DCRT Section 106
Cc: Nicole Hobson-Morris; Kelly M. Rabalais; Cohen, Matthew (matthew.cohen@stoel.com)
Subject: SHPO Approval - Tammany Trace Partial Revocation of Railbanking H.004987 US 190 (Collins Blvd) Widening
Date: Friday, September 01, 2017 3:43:24 PM
Attachments: image001.png
Tammany Trace Partial Revocation of Railbanking H.004987 US 190 (Collins Blvd) Widening.pdf

Please see the attached request for approval. Thank you.



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EI-26196

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ST. TAMMANY PARISH

PATRICIA P. BRISTER
PARISH PRESIDENT

August 31, 2017

VIA E-MAIL nhmorris@crt.la.gov

Nicole Hobson-Morris
Executive Director
Division of Historic Preservation
Department of Culture, Recreation and Tourism
Office of Cultural Development
P.O. Box 44247
Baton Rouge, La 70804

No known historic properties will be affected by this undertaking. Therefore, our office has no objection to the implementation of this project. This effect determination could change should new information come to our attention.

A handwritten signature in cursive script, reading "Kristin P. Sanders".

Kristin P. Sanders
Deputy State Historic Preservation Officer

Date 9/08/2017

Re: Tammany Trace
Partial Revocation of Railbanking
US 190 (Collins Blvd) Widening
H.004987

Dear Ms. Hobson-Morris:

With regards to Louisiana DOTD's project H.004987 to widen US 190 across the Bogue Falaya River, it was necessary for St. Tammany Parish to obtain a partial revocation of a Notice of Interim Trail Use ("Railbanking Order") covering a portion of the Tammany Trace within the DOTD project area. This revocation is necessary to allow DOTD to construct entrance and exit lanes from the new bridge structures onto Boston Street. As part of the granting of a partial revocation of Railbanking, the Surface Transportation Board authorized the former rail carrier, Illinois Central, to abandon rail service on the affected segment, subject to a condition that requires an NHPA Section 106 review from the Division of Historic Preservation.

This partial revocation of Railbanking concerns an area of the Tammany Trace approximately 2.39 miles long commencing at mile marker 65 in Claiborne Hill (approximately at the intersection of Jenkins Avenue with the Tammany Trace) and ending at mile marker 67.39 in Covington (approximately at the southern terminus of De Porres Road). This will permanently remove the possibility for the return of rail service within the DOTD project area, which will allow DOTD to construct entrance/exit ramps to new bridge structures without consideration of railway clearance heights. This partial revocation does not eliminate the Tammany Trace, which will continue unaltered and/or be accommodated in the DOTD project area. The DOTD project

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involves no construction on or near the Tammany Trace, other than the new bridge structures described above.

Your office has previously issued findings of no known historic properties being affected by the DOTD project H.004987. Please see the three enclosed findings by Pam Breau, State Historic Preservation Officer, dated 9/19/11, 1/27/15 and 3/20/15 for reference. However, the enclosed August 11, 2017 Decision of the Surface Transportation Board (partially vacating the Railbanking Order and authorizing Illinois Central to abandon service) preserves the Section 106 condition. Illinois Central has advised the Parish that we need confirmation from the State Historic Preservation Office that abandonment of rail service on the 2.39 mile segment will not adversely affect any historic properties listed or eligible for listing on the National Register.

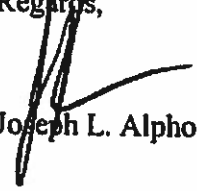
An original Section 106 review for historic preservation conditions was performed when Illinois Central and the Parish proposed in 1991 to railbank the 29.14 mile line that became the Tammany Trace. Therein, the only historic preservation condition identified by the Division of Historic Preservation was "Bridge NA 44.8" spanning Bayou Lacombe for its eligibility for listing the National Register of Historic Places. Also known as the Bayou Lacombe Train Trestle Bridge, this bridge is located multiple miles east of the current project area and will not be affected by the new bridge constructions in Covington.

Enclosed please find a map depicting the entirety of the 1992 Railbanking, along with an indication of the area approved for abandonment by the STB.

It is requested that your Division review the information and provide concurrence that no historic or cultural properties will be affected by abandonment of this 2.39 mile segment. It is our intention to forward your Divisions's concurrence to both the Surface Transportation Board and Canadian National as successor to Illinois Central to fully consummate the abandonment.

Should you have any questions or concerns, please feel free to contact me.

Regards,


Joseph L. Alphonse

/JLA

Enclosures