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July 31, 2020
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July 31, 2020

VIA US Mail

TO: Attached Service List

**RE: Union Pacific Railroad Company--Abandonment Exemption--In Kootenai County, ID, STB
Docket No. AB-33 (Sub-No. 346X)**

To whom it may concern:

On or after August 20, 2020, Union Pacific Railroad Company ("UP") expects to be filing with the Surface Transportation Board ("STB" or "Board") a Petition for Exemption seeking authority to abandon a portion of the Coeur D'Alene Industrial Lead in Coeur D'Alene, Idaho, from Milepost 1.09 to Milepost 2.25, a distance of 1.16 miles in Kootenai County, Idaho (the "Line"). Attached is a Combined Environmental and Historic Report describing the proposed action and any expected environmental and historic effects, as well as a map of the affected area.

Union Pacific is 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-33 (Sub-No. 346X). Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to OEA (with a copy to our representative) 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. If there are any questions concerning this proposal, please contact our representative directly. Our representative in this matter is Jeremy M. Berman who may be contacted by telephone at 402-544-4735 or by mail at 1400 Douglas St., Stop 1580, Omaha, NE 68179.

Sincerely,

s/ Jeremy M. Berman

Jeremy M. Berman

Attachment

Service List:

State Clearinghouse (or Alternate):

Office of the Governor
State Capitol
PO Box 83720
Boise, ID 83720

State Environmental Protection Agency:

Idaho Department of Environmental Quality
1410 N Hilton St.
Boise, ID 83706

Idaho Soil and Water Conservation Commission
322 E. Front St
Boise, ID 83702

U.S. Fish and Wildlife Service:

U.S. Fish and Wildlife Service – Region 1
Eastside Federal Complex
911 N.E. 11th Ave
Portland, OR 97232-4181

Environmental Protection Agency (Regional Office):

U.S. Environmental Protection Agency - Region 10
1200 Sixth Ave., Suite 155
Seattle, WA 98101

State Historic Preservation Office:

Idaho State Historic Preservation Office
210 Main St.
Boise, ID 83702

U.S. Army Corps of Engineers:

U.S. Army Corps of Engineers
Seattle District
PO Box 3755
Seattle, WA 98124-3755

National Park Service (Regional Office):

National Park Service
Pacific West Regional Office
333 Bush Street, Suite 500
San Francisco, CA 94104

Kootenai County, Idaho:

Kootenai County Board of Commissioners
451 Government Way
Coeur d'Alene, ID 83814

Coeur D'Alene, Idaho:

Mayor Steve Widmyer
City of Coeur d'Alene
710 E. Mullan Ave
Coeur d'Alene, ID 83814

U.S. Natural Resources Conservation Service:

USDA – Natural Resources Conservation Service
Idaho State Office
9173 W. Barnes Dr., Suite C
Boise, ID 83709-1574

National Geodetic Survey:

Geodetic Services Division
SSMCC-3 #9340
NOAA N/NGS12
Room 9452
1315 E-W Highway
Silver Spring, Maryland 20910-3282

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

Docket No. AB-33 (Sub-No. 346X)

**UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN KOOTENAI COUNTY, ID**

Combined Environmental and Historic Report

UNION PACIFIC RAILROAD COMPANY

Jeremy M. Berman
General Attorney
1400 Douglas Street STOP 1580
Omaha, NE 68179
(402) 544-4735
jmberman@up.com

Dated: July 31, 2020

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

Docket No. AB-33 (Sub-No. 346X)
UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN KOOTENAI COUNTY, ID

Combined Environmental and Historic Report

Union Pacific Railroad Company ("UP") submits this Combined Environmental and Historic Report ("EHR") pursuant to 49 C.F.R. § 1105.7(e) and 49 C.F.R. § 1105.8(d), respectively, for an exempt abandonment of a portion of the Coeur D'Alene Industrial Lead in Coeur D'Alene, Idaho, from Milepost 1.09 to Milepost 2.25, a distance of 1.16 miles in Kootenai County, Idaho (the "Line"). The Line is contained within U.S. Postal Service Zip Code 83854. UP anticipates that it will file a Petition for Exemption to abandon the Line on or after August 20, 2020.

A map of the Line (Attachment No. 1), and UP's letter to federal, state and local government agencies (Attachment No. 2), are attached to this EHR. There are no one bridge structures on the Line. Responses received thus far to UP's letters are also attached.

ENVIRONMENTAL REPORT
49 C.F.R. § 1105.7(e)

(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.

Response: The proposed action involves an exempt abandonment of a portion of the Coeur D'Alene Industrial Lead. The Line proposed for abandonment extends from Milepost 1.09 to Milepost 2.25 in Coeur D'Alene, Kootenai County, Idaho, a total distance of 1.16 miles. A map of the Line is attached as Attachment No. 1.

The Line was constructed was constructed by the Coeur d'Alene & Pend d'Oreille Railway in the early 1900's. The Line was subsequently operated by the Spokane International Railroad, which was acquired by UP in the 1950's.

The Line connects to UP's Spokane Subdivision and is currently used to serve one customer, AmeriGas Propane. UP's abandonment of the Line will facilitate an Idaho Department of Transportation (IDOT) highway expansion project and allow expansion of an existing multi-use trail. UP has reached an agreement with the State of Idaho, through IDOT, to sell the Line following abandonment. AmeriGas Propane has reached an agreement with the IDOT to relocate its operations off of the Line, meaning there are no customers who will lose rail service as a result of this abandonment.

The Line is laid with a combination of 72, 131 and 133 pound rail. There are no bridges on the Line.

UP's real property interest in the Line is primarily fee in nature. Based upon information in UP's possession, the Line does not contain federally granted right-of-way. Any documentation in UP's possession with regard to ownership of the Line will be made available to those requesting it.

It is UP's intention to salvage the track material still and sell the right of way to the state of Idaho.

UP's salvage work for abandonments is always performed by experienced rail material salvagers. Each salvage contract includes detailed information on any environmental or historical conditions imposed by the Board. Completed work is independently inspected by a UP maintenance official to ensure compliance with UP standards of quality and all contractual obligations, including Board imposed conditions, if applicable.

After the proposed abandonment, the area would continue to receive rail service from UP via remaining rail lines. The area is also well served by major highways and by numerous local roads.

AmeriGas Propane is the only customer on the Line and has agreed to relocate its operations off of the Line following abandonment.

(2) 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.

Response: Given the limited amount of traffic that uses the Line, the proposed abandonment will have no impact on area transportation systems and patterns.

(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 existing land use plans. Describe any inconsistencies.

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

(iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by 49 C.F.R. § 1105.9.

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

Response:

(i) UP is unaware of any adverse effects on local and existing land use plans. The Kootenai County Board of Commissioners have been contacted. To date, UP has not received a response.

(ii) The Natural Resources Conservation Service ("NRCS") has been contacted. To date, no response has been received.

(iii) Based on UP's research, the Line is not within a designated coastal zone.

(iv) The property proposed for abandonment may be suitable for a public purpose and UP intends to convey the Line to IDOT for such purposes.

(4) Energy.

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

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

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

(iv) 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.

Response: (i) There are no effects on the transportation of energy resources.

(ii) There are no recyclable commodities moved over the Line.

(iii) There will be no change in energy consumption from the proposed action.

(iv)(A)(B) UP does not anticipate that there will be any rail-to-motor diversion.

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

(A) an increase in rail traffic of at least 100% (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% (measured by carload activity), or

(C) an average increase in truck traffic of more than 10% 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 §10505) 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.

Response: UP does not anticipate any such effects.

(5) Air. (ii) If the proposed action affects a class 1 or nonattainment area under the Clean Air Act, and will result in either:

(A) an increase in rail traffic of at least 50% (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, or

(B) an increase in rail yard activity of at least 20% (measured by carload activity), or

(C) an average increase in truck traffic of more than 10% 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. §10505), 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.

Response: There will be no increase in rail traffic, rail yard activity, or truck traffic as a result of the proposed action.

(5) Air. (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.

Response: The proposed action will not affect the transportation of ozone depleting materials.

(6) Noise. If any of the thresholds identified in item (5)(i) of this section 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.

Response: Not applicable.

(7) Safety.

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

Response: (i) The proposed action will have no detrimental effects on public health and safety.

(ii) The proposed action will not affect the transportation of hazardous materials.

(iii) There are no known hazardous materials waste sites or sites where known hazardous material spills have occurred on or along the subject right-of-way.

(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.

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

Response: (i) and (ii). The U.S. Fish and Wildlife Service and the National Park Service were contacted. To date, UP has not received a response.

(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.

(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.

(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.)

Response: (i) The U. S. Environmental Protection Agency Region 10 office has been contacted. To date there has been no response. The Idaho Department of Environmental Quality has been contacted. To date there has been no response.

(ii) The U. S. Army Corps of Engineers (USACE) has been contacted. To date, no response has been received.

(10) Proposed Mitigation. Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

Response: There are no known adverse environmental impacts.

HISTORIC REPORT
49 C.F.R. § 1105.8(d)

(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:

Response: See **Attachment No. 1.**

(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:

Response: The right of way commences at the crossing of Highway 41, on the west, and ends on the east side near Meyer Road. The Line runs through open and the right of way is generally 50 wide. The topography is flat.

(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:

(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:

Response to (3) and (4): There are no structures on the Line.

(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:

Response: See UP's response to question (1) in the Environmental Report for a brief history and description.

(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:

Response: UP does not have any relevant documentation.

(7) An opinion (based on readily available information in the UP's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 C.F.R. § 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):

Response: There are no sites or structures that appear to meet the criteria for listing on the National Register. The Idaho State Historic Preservation Office has been contacted. As indicated in **Attachment No. 3**, the Idaho State Historic Preservation Office concluded that the proposed abandonment will have no effect to historic properties.

(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.

Response: UP does not have any such readily available information.

(9) Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specified 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 locations and type of the site (i.e., prehistoric or native American):

Response: Not applicable.

Dated this 31st day of July, 2020.

Respectfully submitted,

s/ Jeremy M. Berman

UNION PACIFIC RAILROAD COMPANY

Jeremy M. Berman

General Attorney

1400 Douglas Street STOP 1580

Omaha, NE 68179

(402) 544-4735

(402) 501-0129 (FAX)

jmberman@up.com

CERTIFICATE OF SERVICE

The undersigned hereby certifies that a copy of the foregoing Combined Environmental and Historic Report in Docket No. AB-33 (Sub-No. 346X), was served by First Class U.S. Mail, postage prepaid, on the 31st day of July, 2020, on the following parties:

State Clearinghouse (or Alternate):

Office of the Governor
State Capitol
PO Box 83720
Boise, ID 83720

State Environmental Protection Agency:

Idaho Department of Environmental Quality
1410 N Hilton St.
Boise, ID 83706

Idaho Soil and Water Conservation Commission
322 E. Front St
Boise, ID 83702

U.S. Fish and Wildlife Service:

U.S. Fish and Wildlife Service – Region 1
Eastside Federal Complex
911 N.E. 11th Ave
Portland, OR 97232-4181

Environmental Protection Agency (Regional Office):

U.S. Environmental Protection Agency - Region 10
1200 Sixth Ave., Suite 155
Seattle, WA 98101

State Historic Preservation Office:

Idaho State Historic Preservation Office
210 Main St.
Boise, ID 83702

U.S. Army Corps of Engineers:

U.S. Army Corps of Engineers
Seattle District
PO Box 3755
Seattle, WA 98124-3755

National Park Service (Regional Office):

National Park Service
Pacific West Regional Office
333 Bush Street, Suite 500
San Francisco, CA 94104

Kootenai County, Idaho:

Kootenai County Board of Commissioners
451 Government Way
Coeur d'Alene, ID 83814

Coeur D'Alene, Idaho:

Mayor Steve Widmyer
City of Coeur d'Alene
710 E. Mullan Ave
Coeur d'Alene, ID 83814

U.S. Natural Resources Conservation Service:

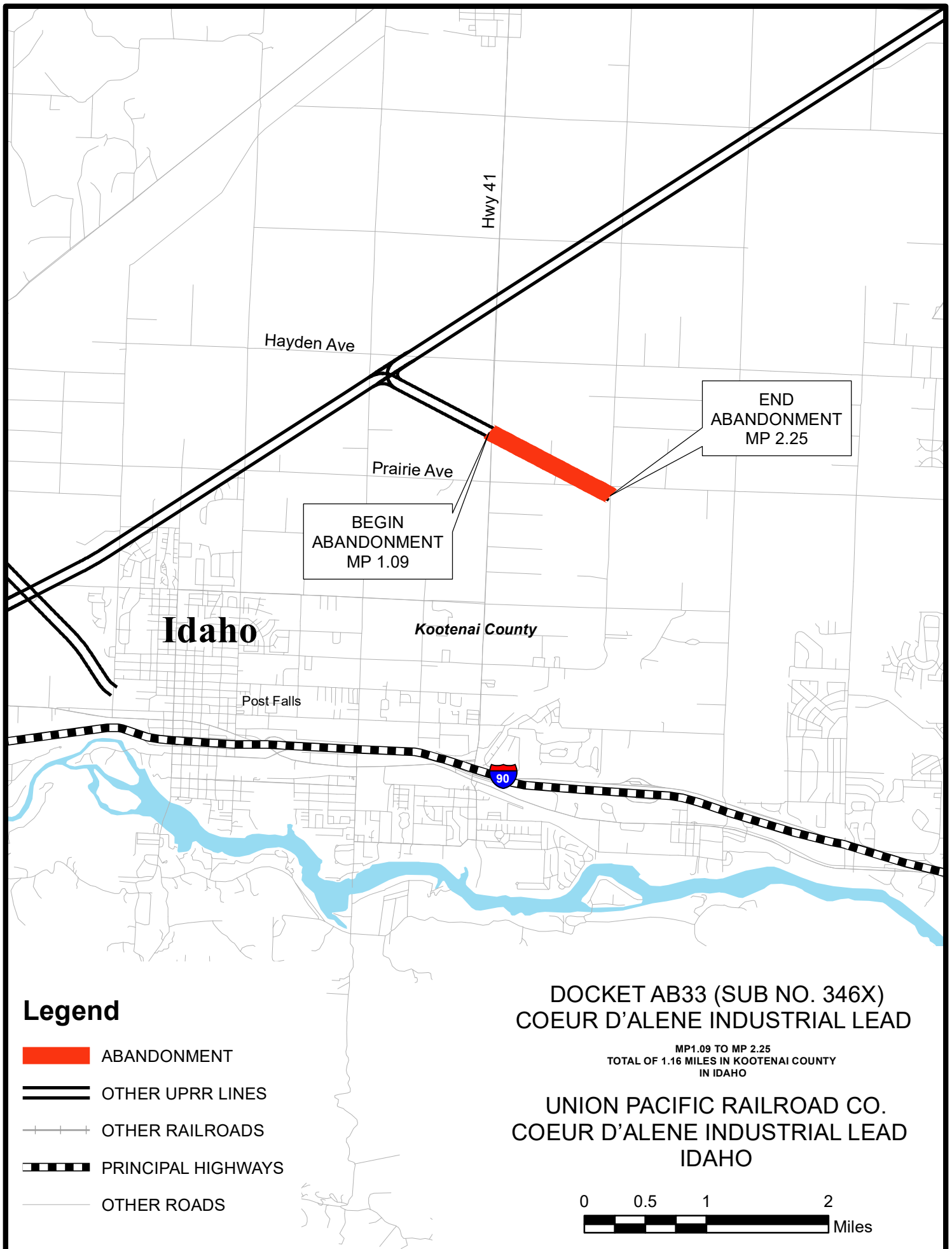
USDA – Natural Resources Conservation Service
Idaho State Office
9173 W. Barnes Dr., Suite C
Boise, ID 83709-1574

National Geodetic Survey:

Geodetic Services Division
SSMCC-3 #9340
NOAA N/NGS12
Room 9452
1315 E-W Highway
Silver Spring, Maryland 20910-3282

s/ Jeremy M. Berman

Jeremy M. Berman





BUILDING AMERICA®

May 22, 2020

State Clearinghouse (or Alternate):

Office of the Governor
State Capitol
PO Box 83720
Boise, ID 83720

State Environmental Protection Agency:

Idaho Department of Environmental Quality
1410 N Hilton St.
Boise, ID 83706

Idaho Soil and Water Conservation Commission
322 E. Front St
Boise, ID 83702

U.S. Fish and Wildlife Service:

U.S. Fish and Wildlife Service – Region 1
Eastside Federal Complex
911 N.E. 11th Ave
Portland, OR 97232-4181

Environmental Protection Agency (Regional Office):

U.S. Environmental Protection Agency - Region 10
1200 Sixth Ave., Suite 155
Seattle, WA 98101

State Historic Preservation Office:

Idaho State Historic Preservation Office
210 Main St.
Boise, ID 83702

U.S. Army Corps of Engineers:

U.S. Army Corps of Engineers
Seattle District
PO Box 3755
Seattle, WA 98124-3755

National Park Service (Regional Office):

National Park Service
Pacific West Regional Office
333 Bush Street, Suite 500
San Francisco, CA 94104

Kootenai County, Idaho:

Kootenai County Board of Commissioners
451 Government Way
Coeur d'Alene, ID 83814

Coeur D'Alene, Idaho:

Mayor Steve Widmyer
City of Coeur d'Alene
710 E. Mullan Ave
Coeur d'Alene, ID 83814

U.S. Natural Resources Conservation Service:

USDA – Natural Resources Conservation Service
Idaho State Office
9173 W. Barnes Dr., Suite C
Boise, ID 83709-1574

National Geodetic Survey:

Geodetic Services Division
SSMCC-3 #9340
NOAA N/NGS12
Room 9452
1315 E-W Highway
Silver Spring, Maryland 20910-3282

Re: Union Pacific Railroad Company--Abandonment Exemption--In Kootenai County, ID, STB Docket No. AB-33 (Sub-No. 346X)

To Whom It May Concern:

Union Pacific Railroad Company plans to request authority from the Surface Transportation Board ("STB") to abandon a portion of the Coeur D'Alene Industrial Lead in Coeur D'Alene, Idaho, from Milepost 1.09 to Milepost 2.25, a distance of 1.16 miles in Kootenai County, Idaho (the "Line"). The Line

is contained within U.S. Postal Service Zip Codes 83854. A map of the proposed abandonment is attached. There are no structures on the Line.

Pursuant to the STB's regulations at 49 C.F.R. Part 1152, and the environmental regulations at 40 C.F. R. Part 1105.7, this is to request your assistance in identifying any potential effects of this action as indicated in the paragraphs below. We do not anticipate any adverse environmental impacts. However, if you identify any adverse environmental impacts, describe any actions that are proposed in order to mitigate the environmental impacts. Please provide us with a written response that can be included in an Environmental Report, which will be sent to the STB.

LOCAL AND/OR REGIONAL PLANNING AGENCIES. State whether the proposed action is consistent with existing land use plans. Please describe any inconsistencies.

U.S. SOIL CONSERVATION SERVICE. State the effect of the proposed action on any prime agricultural land.

U.S. FISH AND WILDLIFE SERVICE. State (1) 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, and (2) whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

STATE WATER QUALITY OFFICIALS. State whether the proposed action is consistent with applicable Federal, State or Local water quality standards. Please describe any inconsistencies.

STATE COASTAL MANAGEMENT PROGRAM. State whether the proposed action is consistent with the state coastal zone management plan. Please describe any inconsistencies.

U.S. ARMY CORPS OF ENGINEERS. State (1) whether permits under Section 404 of the Clean Water Act (33 U.S. C. § 1344) are required for the proposed action and (2) whether any designated wetlands or 100-year flood plains will be affected. Please describe the effects.

U.S. ENVIRONMENTAL PROTECTION AGENCY AND STATE ENVIRONMENTAL PROTECTION (OR EQUIVALENT AGENCY). (1) Identify any potential effects on the surrounding area, (2) identify the location of hazardous waste sites and known hazardous material spills on the right-of-way and list the types of hazardous materials involved, and (3) state whether permits under Section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action.

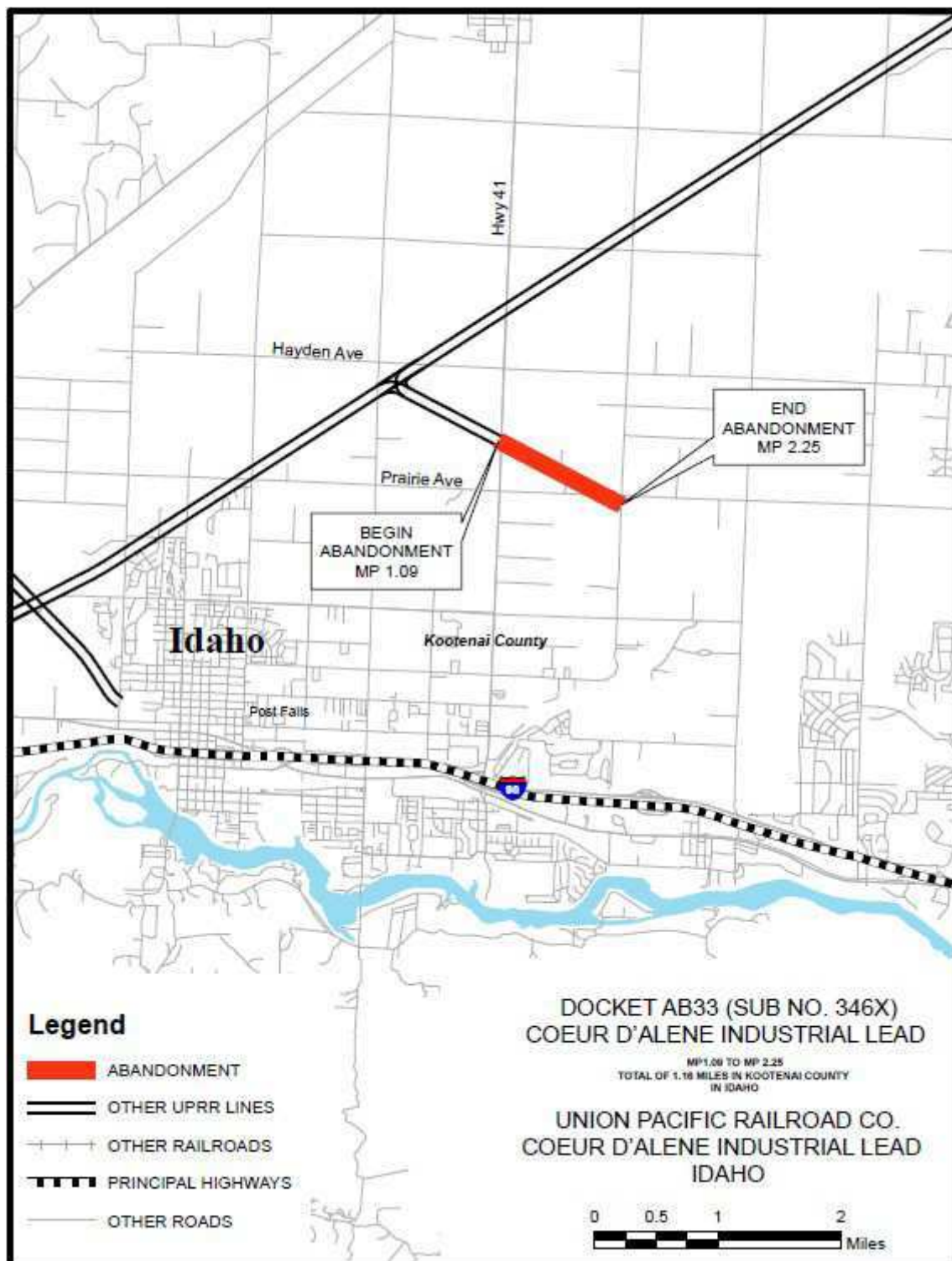
Thank you for your assistance. Please send your reply to the undersigned.

Sincerely,

/s/ Jeremy Berman

Jeremy Berman
Union Pacific Railroad
1400 Douglas Street, Stop 1580
Omaha, Nebraska 68179
jmb@up.com

Attachment





IDAHO STATE
**HISTORICAL
SOCIETY**



Brad Little
Governor of Idaho

Janet Gallimore
Executive Director
State Historic
Preservation Officer

Administration:
2205 Old Penitentiary Rd.
Boise, Idaho 83712
208.334.2682
Fax: 208.334.2774

Idaho State Museum:
610 Julia Davis Dr.
Boise, Idaho 83702
208.334.2120

**Idaho State Archives
and State Records
Center:**
2205 Old Penitentiary Rd.
Boise, Idaho 83712
208.334.2620

**State Historic
Preservation Office:**
210 Main St.
Boise, Idaho 83702
208.334.3861

**Old Idaho Penitentiary
and Historic Sites:**
2445 Old Penitentiary Rd.
Boise, Idaho 83712
208.334.2844

HISTORY.IDAHO.GOV

4 June 2020

Jeremy Berman
Union Pacific Railroad
1400 Douglas Street, Stop 1580
Omaha, Nebraska 68178
jmbberman@up.com

**RE: Union Pacific Railroad Company—Abandonment Exemption—
Kootenai County, Idaho, STP Docket No. AB-33 (Sub-No. 346x) /
SHPO Rev. No. 2020-632**

Dear Mr. Berman:

Thank you for consulting with our office on the above referenced project. We understand the scope of work includes abandoning a portion of the Coeur d'Alene Industrial Lead in Coeur d'Alene, Idaho from milepost 1.09 to milepost 2.25. This branch of the railroad (10KA393) was previously determined ineligible for listing in the National Register of Historic Places.

Pursuant to 36 CFR 800, we have applied the criteria of effect to the proposed undertaking. Based on the information received 26 May 2020, we concur the proposed project actions will have **no effect to historic properties.**

If you have any questions or the scope of work changes, please contact me via phone or email at 208.488.7463 or ashley.brown@ishs.idaho.gov.

Sincerely,

Ashley Brown, M.A.
Historical Review Officer
Idaho State Historic Preservation Office