Iowa Connections

Get on Board

Final Scoping Report

Chicago to Omaha

Regional Passenger Rail System Planning Study

July 12, 2012

Iowa Department of Transportation

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CHAPTER 1
INTRODUCTION

The Iowa Department of Transportation (Iowa DOT), in conjunction with the Federal Railroad Administration (FRA) and Illinois Department of Transportation (Illinois DOT), is evaluating alternatives for the reestablishment of intercity passenger rail service from Chicago, Illinois, through Iowa, to Omaha, Nebraska (the Project). Iowa DOT's evaluation will be documented in the Chicago to Omaha Regional Passenger Rail System Planning Study (the Study) Tier 1 Service Level Environmental Impact Statement (EIS).

The Tier 1 Service Level EIS will evaluate potential impacts of route alternatives carried forward from the screening process[1] for detailed analysis and comparison. In addition, a No-Build Alternative will be retained for analysis in the Tier 1 Service Level EIS to allow for comparison to the route alternatives carried forward and to help decision makers and the public understand the consequences of taking no action. Ultimately, Iowa DOT, Illinois DOT, and FRA will select one route alternative based on the detailed evaluation in the Tier 1 Service Level EIS and input from resource agencies and the public.

The scoping process as described in the National Environmental Policy Act of 1969 (NEPA) was undertaken in support of the Tier 1 Service Level EIS. Under NEPA regulations issued by the Council on Environmental Quality (CEQ) in 40 Code of Federal Regulations (CFR) Section 1501.7, "Scoping" is defined as "...an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action." Under 64 Federal Register (FR) 28545, FRA Procedures for Considering Environmental Impacts, Section 13(c)(2), FRA requires use of a scoping process for preparing an EIS and references Section 1501.7 of the CEQ regulations.

The purpose of the scoping process is to effectively manage preparation of the EIS. Scoping helps identify key issues and concerns of resource agencies and the public early, thereby allowing these issues to be properly studied and minimal effort to be spent on issues of less concern. The scoping process should identify agency and public concerns; clearly define the environmental issues and alternatives to be examined in the Tier 1 Service Level EIS, including the elimination of alternatives that are screened from detailed analysis; and identify and address related environmental requirements of other federal agencies, as well as state and local agencies. An effective scoping process can help reduce unnecessary paperwork and time delays under NEPA by clearly identifying all relevant procedural requirements. Although public meetings to gather scoping input are often held, they are not required; instead the manner in which public feedback is solicited is left to agency preference.

[1] The screening process is used to compare various alternatives against designated criteria for meeting purpose and need, technical feasibility, economic feasibility, and environmental concerns. The process included two steps: an initial coarse-level screening to identify whether any route alternative is hindered by major challenges (and would thus be eliminated from further screening) and a subsequent fine-level screening to evaluate each route alternative in greater quantitative and qualitative detail.

This Scoping Report describes the agency and public scoping processes and activities, summarizes the comments received during scoping, and indicates how the scoping input will be used in the NEPA process. The Scoping Report is a public document and will be included in the Tier 1 Service Level EIS as an appendix. Other public documents have been produced as part of the Study and address the purpose and need for the Project (Iowa DOT, February 8, 2012), and the method and results for identifying, evaluating, and screening alternatives for the Project (Iowa DOT, April 27, 2012). Consequently, this report will focus on the scoping process and will not duplicate extensive background information on the Project, its purpose and need, and the alternatives evaluation process.

This report is organized as follows:

- Chapter 1, Introduction – Describes the scoping process, including specific scoping activities performed in support of the Study.
- Chapter 2, Agency Scoping – Summarizes the findings of the agency scoping process.
- Chapter 3, Public Scoping – Summarizes the findings of the public scoping process.
- Chapter 4, Tribal Scoping – Summarizes the findings of the tribal scoping process.
- Chapter 5, Conclusions – Summarizes key input from the scoping process and describes how the scoping input will be used in the NEPA process.
- Chapter 6, References – Provides detailed information on the sources used to prepare this Scoping Report.

1.1 SCOPING PROCESS

The lead federal agency for this Study is FRA, with Iowa DOT serving as the Study Sponsor; both agencies will be signature authorities on the NEPA documents produced during the Study. NEPA requirements ensure that environmental information is available to public officials and citizens before decisions are made and actions are taken. The scoping process conducted in support of this Study follows CEQ and FRA requirements, and has involved some innovative approaches to facilitate public involvement. The Notice of Intent for the Tier 1 Service Level EIS was published in the Federal Register on March 15, 2012.

Iowa DOT is sponsoring a Study webpage on its website (http://www.iowadot.gov/chicagotoomaha/) that hosts information for the Study for both resource agencies and the public. An online open scoping meeting was hosted via the website, soliciting input from February 13 through April 16, 2012, and providing a form for comments. The website is described in more detail in Chapter 3, Public Scoping. Input from the scoping process will be used to focus the Tier 1 Service Level EIS on the relevant issues of concern by resource agencies and the public.

1.2 AGENCY COORDINATION

Agency coordination has included interaction through email notices, email responses, in-person meetings, and teleconferences, as described in this section. For this Study, agencies are categorized as public entities with decision making authority for the public. For example, comments from elected officials (senators, mayors, etc.), councils of government, and

federal, state, and local agencies are considered to be agency comments, whereas input from chambers of commerce, economic development councils, and businesses are included in the public forum for this Project.

1.2.1 Scoping Meetings

To initiate the scoping process, relevant federal and state resource agencies in Illinois, Iowa, and Nebraska were sent an email on February 15, 2012, notifying them of the Study, providing them with a Purpose and Need statement and a figure depicting the five previously established passenger rail routes in the Chicago to Omaha corridor (the Corridor), and inviting them to upcoming agency scoping meetings. The agency scoping meetings were held on February 21, 2012, from 10:00 a.m. to noon in Ames, Iowa, and on February 22, 2012, from 1:00 to 3:00 p.m. in Chicago, Illinois. In addition to agencies participating in person, agencies also participated electronically via Adobe ConnectNow and conference phone lines. The meetings included a PowerPoint presentation introducing the Study and Project, the purpose and need, the alternatives screening process, resource analysis methodologies, and the Project schedule. Agencies asked questions and identified their interests and issues of concern. The agencies were requested to also provide written input on their interests and concerns for consideration in the Tier 1 Service Level EIS. Key points from the meetings are provided and agency comments are summarized in Chapter 2 of this Scoping Report. Appendix A includes a summary of each meeting, including agency questions and input, and the PowerPoint presentation given at both meetings. The meeting summaries were provided to the participants; no additional comments were received.

Pursuant to Section 6 of FRA's Procedures for Considering Environmental Impacts, the lead agency will consult with participating agencies to ensure that the joint effort makes the best use of the areas of jurisdiction and of special expertise of the participating agencies, that the views of participating agencies are considered in the course of the NEPA analysis and documentation process, and that the substantive and procedural requirements of all participating agencies are met.

The following are the key federal and state agencies invited to participate in the NEPA process:

- Federal agencies
    - Federal Aviation Administration (FAA)
    - Federal Emergency Management Agency (FEMA)
    - Federal Highway Administration (FHWA)
    - Federal Transit Administration (FTA)
    - U.S. Army Corps of Engineers (USACE)
    - U.S. Coast Guard (USCG)
    - U.S. Department of Agriculture (USDA)
    - U.S. Department of Army
    - U.S. Department of Housing and Urban Development (USHUD)
    - U.S. Department of Interior (USDOI)
    - U.S. Environmental Protection Agency (USEPA)
    - U.S. Fish and Wildlife Service (USFWS)
    - U.S. Geological Survey (USGS)

- Illinois agencies
    - Illinois Commerce Commission
    - Illinois Department of Agriculture
    - Illinois Department of Commerce and Economic Opportunity
    - Illinois Department of Human Services
    - Illinois Department of Natural Resources (Illinois DNR)
    - Illinois Division of Aeronautics
    - Illinois Department of Transportation (Illinois DOT) Districts
    - Illinois DOT Bureau of Railroads
    - Illinois Environmental Protection Agency
    - Illinois Historical Preservation Agency (State Historic Preservation Office [SHPO])
    - Illinois Institute for Rural Affairs
    - Illinois Nature Preserves Commission
    - State of Illinois
- Iowa agencies
    - Iowa Agriculture Development Authority
    - Iowa Department of Agriculture and Land Stewardship
    - Iowa Department of Cultural Affairs
    - Iowa Department of Human Services
    - Iowa Department of Natural Resources (Iowa DNR)
    - Iowa Department of Public Health
    - Iowa Department of Transportation (Iowa DOT) Districts
    - Iowa Economic Development Authority
    - Iowa Environmental Protection Commission
    - Iowa State Parks Bureau
    - Iowa State Preserves Advisory Board
    - Iowa Transportation Commission
    - State Historical Society of Iowa (SHPO)
    - State of Iowa
- Nebraska agencies
    - Nebraska Department of Aeronautics
    - Nebraska Department of Environmental Quality (NDEQ)
    - Nebraska Department of Health and Human Services
    - Nebraska Department of Natural Resources (NDNR)
    - Nebraska Department of Roads (NDOR) District 2
    - NDOR, Rail and Public Transportation
    - Nebraska Game and Parks Commission
    - Nebraska State Historical Society (SHPO)
    - State of Nebraska

1.2.2 Early Coordination

As part of the scoping process, an early coordination (EC) packet of information (including a description of the proposed action, background information, and a figure depicting the five previously established passenger rail routes in the Corridor) was distributed to federal, state, and local resource agencies via email on April 1, 2012, with a request for input on the Study; Appendix B includes the EC packet and a list of the agencies to which it was sent. The email message indicated that the Notice of Intent for the Tier 1 Service Level EIS was published in the Federal Register on March 15, 2012.

Iowa DOT coordinated with selected resource agencies from Illinois, Iowa, and Nebraska at selected Project milestones during this Study. These milestones are 1) purpose and need, 2) alternatives to be analyzed, and 3) alternatives to be carried forward. In addition, Iowa DOT will coordinate with the selected resource agencies at a fourth milestone: selection of the preferred alternative. Coordination at these Project milestones helped guide the Study, especially alternatives identification and evaluation.

At each Project milestone, Iowa DOT coordinated with the resource agencies by distributing information for their review. Coordination for milestone 1 was completed after the purpose and need statement was developed. A packet of information, including the purpose and need statement, was distributed to the agencies prior to the scoping meeting for the agencies' review and comment. Coordination for milestones 2 and 3 occurred after coarse-level and fine-level screening of the alternatives was conducted. The results of the screening were documented in the Draft Alternatives Analysis Report, which was made available to the agencies for review and comment. Coordination for milestone 4 will occur after the Tier 1 Service Level Draft EIS has been distributed and the comment period has closed.

Another aspect of agency coordination will be fulfillment of Section 106 requirements under the National Historic Preservation Act. FRA will consult with Illinois, Iowa, and Nebraska State Historic Preservation Offices. Because the Tier 1 NEPA analysis is at the service level, specific Project impacts will not be known at this time. Therefore, Section 106 consultation regarding adverse effects on historic properties is not applicable during Tier 1, but would occur during future Tier 2 Project Level NEPA studies.

1.2.3 Cooperating Agencies

In addition to the EC packet, particular resource agencies have been sent a letter from FRA inviting them to be involved in the NEPA process as a cooperating agency, defined under NEPA at 40 CFR 1508.5. Those agencies invited to be cooperating agencies include:

- FAA
- FHWA Illinois
- FHWA Iowa
- FHWA Nebraska
- FTA Region V
- FTA Region VII
- USACE Chicago District
- USACE Omaha District
- USACE Rock Island District

- USCG District 8
- USCG District 9
- U.S. Department of the Army, Rock Island Arsenal
- USEPA Region 5
- USEPA Region 7
- USFWS Chicago
- USFWS Grand Island
- USFWS Rock Island
- Illinois DNR
- Illinois SHPO
- Iowa Department of Cultural Affairs
- Iowa SHPO
- Nebraska SHPO

Cooperating agencies will be involved in the NEPA process in accordance with CEQ regulations for implementing the procedural provisions of NEPA (40 CFR 1501.6). In addition to participating in scoping, cooperating agencies become involved in the review of NEPA documents before public distribution. This cooperation facilitates the development of the NEPA document so that it may be adopted by the cooperating agencies in at least partial satisfaction of the agencies' NEPA obligations for future approvals/permits/authorizations associated with the Study.

As of July 12, 2012, the following agencies have responded to FHWA's offer to be cooperating agencies: Iowa SHPO and Iowa FHWA accepted, and USACE Rock Island District and FTA Region VII respectfully declined.

1.3 PUBLIC COORDINATION

At the onset of the Study, Iowa DOT conducted a Stakeholder Analysis to identify and document public stakeholders in Illinois, Iowa, and Nebraska that may be affected by or have data related to the Study. As more members of the public engage in the Study through the public outreach process, the list of stakeholders will expand. All identified stakeholders are receiving updates at Study milestones via a Study webpage on Iowa DOT's website (http://www.iowadot.gov/chicagotoomaha), email notices, social networking (Facebook, Twitter, and email sharelinks on the Study webpage), a toll-free Study information line (1.800.488.7119), online community tool kits using Study-related education tools in their existing communication networks, and media notices through newspaper and online advertising, and press releases and media advisories. In addition, these communication methods and tools are being used to notify the Study Team of public activity. All information can be requested by mail and can be translated to Spanish or other languages by request. All videos will include closed captioning to accommodate language and communication barriers. An Agency and Stakeholder Involvement Plan developed for the Study includes details of the outreach plan (Iowa DOT, March 2, 2012).

Iowa DOT, in conjunction with FRA, hosted an online open-house meeting from February 13 to April 16, 2012, for the public to understand and comment on the scope of the Study and the initial range of route alternatives. Public comments from the online scoping meeting were collected through online comment forms, email messages, and the toll-free Study information

line. Based on automatic electronic login recordation for the online open-house meeting, there were 2,789 attendees, and 994 comments were collected. Public comments are summarized in Chapter 3.

After a two-step screening process was performed to evaluate the initial range of route alternatives (see Figure 1-1) and the review was documented in the Alternatives Analysis Report (Iowa DOT, April 27, 2011), a second public meeting was held in May 2012 at three locations (Chicago, Illinois, on May 1; Des Moines, Iowa on May 2; and Council Bluffs, Iowa on May 3) to obtain input from the public on preliminary results from the route alternatives screening. The meeting was also hosted online. Chapter 2 of the Tier 1 Service Level Draft EIS will include a summary of the Alternative Analysis process and will present the results of the process.

Another opportunity for the public to review route alternatives and the potential impacts associated with their implementation will be during the public comment period after the Tier 1 Service Level Draft EIS is published. A public hearing will be held during the comment period; an online open-house meeting will be provided as an option to those unable to attend the in-person hearing.

Iowa DOT's website hosts Project information at http://www.iowadot.gov/chicagotoomaha/. The webpage includes information on the Tier 1 EIS Schedule, in-person and online public meetings, maps of the initial route alternatives, resources (including media webinar, documents produced for the Study, community toolkit, online surveys, the Notice of Intent, news releases, and links to other resources), and contact information. As new information becomes available, it will be posted on the Study webpage. The webpage contains a link to online meeting information, and a notification email is sent to stakeholders when new information in support of the current meeting is available for review at http://chicagotoomaha.com/. This website is not always active, and hosts only the most current information; for example, when public scoping was completed, the scoping information was moved to the Resources page on http://www.iowadot.gov/chicagotoomaha/resources.html and the next topic, results of the alternatives analysis screening process and public meetings to review the findings of the analysis, was posted on http://chicagotoomaha.com/.

1.4 TRIBAL COORDINATION

Coordination with Illinois DOT, Iowa DOT, and NDOR was conducted to compile a list of Native American groups, including tribes, whose tribal ranges included the portions of Illinois, Iowa, and Nebraska along the route alternatives shown in Figure 1-1. A coordination packet that described the Study and Project and included a figure of the route alternatives was mailed to representatives of each Native American group, including tribes, on May 17, 2012, by FRA, which is the lead federal agency and therefore is authorized to directly interact with Native American groups, including tribes. This packet was the same as the EC packet sent to resource agencies (see Appendix B). The following is the compiled list of the Native American groups, including tribes, to which the packet was sent:

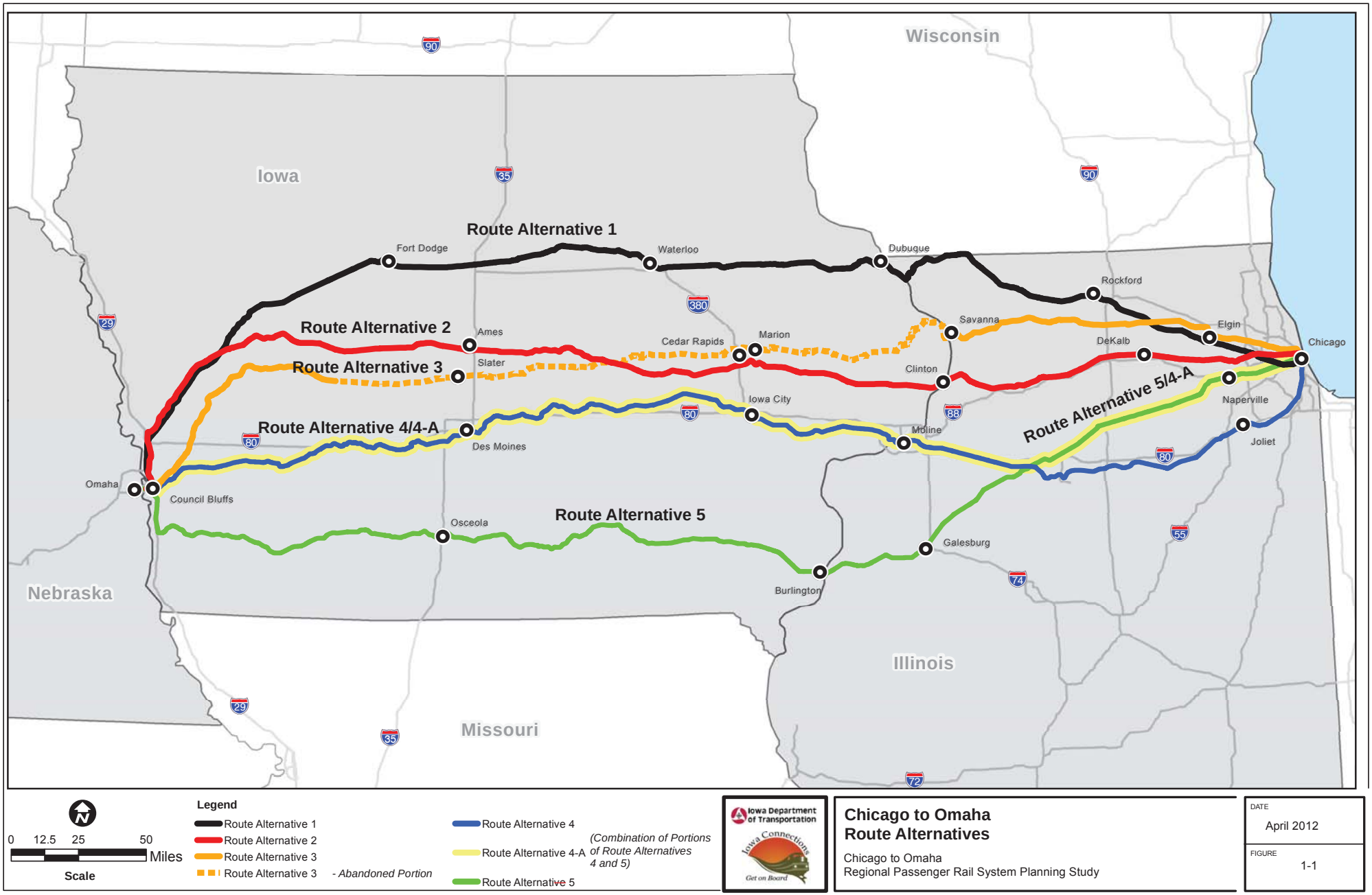
- Ho-Chunk Nation
- Iowa Tribe of Kansas and Nebraska
- Iowa Tribe of Oklahoma

- Kickapoo Tribe in Kansas
- Miami Tribe of Oklahoma
- Omaha Tribe of Nebraska
- Otoe-Missouria Tribe
- Pawnee Nation of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Ponca Tribe of Nebraska
- Sac and Fox Nation of Mississippi in Iowa
- Sac and Fox Nation of Mississippi in Kansas and Nebraska
- Sac and Fox Nation of Oklahoma
- Winnebago Tribe of Nebraska
- Yankton Sioux Tribe

In response to a request from the Yankton Sioux Tribe, information packets were also sent to the following additional tribes with ancestral lands in the region:

- Assiniboine and Sioux Tribes of the Fort Peck Indian Reservation
- Cheyenne River Sioux Tribe
- Crow Creek Sioux Tribe
- Flandreau Santee Sioux Tribe of South Dakota
- Lower Brule Sioux Tribe
- Lower Sioux Indian Community in the State of Minnesota
- Oglala Sioux Tribe
- Prairie Island Indian Community Mdewakanton Dakota Sioux of Minnesota
- Rosebud Sioux Tribe
- Santee Sioux Nation
- Shakopee Mdewakanton Sioux Community of Minnesota
- Sisseton-Wahpeton Oyate of the Lake Traverse Reservation
- Standing Rock Sioux Tribe of North & South Dakota
- Upper Sioux Community

In addition to the Native American groups, including tribes, listed above, an information packet was sent to the Nebraska Commission on Indian Affairs. Feedback from Native American groups, including tribes, will be considered as part of the Study and documented in the Tier 1 EIS, and establishes coordination for future interaction on the Project. Feedback from Native American groups is included in Chapter 4.



Scale: 0 12.5 25 50 Miles

Legend

- Route Alternative 1
- Route Alternative 2
- Route Alternative 3
- Route Alternative 3 - *Abandoned Portion*
- Route Alternative 4
- Route Alternative 4-A *(Combination of Portions of Route Alternatives 4 and 5)*
- Route Alternative 5

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Chicago to Omaha Route Alternatives

Chicago to Omaha
Regional Passenger Rail System Planning Study

DATE: April 2012

FIGURE: 1-1

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CHAPTER 2
AGENCY SCOPING

Agency input on the Study and Project was received during the agency scoping meetings on February 21, 2012, in Ames, Iowa, and on February 22, 2012, in Chicago, Illinois, as well as through responses to the EC packet distributed on April 1, 2012. This chapter of the Scoping Report summarizes the comments received from federal, state, and local resource agencies.

2.1 SUMMARY OF COMMENTS

Table 2-1 identifies the agency or agencies providing comment(s), documents the issues raised, summarizes the comment(s), and notes a response. Comments received from resource agencies are organized first by the agency making the comment, and then by the issue(s) introduced by the agency. Individual comments may apply to more than one issue; for those comments, multiple issues will be identified adjacent to the comments. In some instances, comments for a particular issue are lengthy; if additional paragraphs are included without an issue noted adjacent, the comment applies to the previously identified issue. For some comments, brackets denote information added to the comment for clarification; the bracketed text was not part of the original comment. Section 2.2 provides a summary of the key comments received. The full comments as provided via letter, email, or other media are reproduced in Appendix C.

Table 2-1. Summary of Agency Scoping Comments

Agency	Issue	Comment	Response
Federal Aviation Administration	Agency Coordination	We have reviewed the furnished material and have no comments regarding environmental matters.	Comment noted.
	Permitting and Approvals	The Project may require formal notice and airspace review under Federal Aviation Regulation Part 77, Objects Affecting Navigable Airspace. Use the Notice Criteria Tool on FAA's website, and check multiple locations along the route for potential conflicts with public-use and military airports.	The conceptual level of design during Tier 1 of the NEPA process does not include sufficient information for use of the Notice Criteria Tool. The Tier 1 Service Level EIS will note that this effort would be conducted during Tier 2 Project Level studies.
U.S. Department of Interior	Agency Coordination	Our office will distribute the Notice of Intent and the early coordination packet to appropriate Department of Interior Bureau personnel.	Comment noted.

Agency	Issue	Comment	Response
U.S. Environmental Protection Agency – Region 7	Rail (Operations), Transportation (Current Train Traffic), Rail Upgrades, Noise, Safety, and several other relevant environmental resources	Existing track and current railroad operations represent a baseline condition. New track, track that connects between existing routes, and new track geometries for safety and facilitation of higher speed trains should receive focused analysis above the existing condition. Likewise, the EIS should examine the environmental impacts of the stations and support facilities associated with each of the route alternatives.	The Tier 1 Service Level EIS will address baseline conditions (considered to be the No-Build Alternative), including known future commitments such as the Chicago to Moline improvements and operations. Locations where new track is needed for higher speeds will be considered in the Tier 1 Service Level EIS, as will station locations and support facilities to the extent known.
	Project Purpose and Need	The Purpose and Need statement indicates that the Study will evaluate "alternatives for the reestablishment of intercity passenger rail service from Chicago, Illinois, through Iowa, to Omaha, Nebraska." Since intercity rail passenger service currently exists between Chicago and Omaha, the term "re-established" is inappropriate.	Chapter 1 (Purpose and Need) of the Tier 1 Service Level EIS will address your comment by eliminating the "reestablishment" terminology.
		The statement also notes that the Proposed Action seeks to "create a competitive rail transportation alternative to the available automobile, bus, and air service and would meet needs for more efficient travel." The EPA recommends clarifying the statement by inserting "passenger" after "rail."	Chapter 1 (Purpose and Need) of the Tier 1 Service Level EIS will address your comment by inserting "passenger" before "rail."
	EIS Process	The Tier 1 process would be expected to eliminate some of the alternatives from further consideration based on specific criteria (such as operating and maintenance costs, ridership, safety issues, etc.). The Tier I EIS should evaluate how the proposed high-speed service will interface with existing service through Omaha to San Francisco.	Chapter 2 (Alternatives) of the Tier 1 Service Level EIS will address the alternatives identification and screening process to carry forward one or more alternatives for detailed evaluation under the NEPA process. The Tier 1 Service Level EIS will address potential impacts on the California Zephyr operations.
	Wetlands, Socioeconomic, Noise and Vibration, Safety, Cumulative Impacts	Tier 1 considerations should include: 1) selection of the alternative corridors most likely to achieve the lowest environmentally damaging practical alternative under Clean Water Act (CWA) Section 404; 2) growth-related development impacts,	The Tier 1 Service Level EIS will consider the issues noted and will refer to CWA requirements to help expedite future environmental review and permitting during the Tier 2 Project Level NEPA process.

Agency	Issue	Comment	Response
		3) potential for community and wildlife impacts, such as noise/vibration and safety, and 4) cumulative impacts on resources of concern. Future "Tier 2" or project-level analyses will address site-specific environmental impacts of the high speed train system. Integrating the requirements of NEPA and CWA Section 404 in Tier 1 should serve to expedite the environmental review and permitting process in Tier 2.	
Transportation Security Administration	Rail (Operations)	How can "high-speed" trains operate on existing rail routes? Will these routes be dedicated to these passenger trains, or will they be shared with the railroads currently operating on them?	The existing rail lines are owned by the freight railroads. This Study is evaluating the need for improvements to existing rail and supporting infrastructure in order to host high-speed passenger trains as well as the current freight trains. The rail lines could be shared, with sidings used to divert and hold a train while another train uses the main line, or separate tracks could be provided for passenger trains and freight trains.
U.S. Fish and Wildlife Service	Threatened and Endangered Species	Our data indicate that the species on the enclosed list may occur in the counties of your proposed action. Descriptions of the habitat requirements are included with the list. You may use these descriptions to help you determine if there is suitable habitat within your project area. In order to address potential impacts to federally listed species on the enclosed list, we recommend that you initiate the Section 7 process by obtaining an official species list and following the steps outlined at http://www.fws.gov/midwest/Endangered for Region 3 (Illinois and Iowa) and http://www.fws.gov/mountain-prairie/endspp/ for Region 6 (Douglas County, Nebraska). Through internal review and analysis, you may make a determination(s) regarding whether listed species would be impacted. By following the instructions, you can determine what your action area is, whether listed species may be found within the action area, and if the project may affect listed species. You	Thank you for providing the list of species by county. If potential adverse impacts on threatened or endangered species are identified, the need for formal Section 7 consultation with USFWS will be documented in the Tier 1 process. However, formal consultation would not be initiated until the Tier 2 Project Level stage, where construction-related effects and activities of the preferred alternative can be more definitively assessed to determine whether there would be an adverse effect.

Agency	Issue	Comment	Response
		will find several products on the site that can streamline the consultation process for this and future projects. When determining if listed species may be located within a project area, you can download county-specific species lists for all of the states in Region 3 and Region 6.	
	Wildlife, Noise and Vibration	We also recommend that the project be evaluated for potential impacts on wildlife, particularly migratory birds, from increased noise and vibration resulting from increases in train frequency and speed for the alternatives considered.	The Tier 1 Service Level EIS will consider impacts on natural habitats and wildlife, including the effects of increased noise and vibration.
	Route (Route Alternative 4), Threatened and Endangered Species	We are particularly interested in the feasibility of Route Alternative 4 because the portion of the route between Joliet, Illinois, and Chicago, Illinois, could be combined with a potential alternative for the Chicago to St. Louis high speed rail project. The Chicago Field Office has previously identified this potential alternative, carrying passengers east of Joliet, because it would eliminate adverse impacts on the Hine's emerald dragonfly (Somatochlora hineana) located in the Lower Des Plaines River Valley. Improvements to the portion of the route between Joliet and Chicago could serve both high speed rail projects and eliminate impacts on the Hine's emerald dragonfly.	Based on your comment, the specific locations of the seven critical habitat units in Illinois designated for the Hine's emerald dragonfly were reviewed. Route Alternative 4, referenced in your comment, passes no closer than 2.8 miles from the units for the Hine's Emerald Dragonfly. Consequently, no adverse impacts to the dragonfly would be anticipated along this route. Coordination with USFWS will continue throughout this Study to address potential impacts to threatened or endangered species.
	Wetlands	National Wetland Inventory maps indicate that there may be wetlands within and adjacent to the project area for all potential alternatives. We recommend that you contact the U.S. Army Corps of Engineers for assistance in delineating the wetland types and acreage within the project boundary. Priority consideration should be given to avoid impacts on wetlands. Project activities that would alter wetlands may require a Section 404 permit. Unavoidable impacts will require a mitigation plan to compensate for any losses of wetland	USACE has been contacted regarding the Tier 1 Service Level EIS. The Tier 1 Service Level EIS will rely on data, maps, and aerial photographs to assess various resources, including wetlands; no field surveys are planned during this Study. GIS will be used to predict potential wetland impacts, which will be identified. During the Tier 2 Project Level NEPA process, field studies would be performed to confirm wetland boundaries.

Agency	Issue	Comment	Response
		functions and values.	USACE will be contacted again during the Tier 2 process as well as the Section 404 permitting process.
Nebraska Department of Environmental Quality	Permitting and Approvals	As with any facility, permits may be required prior to beginning construction or operation. At a minimum, you should be aware of the possible requirements for the following permits:	Comments noted. The Tier 1 Service Level EIS will identify potential known permits and approvals to help expedite future environmental review and permitting during the Tier 2 Project Level NEPA process.
	Water Quality	A Construction Storm Water Permit will be required if there is greater than one acre of disturbance of land, which is likely with this project.	
	Waste	Wastes generated from construction and/or demolition during this project must be properly disposed at a permitted landfill or recycled.	
	Wetlands	Check with USACE for Section 404 needs.	
	Air Quality	Depending on the final route and location in Douglas County as well as installation of stationary equipment NDEQ Title 129 (outside of city limits) and/or Omaha Air Quality Control regulations (inside of city limits) would apply to the following: • Land clearing and construction-disposal of waste materials by open burning • Asbestos assessment and abatement is needed prior to any structure demolition. • Fugitive dust control during all land clearing and construction activities is required by NDEQ and City of Omaha. Any contamination of city roadways will require prevention and/or clean-up per the City of Omaha specifications. • Construction and/or Operating permits for stationary engines, boilers, emergency generation equipment and other	

Agency	Issue	Comment	Response
		equipment may be required by the City of Omaha Air Quality Control and/or NDEQ.	
	Permitting and Approvals	Until further along in the planning process, it is unknown whether there may be additional regulatory requirements. We strongly urge the project sponsors to make contact with the Department to determine other requirements. It has been our experience that early and open communication helps facilitate the permitting process.	NDEQ will be coordinated with on additional permitting concerns for the Tier 2 Project that would occur in Nebraska.
Nebraska Department of Natural Resources	Surface Water, Floodplains, Permitting and Approvals	Our agency's statutory responsibilities includes surface water right administration, groundwater well registration and floodplain management programs. Based on our initial review of the 5 potential route alternatives, we don't believe they will have significant impact on Nebraska's surface and ground water resources. Assess and address floodway/floodplain impacts if any segment requires infrastructure in a floodway/floodplain. When your project moves into its Tier 2 Phase (design and construction), a floodplain development permit would be required from the City of Omaha and/or Douglas County before any construction can begin in a floodplain within their jurisdiction.	Comments noted. The Tier 1 Service Level EIS will identify potential known permits and approvals to help expedite future environmental review and permitting during the Tier 2 Project Level NEPA process. NDNR will be coordinated with on additional permitting concerns for the Tier 2 Project that would occur in Nebraska.
	EIS Process	Please keep us informed about your project progress and the availability of the Tier 1 EIS.	
State Historical Society of Iowa	EIS Process	We understand that the purpose of the Tier 1 process does not involve consultation regarding specific construction activities, and that those consultations will occur as part of the Tier 2 process and perhaps in separate Section 106 consultation documents.	Comments noted.
		Based on information provided to date, it is unclear whether any historic properties in Iowa would be affected by any of the considered route alternatives. However, the rail	The Tier 1 Service Level EIS will address the railroad and historic events in consideration of potential Section 106 effects and NEPA impacts of the

Agency	Issue	Comment	Response
		segment from Davenport to Iowa City (along Route Alternative 4) is one of the earliest railroad lines constructed in Iowa, and the alignment has changed minimally since its original construction in 1855. This segment also hosted two significant historic events: the Mormon exodus from the State of Illinois, and John Brown's last trip through Iowa prior to the raid at Harpers Ferry, West Virginia. We look forward to further consultation on this Project.	Project. The Tier 2 Project Level NEPA process will involve further consultation for determination of Section 106 and NEPA impacts, including any required mitigation.
Illinois Department of Natural Resources	Agency Coordination	We request that coordination occur in the same manner as for the Chicago to St. Louis project. Please contact us to acquire our database information to screen routes for resources in the vicinity of the route corridors, and to coordinate on those resources.	Illinois DNR was contacted to request the database information for route alternative review.
Iowa Legislative District 26	Jobs, Routes (Location Specific)	I urge Iowa DOT to seriously consider Route Alternative [2] through Clinton, a Mississippi River city that would provide a good layover option. The City is well equipped to handle any and all requirements of a passenger rail project and could field a large, skilled workforce.	Comment noted.
Muscatine County, Iowa	Route (Location Specific, Route Alternatives 4 and 4-A), Support	On behalf of Muscatine County, we want to convey our strong support of passenger rail from Chicago-Omaha via the BNSF to Iowa Interstate via the Wyanet connection in Illinois into Iowa [Route Alternatives 4-A and 4]. This corridor has been analyzed and repeatedly demonstrated its technical, economic, and environmental feasibility. With its proximity to Interstate 80, the route can reduce traffic congestion and air emissions by providing a passenger transportation alternative to cars along this corridor. The proposed route is consistent with the 2040 Quad City Area Transportation Long Range Plan (June 2012), Region 9 Long Range Transportation Plan (June 2009), Bi-State Region Transit Development Plan (2011), and the 2011 Comprehensive Economic Development Strategy (CEDS) for the Bi-State Region.	Comment noted. Thank you for your information on plans applicable to Route Alternatives 4 and 4-A.

Agency	Issue	Comment	Response
		As an important economic driver, passenger rail service can play a key role in retaining business and industry and encouraging expansion with greater connectivity to Chicago and Omaha. This route also provides for improved railroad infrastructure to benefit freight and passenger transportation. It would also promote quality of life opportunities for Bi-State Region citizens as an alternative to driving to destinations along the route.	Comments noted.
Southern Iowa Council of Governments, Iowa	Route (Location Specific), Rail (Operations, Upgrades)	We are concerned about the existing passenger route through southern Iowa being eliminated in favor of a more northern route. Millions of dollars have been spent on track upgrades and depot renovations for the Amtrak route through southern Iowa, and the economic impact of having Amtrak stops in our region is great. Although expansion of passenger rail is desirable through Iowa, it should be accomplished while maintaining the existing California Zephyr route through southern Iowa.	Comment noted. The California Zephyr is an Amtrak long-distance service operating under congressional appropriations, with decisions made by Amtrak's governing board in consultation with Congress. State-supported trains such as the proposed Chicago to Omaha service are independent from the Zephyr service and federal operating funds authority.
Johnson County, Iowa	EIS Process	We are not aware of any environmental impacts and do not have any comments at this time concerning the Tier 1 EIS process.	Comments noted.
City Development Board, Iowa	Economy, Economic Impacts	Iowa needs to invest in this Project. More highway and airport traffic creates additional automobile dependency, more congestion, and scattered development patterns. Passenger service that is fast and frequent reduces energy consumption and minimizes future disturbances to the natural environment (including farmland). This Project would enhance quality of life across the central portion of the state and help promote smart growth in that area.	Comments noted.
Douglas County, Nebraska	Route (Location Specific)	The route needs to connect Omaha to Des Moines and to Iowa City at a minimum.	Comment noted.
Cass County, Iowa	Routes (General), Funding of the Project	Is this project going to happen and is the route the only question? Is this plan self financing or is this plan going to cost the tax payer through	The Study is ongoing with many factors under consideration such as route location, speed, and station locations. The system

Agency	Issue	Comment	Response
		state and federal subsidies?	would require state and federal financing.
Henry County, Illinois	Energy Use	Public transportation is a viable solution to burning less fuel while moving more people.	Comment noted.
City of Omaha, Nebraska	Cumulative Impacts	How will this project affect other forms of transportation such as air travel?	It is anticipated that some demand for other forms of transportation would be slightly reduced by this Project. A demand model is being run to anticipate future changes in demand by different travel modes.
	Project Purpose and Need	What prompted this Study? Is there a needs statement?	The MWRRI Study identified the Chicago to Omaha corridor as a prime route for high-speed rail. A needs statement has been developed for the Project and was available for public and agency review during the online scoping meeting. An updated and expanded version of the needs statement will be included in Chapter 1 (Purpose and Need) of the Tier 1 Service Level EIS and will be available for review.
City of Grand Junction, Iowa	Economic Impacts, Transportation (Current Train Traffic)	We are trying to promote our City as a "train town" for historical, tourism, and economic development purposes, and have significant east-west double-tracked Union Pacific (UP) line that intersects with a north-south track that starts here and continues up into northwest Iowa (big for grain shippers) but also connects through Fort Dodge and up into northern Iowa and Minnesota.	Comments noted.
	Rail (Operations), Station Facilities, Routes (Alternative Route)	One option is for a route from Dubuque to Fort Dodge, Iowa, and then down to Grand Junction along the UP, and then along the UP over to Omaha [a combination of Route Alternatives 1 and 2]. The UP route [Route Alternative 2] would provide Iowans with the best access points through Clinton (Mississippi River city), Cedar Rapids (Iowa City metro area), Ames (along Ames-Des Moines business corridor), and perhaps a stop in Carroll, which has great infrastructure and a station.	Comments noted. The first option you suggest is a hybrid of Route Alternatives 1 and 2 along UP line west of Fort Dodge to Grand Junction.

Agency	Issue	Comment	Response
		Please provide more information on this project concerning its high speed rail component and any proposed stations along the routes.	The website http://www.iowadot.gov/chicagotoomaha/ provides additional information on the Study. The Tier 1 Service Level EIS will provide detailed information on the speeds evaluated and potential station locations.
	Rail (Improvements)	We have one existing highway overpass here in Greene County (US 30 on east side of Grand Junction), and we are building another in the City of Jefferson (Highway 4).	Comment noted.
	Routes (Location Specific)	Any route would be good for the state of Iowa, but I am hoping the route will either encompass Des Moines, Ames, or Fort Dodge here in Central Iowa.	Comment noted.
	Support	As a city council member in Grand Junction, I am equally supportive, encouraged, and even a bit optimistic!	Comment noted.
City of Durant, Iowa	Route (Location Specific, Route Alternative 4-A)	I like a combination of Route Alternatives 4 and 5; this allows us to shorten the route, and not have more than three station stops in Iowa.	Route Alternative 4-A, the combination of Route Alternatives 4 and 5, is under review for this Project.
	Rail (Operations)	What are the speeds being considered? Will it run on existing track? We have five crossings to consider; who will be responsible to maintain the gates and signals—the railroad or the city? We don't have room in our budget for additional expenses; currently, Iowa Interstate Railroad maintains all but one signal. How many times a day will the train go through?	The speeds being considered are 79, 90, and 110 miles per hour. The use of existing track and understanding where improvements are needed, as well as maintenance requirements/responsibility and operational frequency are being studied and will be documented in the Tier 1 Service Level EIS. A more detailed evaluation will continue during the Tier 2 Project Level NEPA process.
City of Creston, Iowa	Rail (Speed)	Unless a high speed route is established, the best manner for moving more people between Chicago and Omaha would be to add service at opposite times of the current Amtrak schedule.	The need for improvements to existing rail and supporting infrastructure to host high-speed trains is being evaluated for this Study.

Agency	Issue	Comment	Response
City of Burlington, Iowa	Rail (Upgrades, Improvements), Route (Location Specific, Route Alternative 5), Station Facilities	I believe the southern route [Route Alternative 5] best meets the needs of this Study. There recently has been a new bridge built across the Mississippi, and the rail is being upgraded within the Burlington area. Also, we have two [main] lines that are available on Route 5. Burlington has a depot that could be made available for passenger service.	Comments noted.
City of Council Bluffs, Iowa	Route (Alternatives), Route (Location Specific, Route Alternatives 4 and 4-A), Station Facilities	I would like to propose potential locations for a terminus in Council Bluffs. As a historical rail center, we are concerned with the environmental impacts of routes that will add additional traffic though Council Bluffs.	Review of potential station locations is part of the Study and will involve coordination with the cities of Council Bluffs and Omaha.
		The Iowa Interstate route through the Quad Cities, Iowa City/Cedar Rapids metro area, Des Moines metro area, and ending in the Council Bluffs-Omaha metro area [Route Alternatives 4-A and 4] would serve most of Iowa's population centers. The Study should give termination of the route in Council Bluffs a strong consideration and consider the opportunity of establishing a multi-modal terminus of the passenger rail line to bus, Eppley Airport, bike system, and the interstate system. An optimum location for a terminus is the area northeast of the Lake Manawa/Iowa Highway 192 exit (west of the Iowa Interstate Intermodal Facility and north of the east I-29 and I-80 interchange) with access to both interstates, buses, and bike/pedestrian system. This area is suitable for redevelopment, and there could be some synergism with the proposed interstate reconstruction and planned improvements.	Comments noted. Additional coordination will be performed to review potential terminus locations.
City of Grinnell, Iowa (Mayor)	Route (Location Specific, Route Alternatives 4 and 4-A)	The obvious best choice of routes would be the Iowa Interstate RR through Iowa City to Des Moines with an intermediate stop in Grinnell [Route Alternatives 4-A and 4].	Comments noted.
	Support, Economic Impacts, Jobs,	The community of Grinnell would like to express our strong support for the proposed passenger rail route	Comments noted.

Agency	Issue	Comment	Response
	Transportation	from Chicago to Omaha via Iowa City and Des Moines. The system would attract and retain business and population, especially young people, and help Iowans connect more easily within the state as well as throughout the country. Passenger rail would expand the transportation options for all Iowans with a safe, reliable, cost-effective way to travel, especially with rising prices at the pump. Passenger rail is a smart economic investment for the state.	
	Funding the Project	With federal funds covering about 80 percent of the start-up costs, we join with the Greater Des Moines Partnership in supporting continued funding of the IADOT Passenger Rail Fund Program.	Comment noted.
	Routes (Location Specific, Route Alternative 4/4-A), Jobs, Transportation	The proposed route through Iowa City and Des Moines would give better access to Grinnell College students who come here from all over the country, and also provide better access for employees who commute from the Des Moines and Iowa City metro areas. Proximity to I-80 would facilitate access to stations, allowing the line to more conveniently serve a larger population.	Comments noted.
City of Grinnell, Iowa (Council Member)	Routes (Location Specific, Route Alternative 4), Transportation	The proposed rail system needs to be faster than a car to attract enough ridership. The former Rock Island route makes the most sense to be centrally located in Iowa and compliment the interstate system with the potential for quick access to stations.	Comments noted.
	Energy Use, Transportation, Economic Impacts, Jobs	This idea would help lower our dependency on oil and would help connect smaller Midwestern cities with larger cities and reduce the number of cars needed. Development of this system would be an economic boom to all parties involved.	

Agency	Issue	Comment	Response
City of Marengo, Iowa	Route (Location Specific, Route Alternative 4), Support	I strongly support expanded passenger rail service and Route Alternative 4 because fellow rail users are typically college students and this route would pass through the college communities of Des Moines, Grinnell, and Iowa City.	Comments noted.
City of Iowa City, Iowa	Route (Location Specific), Support	I am in full support of a passsenger rail system that includes Iowa City in the route, or at least close proximity (40 miles).	Comment noted.
City of Fort Madison, Iowa	Route (Location Specific, Route Alternative 5)	I prefer Route Alternative 5 to bring benefits of development to the most economically distressed part of Iowa.	Comment noted.
City of Clinton, Iowa	Route (Location Specific, Route Alternative 3)	Route Alternative [2] looks great to me.	Comment noted.
City of Dixon, Illinois	Public Involvement, Route (Location Specific, Route Alternative 2), Support	Thank you for providing the online public meeting. With the Union Pacific (UP) mainline through Dixon, we support the UP line being the preferred route [Route Alternative 2]. We would be pleased to support future public meetings in our City.	Comments noted.
City of Center Point, Iowa	Route (Location Specific, Route Alternative 2)	Route Alternative 2 would have the most passengers coming from the Chicago area to Iowa State University. Ames still has an exsiting station that could be used.	Comments noted.
City of Clinton, Iowa	Route (Location Specific), Economic Impacts	I suggest that passenger rail service be established through Clinton, Iowa, with a station stop in the city. Passenger rail will bring about many economic development possibilities.	Comments noted.
Village of Yellow Springs, Ohio	Support	This is a great idea.	Comment noted.
City of Ogden, Iowa	Transportation	I feel the concept of a good rail service from Omaha to Chicago is important. It is the right thing to do for efficient transportation and would be desirable as an alternative to both driving and flying.	Comment noted.
City of Lake City, Iowa	Transportation, Support, Use of the Project	I think Chicago to Omaha rail service would be the best thing that ever happened to the Midwest, and I would love to use the system.	Comments noted.
City of Silvis, Illinois	Routes (Location Specific, Route Alternative 4), Use of the Project	The present route will be going through my small town but will serve thousands of people in the Quad City area. I cannot wait until I can again ride the train into places like Des Moines and Chicago.	Comments noted.

Agency	Issue	Comment	Response
City of Roland, Iowa	Transportation, Oppose the Project	Chicago to eastern and central Iowa is already well served by Megabus, at a fare that is less than a train, at a speed that is equivalent to a train, without any state tax dollars.	Comment noted.
City of Bettendorf, Iowa	Support, Routes (Location Specific, Route Alternative 4-A)	On behalf of the City of Bettendorf, we want to convey our strong support of passenger rail from Chicago-Omaha via Route Alternative 4-A. This corridor has been analyzed for the last decade through the Midwest Regional Rail Initiative and subsequent studies and repeatedly demonstrated its technical, economic, and environmental feasibility.	Comments noted.
	Transportation, Air Quality	This route has the greatest population and potential riders. Its proximity to I-80 will reduce traffic congestion and air emissions by providing a passenger transportation alternative to cars along this corridor. The proposed route is consistent with the 2040 Quad City Area Transportation Long Range Plan (June 2012), Region 9 Long Range Plan (June 2009), and the Bi-State Regional Transit Development Plan (2011), and is also consistent with the 2011 Comprehensive Economic Development Strategy (CEDS) for the Bi-State Region.	Comments noted.
City of Mount Vernon, Iowa	Routes (Location Specific, Route Alternative 2, Route Alternative 4), Jobs, Use of the Project, Transportation	The ideal route would connect Omaha to Des Moines, Iowa City, Cedar Rapids, Clinton, then through the northern suburbs of Chicago to downtown Chicago. This would be the blue route [Route Alternative 4] connecting to the red route [Route Alternative 2] at Cedar Rapids through a connection along the Cedar Rapids and Iowa City Railway (CRANDIC) line (which would be a very popular trip for commuters). University of Iowa students would provide for a lot of traffic to the northern suburbs of Chicago.	Comments noted.

2.2 KEY COMMENTS

Federal and state resource agencies provided guidance concerning potential environmental requirements, including permitting and approvals needed for the Project. The following is a brief summary of federal and state resource agency concerns:

- FAA indicated that a formal notice and airspace review may be required.
- The Transportation Security Administration (TSA) had a safety concern regarding whether the proposed high-speed passenger rail service would be on dedicated tracks or share the tracks with freight rail.
- USEPA recommended that the analysis focus on improvements needed for rail as well as support facilities and stations, and that it consider impacts on existing passenger rail service from Chicago through Omaha to the west coast. USEPA noted that the Tier 1 Service Level EIS should address potential impacts on wetlands and other waters of the U.S. protected under Section 404 of the Clean Water Act, growth-related development impacts, community and wildlife impacts such as noise/vibration and safety, and cumulative impacts on resources of concern.
- USFWS noted that coordination would be needed concerning potential impacts on threatened or endangered species and their habitat. Of particular concern is the Hine's emerald dragonfly; the closest habitat is located approximately 3 miles from Route Alternative 4 and 7 miles from Route Alternative 5. Wetland impacts would need to be assessed, as would noise and vibration impacts on wildlife, especially migratory birds.
- Illinois DNR commented that it has a database that could be accessed through an agreement that would assist in the review of potential environmental impacts of alternatives.
- NDEQ indicated that several permits and approvals would likely be needed for the Project, including water quality, air quality, waste, and wetlands.
- NDNR noted that impacts to floodways/floodplains in Nebraska would need to be assessed and addressed via a floodplain development permit.
- IA SHPO indicated that based on information provided to date, it was unclear whether any historic properties in Iowa would be affected by any of the considered route alternatives. The agency noted that a section of Route Alternative 4 between Davenport and Iowa City is one of the earliest railroad lines constructed in Iowa, with minimal change in alignment since construction in 1855; they also noted two historic railroad events along the section.

Project requirements will be reviewed and documented during development of the Tier 1 Service Level EIS. However, only conceptual design is contemplated during this portion of the Project, whereas detailed design would be prepared during Tier 2. Consequently, total impacts, specific requirements, and necessary permits would not be known until Tier 2. Continued coordination would be conducted with federal, state, and local agencies during Tier 2 to understand all required environmental clearances for the Project.

Representatives from local municipalities and counties generally noted their support for the Project, primarily for economic purposes, with a preference for route alternatives within or near their jurisdiction. For those instances where route alternatives did not include the

representatives' local municipalities and counties, a combination of route alternatives or a connection line from their municipalities to the route alternative was proposed as a solution for local access to the proposed passenger rail system. Route Alternative 4 or 4-A through Des Moines, Iowa City, and Quad Cities was the preferred route alternative based on a small sample size of municipal respondents; some respondents specifically recommended a route alternative, whereas others just identified the cities along the route alternative.

CHAPTER 3
PUBLIC SCOPING

The public scoping process for the Study was summarized in Section 1.3. Extensive feedback on the Study was generated through the use of the online open-house meeting from February 13 to April 16, 2012, and feedback was also collected from in-person public meetings in May 2012. Comments on the Study and Project were provided via a comment form on the Study website, email, the toll-free Study information line, a comment form at in-person public meetings, fax, and letter. The feedback has been accumulated and categorized using a database to track and document public and agency comments, public participation, and outreach and to provide participation data metrics and tracking results.

Many of the comments contained multiple issues and concerns. Each issue was identified and assigned a unique code, and subtopics were assigned as warranted; where appropriate, similar concerns were grouped into categories. For example, "economic impacts" was identified as a common topic, and subtopics for that issue included local benefits, improvement of business and job opportunities, and several others. If a comment required an immediate response, such as a media inquiry, or if a comment included questions concerning the scoping period or public meetings, a response was drafted and provided either by phone, email, or letter. A subject matter expert reviewed the issues and codes, and provided summary information to preparers of the Tier 1 Service Level EIS to ensure that the relevant issues are addressed in the NEPA document. Individual public commenters were not identified for privacy reasons.

3.1 RANGE OF COMMENTS

Table 3-1 documents the number of comments received for each issue. Because comments may contain more than one issue, the number of comments does not correspond to the number of issues. The key comments for each resource topic are summarized in Section 3.2. Expanded summaries of comments by resource topic are provided in Appendix D in bullet format; in many instances, subtopics have been combined to consolidate similar comments.

Table 3-1. Public Scoping Comments by Issue

Issue	Subtopic	Count
Agricultural Resources	General	1
Air Quality	General	1
	Passenger service reduces pollution	1
	Passenger service causes pollution	1
	Passenger service reduces emissions	28
	Passenger service causes increased emissions	1
Climate Change	General	1
Cumulative Impacts	General	13
	Causes environmental impacts	17
	Causes public impacts	2
Drugs and Crime	General	11

Issue	Subtopic	Count
Economic Impacts	General	52
	Improve business and job opportunities	25
	Local benefits	27
	Increase population	10
	Increase state income	18
	Save money/low cost	8
	Negative impacts	5
	Study considerations	2
Elderly	General	19
Energy Use	General	14
	Alternative	11
	Reduce use	28
	Efficient use	12
Environmental Justice	General	2
Funding of the Project	General	19
	Questions about study/issues	12
	Don't use taxpayers' or state's money	33
	Needs to be self-supporting/no subsidies	15
	Alternate use for passenger service funds	4
	Funding suggestions	10
	Use a government subsidy	11
	Funding Project for Route Alternative1 or 2	2
	Funding Project for Route Alternative 4	12
	Funding Project for Route Alternative 5	3
General	General	92
	Opportunity to the state for development	6
	Historical rail system	3
	Publicize for ridership	2
Health	General	2
Jobs	General	2
	Project will bring jobs	36
	Project will negatively impact jobs	1
Mailing List Request	General	42
No-Build Alternative	General	2
Noise	General	3
Oppose the Project	General	17
People with Disabilities	General	3
Project Need	General	13
Project Purpose	General	3
Property Acquisition	General	4
Public Involvement	General	23
	Survey	3
	Assist or participate with Project	6
	Online public meeting	1
	Meeting materials	12
Rail	General	1
	Freight Rail-General	18
	Freight Rail-Route Alternative 2	14
	Freight Rail-Route Alternative 3	1
	Freight Rail-Route Alternative 4	11
	Freight Rail-Route Alternative 5	4
	Improvements	28

Issue	Subtopic	Count
Rail (continued)	Operations-General	18
	Operations-Passenger preference over freight	4
	Operations-Reliability and schedule	50
	Operations-Route Alternative 4	6
	Speed	52
	Upgrades-General	3
	Upgrades-Signaling	1
	Upgrades-Route Alternative 2	2
	Upgrades-Route Alternative 4	3
	Upgrades-Route Alternative 5	11
Routes	Alternative Route-General	18
	Alternative Route-Other connections	21
	Alternative Route -Parallel I-80	8
	Alternative Route - Ames/Des Moines	10
	Alternative Route -Atlantic	1
	Alternative Route -Cedar Rapids/Iowa City	23
	Alternative Route -Clinton	1
	Alternative Route -Dubuque	6
	Alternative Route -Waterloo	4
	Location Specific-Ames	24
	Location Specific-Ankeny	1
	Location Specific-Atlantic	6
	Location Specific-Burlington	21
	Location Specific-Cedar Falls	1
	Location Specific-Cedar Rapids	38
	Location Specific-Chicago	20
	Location Specific-Clinton	17
	Location Specific-Council Bluffs	5
	Location Specific-Creston	1
	Location Specific-Des Moines	112
	Location Specific-Durant	1
	Location Specific-Ft. Madison	1
	Location Specific-Galesberg	2
	Location Specific-Grinnell	104
	Location Specific-Iowa City	120
	Location Specific-Joliet	1
	Location Specific-Kewanee	1
	Location Specific-Marshalltown	3
	Location Specific-Maxwell	1
	Location Specific-Mt. Pleasant	2
	Location Specific-Newton	6
	Location Specific-Omaha	16
	Location Specific-Osceola/Ottumwa	4
	Location Specific-Quad Cities	41
	Location Specific-Slater	1
	Location Specific-Waterloo	1
	Location Specific-West Liberty	1
	Location Specific-Woodward	1
	Route Alternative 1-General	3
	Route Alternative 1-Select	30
	Route Alternative 1-Do not select	9
	Route Alternative 2-General	3
	Route Alternative 2-Select	21

Issue	Subtopic	Count
Routes (continued)	Route Alternative 2-Do not select	5
	Route Alternative 3-General	2
	Route Alternative 3-Select	21
	Route Alternative 3-Do not select	5
	Route Alternative 4-General	10
	Route Alternative 4-Select	394
	Route Alternative 4-Do not select	3
	Route Alternative 5-General	7
	Route Alternative 5-Select	31
	Route Alternative 5-Do not select	12
	Route Alternatives 4 and 5-Select	8
Routing Process	General	12
Safety	General	11
	Grade crossings	2
	Public	10
Schedule	General	17
Station Facilities and Upgrades	General	32
	Location Specific-Ames	2
	Location Specific-Burlington	4
	Location Specific-Clinton	1
	Location Specific-Council Bluffs	2
	Location Specific-Des Moines	2
	Location Specific-Grinnell	22
	Location Specific-Iowa City	3
	Location Specific-Kewanee	1
	Location Specific-Omaha	3
Support the Project	General	244
Train Amenities	General	4
	Food service	2
	Bicycles	2
	Wi-Fi	5
Transportation	General	2
	Not an alternative mode	4
	Alternative mode	320
	Bus Service-General	8
	Bus Service-Is sufficient	10
	Bus Service-Shows need	11
	Current Train Traffic-General	13
	Current Train Traffic-Current service insufficient/inconvenient	48
	Current Train Traffic-California Zephyr	35
	Current Train Traffic-Other rail service	24
	Highway congestion	69
Use of the Project	General	5
	Personal use	284
	Ridership	182
	Student use	86
	Won't get enough use	9
Water quality	General	1

3.2 KEY COMMENTS

Very few public comments expressed concern with potential impacts on the natural and physical environment, either from not constructing the Project or from constructing and operating the Project. The majority of commenters supported development of the Project and cited a variety of reasons for their support, including fuel efficiency, reliability, safety, comfort, competitive cost, and economic development. Those not in favor of the Project gave several reasons, including that current bus service is sufficient and that taxpayer funds should not be used for the Project. However, there were several commenters indicating support for the Project if no taxpayer funds were used. Commenters identifying themselves as retirees and/or college students typically supported the Project. Key comments by issue are identified below:

- **Agricultural Resources**—The use of existing right-of-way (ROW) should be maximized in order to minimize the use of farmland for other purposes.
- **Air Quality**—More use of rail service would maximize fuel efficiency while minimizing impacts on air quality. Buses are reported to have a higher rate of passenger mileage per gallon of fuel than passenger trains and fewer emissions of carbon dioxide.
- **Climate Change**—Passenger rail service would slow climate change.
- **Cumulative Impacts**—Economic, environmental, and social pros and cons should be considered. In addition to assessing impacts of constructing and operating the passenger rail system, the following should be assessed: reduced highway and airport congestion, improved transportation safety, and the resulting public and private development.
- **Drugs/Crime**—The Study should address potential increases in drug use and crime at station stops and along the route alternative.
- **Economic Impacts**—The Study should evaluate not only costs of the Project but also the direct and indirect cost benefits, such as reducing highway traffic, improving transportation safety, reducing airline rates through competition, and stimulating the economy. In addition, quality of life improvements for those who cannot afford their own vehicles should be evaluated. A Project benefit would be better commuting and interconnection of young professionals to help reduce out-migration. In addition, high-speed rail service would better link cities' economies. Noted concerns are that the Project could pull money from Iowa to spend in Chicago and that the Project is not affordable given the current budget deficit.
- **Elderly**—Passenger rail service would be useful for seniors who cannot drive or do not want the stress of driving in congested traffic, especially for rural residents traveling to cities.
- **Energy Use**—Passenger rail service would be more energy efficient, less dependent on foreign oil, and cleaner than individual vehicles that often have only one occupant. Buses offer more miles per passenger per gallon of fuel than trains. Passenger rail with fuel is not as energy and carbon efficient when compared to Europe's use of electric power for rail operations.

- **Environmental Justice**—The passenger rail service should be accomplished without affecting the route for the California Zephyr, which goes through some of the poorest counties in Iowa and would be economically detrimental if the Amtrak service were adversely affected.
- **Funding of the Project**—Because private railroads are the main beneficiary of an upgraded, shared route, they should help fund the Project. The Project would need to be subsidized, would not likely meet its ridership estimates and goals, and would lose money. Funding should be focused on one route based on its existing infrastructure. Passenger rail needs better funding from the Federal government, which spends much money to support the airport and highway systems.
- **General**—This Project would help revitalize a system that worked more than a century ago and works well in Europe. The passenger rail system should be planned to account for existing rail operations and local transit systems. In addition, community support for stations should be considered during system planning.
- **Health**—Public transportation betters public health and transportation safety.
- **Jobs**—In addition to construction jobs, the passenger rail system would lead to permanent jobs both directly and indirectly. Regional connectivity would be improved and would allow young professionals in Iowa to stay in the state while developing local careers. Businesses will want to be near station depots, and the stations would assist in recruiting potential employees to an area.
- **No-Build Alternative**—The alternative to not build the passenger rail system is the appropriate option because of the current deficit.
- **Noise**—Trains are loud and would increase noise levels along the selected route, which is a disadvantage for those living along the route.
- **Oppose the Project**—The Project should be privately funded or not constructed. Do not use tax dollars to fund the Project; use tax dollars for better uses, such as education. The use of a bus system is a better option. The Project would transport problems from Chicago to rural areas and should not be developed.
- **People with Disabilities**—As a nation, we have done little to accommodate people who cannot drive a vehicle.
- **Project Need**—There is no need for a system that cannot support itself without tax dollars. There is a need for affordable, regional travel beyond what is available from expensive airline fares. A commuter-type service is needed between the most populated parts of Iowa, including Des Moines (the state capital). Given existing bus service, there is no need for passenger rail service.
- **Project Purpose**—There is no purpose for the Project because passenger rail service is not needed.
- **Property Acquisitio**n—Available ROW should be used to the maximum extent possible to minimize property acquisition. A dedicated, direct route requiring acquisition by eminent domain may be the only solution for an efficient passenger rail system. The rail system should be located along existing interstate ROW.
- **Public Involvement**—The public involvement website is easy to use and informative, with good visuals. The displays on the public website are difficult to read. A demonstration train should be used for operations to allow the public to better understand the passenger rail concept.

- **Rail – Freight Rail**—Passenger rail must be given priority over freight operations to be efficient. Route Alternatives 1 and 4 have relatively little freight traffic, whereas Route Alternatives 2 and 5 have heavy freight traffic that could interfere with passenger traffic. A separate, dedicated passenger rail line should be installed to avoid conflicts with freight trains.
- **Rail – Improvements and Rail – Upgrades**—Vast improvements and upgrades to tracks, sidings, signals, and other infrastructure would be required. Route alternatives with more, current upgrades could be more economical to modify than antiquated routes. Costs to upgrade, reconstruct, or build new bridges need to be considered. In addition, upgrade of tracks to the highest possible speed during initial construction needs to be considered. Slower service is fine because it would require fewer upgrades and cost less to get the Project going.
- **Rail – Operations/Speed**—The most important operational issues are reliability and cost, followed by scheduling. Air travel is more vulnerable to terrorism than rail travel. Overnight travel would be good between Omaha and Chicago, and an early morning departure would also be recommended. The faster the trains can operate, the more efficient and attractive the system would be compared to air, bus, and single vehicle travel. The schedules for this passenger rail service and the Amtrak's California Zephyr should be integrated.
- **Routes – Alternative Route / Locations**—While planning this system, the potential for a north-south intersecting route such as Minneapolis-Des Moines-Kansas City should be considered. Recommend include service to Sioux Falls. Instead of this Project, a light rail running from Iowa City to Waterloo should be considered. The service should be expanded from Omaha to Lincoln. A combination of route alternatives should be used, such as Route Alternatives 4 and 5 with a connection in Wyanet, or Route Alternatives 2 and 3 with a connection between Cedar Rapids and Ames. Include both Iowa City and Ames on the selected route. Because there is already Chicago to Omaha service, the route should run from Chicago to Kansas City. The route should be created from Chicago to Dubuque to Cedar Rapids to Iowa City to Des Moines to Omaha.
- **Routes – Route Alternative 1**—Route Alternative 1 would come close to many of the largest population centers and would provide service to the University of Northern Iowa.
- **Routes – Route Alternative 2**—Route Alternative 2 could be the least expensive route alternative for upgrade based on improvements by Union Pacific. Route Alternative 2 would help transit at multiple colleges and includes depots that could be reused.
- **Routes – Route Alternative 3**—Much of Route Alternative 3 would have to be replaced and would not be an economical option, requiring much property acquisition. The Illinois portion of the route alternative has much freight traffic, making it an unattractive option.
- **Routes – Route Alternative 4**—Route Alternative 4 would be along major population centers and near I-80, which would facilitate quick access to stations. The route alternative would travel by many colleges, which would make this route alternative convenient. Des Moines, as the Iowa state capital, would be a key city along the Route Alternative 4 as would the Quad Cities area and Iowa City.

- **Routes – Route Alternative 5**—Route Alternative 5 has several disadvantages as it has the least number of urban centers and a high amount of freight traffic with no dedicated passenger lines, and it already has passenger rail service. The southernmost route would likely have less winter weather impact than the more northern routes. A commuter-type service is needed on this route alternative.
- **Routing Process**—One route should be selected based on what has already been improved for the route, and funding should be obtained for the entire route. Routing should be used that would increase frequencies to maximize investments in present infrastructure. Analysis should be conducted on where people both in and out of state live and will most likely want to travel.
- **Safety**—There are concerns with high-speed rail passenger trains sharing tracks with freight trains. Very good grade separation crossings should be provided. Passenger rail service should reduce highway traffic accidents by reducing congestion, provide an alternative safer method for winter travel, and decrease drinking and driving incidents and distracted drivers. Something like the Transportation Security Administration should be provided to address security issues for safe travel of the public.
- **Schedule**—The Study should be completed and the Project should be constructed and operating. Iowa is several years behind Illinois in the planning and construction of passenger rail service.
- **Station Facilities and Upgrades**—The Study should consider better/fewer station stops at key population centers, convenient access, secure stations and parking with free or low-cost parking, amenities at and around the stations, and convenient access to rental cars and mass transit. The passenger trains should support transit of bicycles. The service should have sufficient stops beyond those for major cities. Reuse/upgrade of existing station facilities should be considered, as should station locations in areas near current mass transit centers.
- **Support the Project**—Many support passenger rail service because it would be dependable, fast, safe, progressive, efficient, and greener compared to other modes of transportation. Although buses provide a relatively inexpensive travel option, they are often late due to traffic and can be crowded. The younger generation is in favor of transit options because of the capability to use laptops, cell phones, etc. Regional passenger rail service would provide options for business trips and vacations, commuting, and travel by college students, senior citizens, and travelers who cannot afford a car.
- **Train Amenities**—Trains are more comfortable, roomy, and frequently more suited to community access than other forms of transportation. Trains need working restrooms, food and beverage service, a variety of seating arrangements, tables, and Wi-Fi for Internet users. People should be able to take more luggage than on an airplane and have the option to store bicycles on the train. There should be multiple departure times and on-time service.
- **Transportation – General**—Instead of passenger rail, it would be better to invest in a mode that people will continue to use, such as highways. The passenger rail service should be developed, and inter-urban rail or bus rapid transit should connect with other population centers to help reduce congestion on our highways.

Compared to Europe, our passenger train system seems outdated and needs to be improved to become a viable service. The rail system should be electrified.

- **Transportation – Bus Service**—Funds for rail would be better spent on upgrading our busing system to make buses more energy efficient. Efficient bus service would make choosing passenger trains less likely. Buses are crowded, uncomfortable, and make too many stops. Buses have a better on-time record than Amtrak with less carbon dioxide output than trains. The rail option is too expensive for families compared to buses. If passenger rail is developed, it should tie into convenient bus service from passenger rail stations to other cities not served by rail.
- **Transportation – Current Train Traffic**—The ongoing conflict between Amtrak operations on freight routes suggests a certain incompatibility and inefficiency between freight and passenger rail services. Amtrak, an existing passenger rail service, should be invested in rather than a new system. Amtrak is unreasonably priced, takes too long, is not reliable, and does not serve the main population centers in Iowa. Potential impacts on the California Zephyr system as a result of implementing a regional passenger rail system should be considered; any new system should be accomplished while maintaining the existing service.
- **Transportation – Highway Congestion**—The majority of college students in Iowa are from out of state and only have automobiles for traveling between home and college; providing rail service would reduce roadway congestion. Congestion in the Chicago area is a disincentive to driving; people in Iowa would more likely travel to Chicago via passenger rail. With the main population centers along I-80, providing a passenger rail service in this area should help alleviate highway congestion.
- **Use of the Project**—The Study should review the demographics around stations and along route alternatives to help select the route alternatives and stations for the most use. The passenger rail system could be used most regularly by commuters, but also by college students, retirees, vacationers, patients visiting hospitals, and people attending sporting events and traveling on holidays. The system would get more use in the future as other connections are established. Use of the system could increase during the winter when driving and airline travel are restricted. Use would likely be highest for the route along the largest population centers. If the travel times, costs, and stops are not reasonable, do not build it because there would not be enough use to justify the costs.
- **Water Quality**—The passenger rail system would be a good environmental and economic move to reduce energy expenditures and environmental impacts on air and water quality.

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CHAPTER 4
TRIBAL SCOPING

Tribal coordination packages were sent to representatives of Native American groups, including tribes, on May 17, 2012, as detailed in Section 1.4. This chapter of the Scoping Report summarizes the comments received from the Native American groups, including tribes. Appendix E includes the comments submitted. Comments from Native American groups, including tribes, will continue to be collected, and this chapter will be updated to reflect the comments received to date at the time of the Final Scoping Report.

4.1 RANGE OF COMMENTS

Comments received from Native American groups, including tribes, are organized by group or tribe and are summarized below.

The Winnebago Tribe of Nebraska has cultural properties in the area of proposed construction. According to oral tradition, the tribe lived in the area in the prehistoric period and in the early years of the historic period. If any burial sites or other cultural properties are found, the tribe must be notified immediately.

The Kickapoo Tribe in Kansas does not currently have sufficient staffing to provide input on the Project and deferred to other groups or tribes with similar historical ties. The tribe acknowledged FRA's compliance with Section 106 of the National Historic Preservation Act.

The Yankton Sioux noted that the proposed routes fall within their ancestral lands, and is requesting further coordination for performing a traditional cultural property (TCP) study, and inclusion of other Sioux tribes in the region as part of Project coordination.

4.2 KEY COMMENTS

The key comments are to coordinate with Native American groups, including tribes, regarding the Study and Project, a TCP study. and in the event of discovery of tribal cultural properties.

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CHAPTER 5
CONCLUSIONS

The scoping process occurred through the online scoping meeting, in-person meetings, and teleconferences, as well as through other media. The process was conducted to ensure that key issues of concern by resource agencies, the public (which included businesses, non-governmental organizations, and other parties), and Native American groups, including tribes, were captured and addressed in conducting the Study, as been documented in the previous chapters. This chapter briefly summarizes the key findings from the scoping process.

5.1 SUMMARY OF KEY COMMENTS

Resource agencies' input focused on the issues of concern relevant to the respective agency as well as the overall Study process. For example, comments from USFWS were primarily on threatened and endangered species and their habitats as well as potential impacts on wetlands and migratory birds. The resource agencies understand the tiered NEPA process, whereby the first tier addresses an overall program and the key decisions to be made in that program, while the second tier addresses specific details of a project and the potential impacts in particular areas, with known parameters of a project to guide the evaluation of the impacts. Coordination with resource agencies would occur throughout Tier 1 and Tier 2.

Public input was minimal regarding natural and physical environment issues and focused primarily on economic and human environment impacts. Most of the commenters supported the Study and Project, with Route Alternative 4 garnering the most support because of its inclusion of the Iowa state capital (Des Moines), other major population centers (Iowa City and Quad Cities area), proximity to I-80 for ready access, and its potential to decrease highway congestion. Some commenters proposed different route options than presented for initial review. Most of those not in favor of the Study and Project indicated that it was not affordable because of the budget deficits in the federal and state governments, and that bus service was an affordable and non-subsidized alternative transportation option.

Support for the Project was noted for several key reasons, including the improvement of air quality; emissions reduction; economic and job benefits through construction funding and subsequent development and stimulation of the economy; opportunities to retain young Iowa professionals due to improved regional interconnectivity; an efficient transportation system for retirees, college students, and people who do not drive and reduced highway congestion.

Public concerns with the Project include the potential to increase crime and drug use at stations and along the route; use of tax dollars for construction and operation; noise and air pollution; the potential to negatively affect existing California Zephyr service between Chicago and Omaha; use of funds for other purposes; and potential safety issues for passenger and freight trains sharing the same system.

Native American group and tribal input indicated that the Native American groups, including tribes, should be contacted regarding potential TCP issues and should be notified if construction uncovers tribal burial grounds or other tribal resources.

5.2 USE OF SCOPING INPUT

The input received during scoping was first used in the development of the Environmental Resource Impact Analysis Methodology Technical Memorandum (Iowa DOT, March 30, 2012); this memorandum addresses how the environmental resources will be described for the affected environment and evaluated for potential impacts in the Tier 1 Service Level EIS. Input from scoping was also used in the development of the Draft Alternatives Analysis Report (Iowa DOT, April 27, 2012); this report reviewed the reasonable range of alternatives compared to several criteria (purpose and need, technical feasibility, economic feasibility, and environmental issues) and documented the screening process to carry forward alternatives for analysis in the Tier 1 Service Level EIS.

CHAPTER 6
REFERENCES

40 CFR 1500-1508. Council on Environmental Quality's Regulations for Implementing the Procedural Provisions of NEPA.

64 FR 28545. May 26, 1999. FRA Procedures for Considering Environmental Impacts.

77 FR 15450. March 15, 2012. Tier 1 Environmental Impact Statement for the Chicago, Illinois, to Omaha, Nebraska, Regional Passenger Rail System.

Iowa DOT. February 8, 2012. Purpose and Need Statement for Public and Agency Scoping, Chicago to Omaha, Regional Passenger Rail System Planning Study.

Iowa DOT. March 2, 2012. Agency and Stakeholder Involvement Plan, Chicago to Omaha, Regional Passenger Rail System Planning Study.

Iowa DOT. March 30, 2012. Environmental Resource Impact Analysis Methodology Technical Memorandum.

Iowa DOT. April 27, 2012. Draft Alternatives Analysis Report, Chicago to Omaha, Regional Passenger Rail System Planning Study.

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APPENDIX A

AGENCY SCOPING MEETING SUMMARIES AND PRESENTATION

Chicago to Omaha
Regional Passenger Rail System
Planning Study

Meeting Notes

Subject:	Agency Scoping Meeting		
Meeting Date:	2/21/12	Meeting Location:	Ames, Iowa
Notes by:	HDR		

Attendees:

In-person attendees: Andréa Martin (FRA Project Manager), Amanda Martin (Iowa DOT Project Manager), Janet Vine (Iowa DOT NEPA Manager), Phil Meraz (Iowa DOT), Jim Armstrong (Iowa DOT District 5 Engineer), Dylan Mullenix (Des Moines MPO), Will Sharp (HDR Project Manager), John Morton (HDR NEPA Manager), Kelly Farrell (HDR), Tim Flagler (HNTB), and Caron Kloser (HNTB).

On-line attendees: David Studt (USCG), Joe Cothern (EPA), Kip Strauss and Gretchen Ivy (HNTB), Julie Ward (NDEQ), Mark Bechtel (FTA), Brian Goss (HDR).

Topics Discussed:

The meeting commenced at approximately 10:10 am to discuss agency scoping for the Chicago to Omaha Regional Passenger Rail System Planning Study. In-person and on-line attendees introduced themselves. The meeting notes below are organized by a summary of the PowerPoint presentation, followed by questions generated, and the answers provided.

Action/Notes:

Amanda Martin led off the meeting indicating that Iowa DOT received Federal funding in 2009 to start the study, but the effort has been on hold until some things came in to place. The delay of the project being obligated and other factors has led to the need for an aggressive schedule. Andréa Martin noted she was representing FRA as the lead federal agency of the study, and that she is looking forward to working with Iowa DOT and Illinois DOT on the study, and moving ahead with the project. John Morton of HDR introduced the agenda slide of the PowerPoint presentation shown at the meeting in Ames, as well as via the Adobe Connect web link, and indicated that the agenda (provided to the agencies via the notification e-mail) would be followed for the presentation.

John Morton indicated that the Chicago to Omaha Regional Passenger Rail System Planning Study is part of an FRA Track 3 Application for a Planning Grant. FRA is funding half of the study with Iowa funding the remainder. There will be several decisions documented by the study including a preferred route alternative and identification of cities with station stops, speed of trains, and frequency of service. The project is part of the Midwest Regional Rail Initiative (MWRRI), with Chicago as the hub. The study is a Service Level analysis, with a broad, high-level approach to the evaluation of potential route alternatives. A Tier 1 EIS will be prepared, and will identify future Project Level Tier 2 NEPA studies. The Tier 1 Service Level Draft EIS will be distributed for agency and public comment, and comments will be used to prepare a Tier 1 Service Level Final EIS.

The purpose of the project is to provide competitive passenger rail transportation between Chicago and Omaha to help meet future travel demands in the study area. Project needs include increased travel demand from population growth and changing demographics, and an alternative competitive travel mode. The purpose and need statement for scoping is on the public website established for the project, and was provided to agency respondents to the e-mail on the agency scoping meeting.

The major project tasks for this study include the NEPA process, including alternatives analysis, a service development plan, and conceptual engineering. These processes are ongoing concurrently, with the tasks

feeding into each other. The study is starting with evaluation of the five previously established routes that connected Chicago to Omaha: a map of the five routes being considered was displayed and identified routes by numbers 1 through 5: 1 is the CN route, 2 is the UP route, 3 is the former Milwaukee Road route, 4 is the Iowa Interstate route, and 5 is the BNSF route, currently used by the California Zephyr (a daily Amtrak train between Chicago, Illinois and Emeryville, California).

The NEPA task is ongoing with GIS data compilation for evaluation of the route alternatives. The NEPA evaluation will be based on corridor-level impact assessment rather than design footprint related assessment. Corridor decisions will be made in Tier 1, but no infrastructure design will be developed until the Tier 2 project level. Noise, vibration, and air quality are among those resources that will be evaluated and will be based on estimated operational data. General station locations will be defined during Tier 1, but no specific locations will be identified. The Tier 1 EIS will evaluate speeds of 79, 90, and 110 mph service (and consider the relationship between speed, ridership, and revenue), and identify the preferred route alternative. A reasonable cost estimate will be developed for the preferred alternative. All of the study outcomes identified (Tier 1 EIS, preferred route alternative, service development plan, and conceptual engineering) are needed for getting FRA implementation funding in the future.

The Alternatives Analysis Task is ongoing and involves two levels of screening, coarse level (done at a high-level) and fine level, that both use four main categories of evaluation criteria: purpose and need, environmental feasibility, technical feasibility, and economic feasibility. Factors being reviewed include, but are not limited to, right-of-way (ROW) availability, population served, environmental resources, and route length. Fine level screening gets into more detail on the four criteria and their application to the remaining alternatives that pass through the coarse level screening step. Fine level screening will involve a ridership evaluation, more detailed characterization of the environment, ridership and revenue potential, and operating, equipment, and maintenance costs. A screen shot of a typical environmental constraints map review within GIS was shown and was considered during the Tier 1 Service Level EA for the Chicago to Iowa City project. The coarse level and fine level steps will be documented in a Draft Alternatives Analysis Report. This report will be available for agency and public input in the spring 2012 timeframe. Information will be available on-line and also be the topic of public meetings. The input received will be used to finalize the report, and identify one or more specific route alternatives to be evaluated in the Tier 1 EIS.

Tim Flagler discussed the Tier 1 EIS approach for environmental resources. Resource impact methodologies are being developed and will be documented in technical memoranda for each resource. Each memorandum will address the regulatory framework for the resource, data gathered for use in the analysis and compiled into a geographic information system (GIS), description of the resource, and an assessment of high level impact analysis along one or more specific route alternatives remaining after the fine level screening process. Typically, a resource study area is about 500 feet on either side of rail centerline along a route alternative. Potential impacts will be quantified for some resources (by number rather than a specific area) and will be qualified for other resources. Potential mitigation approaches will be characterized, but specific mitigation would be addressed during Tier 2 Project Level NEPA analysis. Technical memoranda will be used for input on resources within sections of Chapter 3 (Affected Environment and Environmental Consequences) of the Tier 1 EIS.

John Morton introduced the schedule, indicating that the study is in the public and agency scoping process stage now, with an on-line open scoping meeting process. The Notice of Intent (NOI) to prepare an EIS has been drafted. Andrea Martin indicated that the NOI will be published in a few weeks. Scoping will continue 30 days after the NOI is published. Public information meetings will be held in spring 2012 for evaluating the range of alternatives, the process for reviewing the alternatives, and on the route alternative(s) to be carried forward in the Tier 1 Service Level EIS. The Draft Tier 1 Service Level EIS is planned to be available for review this fall (with a public hearing), and the Final EIS in winter, followed by the Record of Decision. Future Tier 2 Project Level NEPA documents would address details of the proposed improvements along the preferred route alternative.

Since project inception, the purpose and need has been drafted (and has been sent to responding agencies and is on the public website); public scoping is ongoing using a live public website; initial railroad coordination has been completed; and resource impact methodology, alternatives assessment methodology, and annotated outline for the Tier 1 Service Level EIS have been drafted. An agency and stakeholder

involvement plan has been developed, and coarse level screening is occurring. This is the first agency scoping meeting and a second meeting will be held in Chicago, Illinois tomorrow.

We are seeking agency input to guide study by providing comments on the purpose and need, alternatives process, and resource methodologies. FRA and Iowa DOT are also seeking identification of agency issues of concern and resource information.

John Morton indicated that the public involvement process is ongoing. E-mails to agencies included a link that provides access to the public involvement website. Active public input was discussed noting the number of visitors to the website, those that left comments, and those that requested being placed on a mailing list. There have been several articles in local and regional newspapers and television stations, and there have been paid newspaper advertisements with information on the project. Interested parties can participate through electronic media or phone to request information.

Comments/Responses:

The floor was opened to agency input, and the following is a brief summary of the questions/comments and responses: responses and follow-up interaction on the topic are indented below the question/comment.

David Studt: How is the study looking at major bridges along these routes?

> John Morton: The study will identify major structures that might need to be built or rehabilitated, especially those for Mississippi River and Missouri River crossings; these are important cost items. For example, the Iowa Interstate route crosses the Mississippi River on the Arsenal Bridge, and the Union Pacific is building a new bridge at Clinton Iowa. The Study would look at the 5 routes and specifically river crossing locations to determine the gross needs for expansion, reconstruction, or replacement.

David Studt: What about the Iowa City to Chicago project which was proposed to use the Arsenal Bridge crossing?

> Amanda Martin: For that project, the Iowa legislature did not approve the necessary state match funds during last year's legislative session. The Chicago to Iowa City Project was consequently split into two phases. Chicago to Moline (IL) has state funding and NEPA is ongoing under Illinois DOT direction. The Moline to Iowa City phase will be managed by Iowa DOT, but state match in funding will need to be allocated to progress. The completion of this project will determine the next steps for the Moline to Iowa City phase. Relevant data for the Chicago to Iowa City Project will be used for this Project.

Joe Cothern: Joe is representing US EPA Region 7 and will lead the US EPA effort, but will be consulting with Norm West in Region 5 (which includes Illinois in their region). US EPA will provide a scoping letter on this project with input based on other rail projects, such as lessons learned. US EPA has a comprehensive GIS on environmental resources that can be accessed. He asked whether US EPA would be offered participation as a cooperating agency. They typically have an added response if a letter requests input as a cooperating agency.

> Andréa Martin: FRA will likely have requests for cooperating agencies going out in early March.
>
> Joe Cothern: Good input for US EPA consideration would include any information from public scoping that is asking for US EPA's input on resources of concern.

John Morton: Although we didn't talk much about Nebraska, the western terminus is in Omaha. Big decisions need to be made on where to cross the Missouri River; much of that work will be deferred until Tier 2.

Julie Ward: Let us know how NDEQ can help.

David Studt: Will Draft EIS be available this fall or next fall?

> John Morton: The Draft EIS is planned for distribution this fall in 2012; the overall Tier 1 Service Level NEPA process is planned to be completed before fall 2013. Final EIS is planned to be distributed early spring 2013.

Dylan Mullenix: If anything is needed by local governments, let us know if you need help.

Mark Bechtel: FTA is involved in several intermodal projects in the Midwest. FTA is working with Dubuque, Iowa and Moline, Illinois considering a bus hub and a rail platform. Do cities compete to be on route? Will there be spokes of rail from the City centers along passenger rail to other communities?

> Andréa Martin: The project in Moline is currently under the Chicago to Moline Tier 2 project level effort being led by Illinois; this is a different project but this section of rail does fall within one of the route alternatives.
>
> Andréa Martin: The Chicago to Moline project is an IL DOT-led project. A NEPA Tier 2 Project is ongoing that will address the specific location of the platform and its design characteristics. There will be a conference call next week on the next steps for that project.
>
> Mark Bechtel: To build the rail platform in Dubuque, funding will need to be procured through FRA or TIGER.
>
> Amanda Martin: There will be a conference call with FRA and Iowa DOT on Dubuque next week. The City will probably be moving forward with a TIGER application. [The City of Dubuque told us on 2/22 that they will not be moving forward with a TIGER application.] Illinois DOT is moving forward with a Chicago to Dubuque route.
>
> Mark Bechtel: Dee Phan is an environmental specialist and will be involved in FTA input on the NEPA study.
>
> John Morton: The Study has involved communication with many communities in Iowa and Illinois, but is not designed to promote competition between cities. Moline is along the Iowa Interstate route, and Dubuque is along the CN route. The Study will identify stations only along the routes carried forward for detailed evaluation in the EIS. Cities aren't directly competing with each other. The Tier 1 Analysis will focus on the alternative route corridor, without getting into detail at tie-in points. For example, all route alternatives are proposed for crossing into Nebraska as the western terminus, but specifics of that crossing will not be known during Tier 1; most of specificity will be addressed during Tier 2.
>
> Mark Bechtel: The developments with rail opportunities are exciting, and Dubuque and Moline are both planning ahead.
>
> John Morton: Illinois DOT plans to use state funds for an intercity passenger rail line between Chicago and Dubuque. Federal funds are planned for Chicago to Moline. Both of those projects would be based on conventional speeds (up to 79 mph), but the Chicago to Omaha study will look at speeds of 79, 90, and 110 mph and evaluate what the speed differences might do for revenue and ridership.

Mark Bechtel: Will PowerPoint be available on website?

> Amanda Martin: The PowerPoint will be sent to the attendees of the scoping meeting. There appears to be a need for clearly explaining the interrelationships of the different projects in the EIS as well as to the public.

John Morton: The project website for the public will be updated with information on different projects to differentiate them. At this stage of the Chicago to Omaha project, probably will primarily identify cities that could be directly served by different routes.

Kelly Farrell: The Tier 1 EIS will have a section with a discussion on other projects.

Dylan Mullenix: There was mention that the coarse analysis would look at population. Will there be a comparison with highway traffic or would that be in subsequent evaluations?

> John Morton: Overall purpose and need will address ridership through comparison of competitive mode. Currently, 97% of the traffic between Chicago and Omaha is via passenger automobile for an 8-hour trip. Modal review of ridership will be part of the coarse level and fine level analysis. The study will look at populations along each corridor, evaluate modal opportunities, and review potential populations to be served. The configuration of how the system would work, accounting for highway traffic, would be addressed during Tier 2.

Caron Kloser: Will the NEPA process address an implementation plan due to funding not being all available at one time?

> John Morton: FRA has asked to define how the service could be implemented. It is most likely that full funding would not be available, but smaller amounts of funding should be available to phase in segments. The Tier 1 EIS will have an implementation section to show how reasonable investment can partially meet goals and be used before future improvements can be funded.

Kelly Farrell and Amanda Martin discussed and showed components of the public website, and showed agencies the basic method of operating and viewing the website. The method for downloading PDFs was demonstrated. The website was recommended for internal agency use, and to provide access to others.

Action Items:

- FRA will send out Cooperating Agency letters after the NOI is published.
- Iowa DOT will put NOI on website once it is published
- Iowa DOT will note scoping meeting end date on website
- Iowa DOT will send PowerPoint to group of attendees
- Iowa DOT will supplement the website with information to help clarify and differentiate various rail passenger projects.

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Chicago to Omaha

Regional Passenger Rail System Planning Study

Meeting: Ames Agency Scoping Date: 2/21/12

	Name	Organization	Address	City, State & Zip	Email
1.	Kelly Farrell	HDR	8404 Indian Hills Dr	Omaha, NE 68114	Kelly.Farrell@hdrinc.com
2.	Tim Flagler	HNTB	715 Kirk Dr.	Kansas City, MO 64105	tflagler@hntb.com
3.	Caron Kloser	"	11414 W. Park Place, Suite 300	Milwaukee, WI 53224	ckloser@hntb.com
4.	Dylan Mullenix	Des Moines Area MPO	420 Watson Powell, Jr. Pkwy, Ste 200	Des Moines, IA 50309	dmullenix@dmampo.org
5.	Andrea Martin	FRA	1200 NJ. AVE SE WASHINGTON DC	20590	andrea.Martin@dot.gov
6.	Jim Armstrong	Iowa DOT D5	307 West Briggs, Fairfield, IA 52556		james.armstrong@dot.iowa.gov
7.	Janet Vine	IA DOT	800 Lincoln Way, Ames, IA 50010	→	janet.vine@dot.iowa.gov
8.	PHIL MERAZ	IA DOT	" "	"	phillip.meraz@dot.iowa.gov
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Chicago to Omaha
Regional Passenger Rail System
Planning Study

Meeting Notes

Subject:	Agency Scoping Meeting		
Meeting Date:	2/22/12	Meeting Location:	Chicago, Illinois
Notes by:	HDR		

Attendees:

In-person attendees included: Andréa Martin (FRA Project Manager), Michael Garcia (Illinois DOT), Todd Popish (Illinois DOT), Norm West (USEPA), Shawn Cirton (USFWS), Frank Shockey (FEMA), John Morton (HDR NEPA Manager), Janice Reid (HDR), Angela Brazzale (HDR).

On-line attendees: Amanda Martin (Iowa DOT Project Manager), Janet Vine (Iowa DOT NEPA Manager), Walt Zyznieuski (Illinois DOT), Tim Flagler (HNTB), Gretchen Ivy (HNTB), Kelly Farrell (HDR), Brian Goss (HDR).

Topics Discussed:

The meeting commenced at approximately 1:00 pm to discuss agency scoping for the Chicago to Omaha Regional Passenger Rail System Planning Study. In-person and on-line attendees introduced themselves. The meeting notes below are organized by a summary of the PowerPoint presentation, followed by questions generated, and the answers provided. Although much of the question and answer process occurred during the presentation portion of the meeting, the flow of the presentation summary would have been disrupted by including them when they occurred; consequently the meeting summary is not in precise chronologic order.

Action/Notes:

Amanda Martin led off the meeting indicating that Iowa DOT received Federal funding in 2009 to start the study, but the effort has been on hold until some things came in to place. The delay of the project being obligated and other factors has led to the need for an aggressive schedule. Andréa Martin noted she was representing FRA as the lead federal agency of the study, and that she is looking forward to working with Iowa DOT and Illinois DOT on the study, and moving ahead with the project. John Morton of HDR introduced the agenda slide of the PowerPoint presentation shown at the meeting in Chicago, as well as via the Adobe Connect web link, and indicated that the agenda (provided to the agencies via the notification e-mail) would be followed for the presentation.

John Morton indicated that the Chicago to Omaha Regional Passenger Rail System Planning Study is part of an FRA Track 3 Application for a Planning Grant. FRA is funding half of the study with Iowa funding the remainder. There will be several decisions documented by the study including a preferred route alternative and identification of cities with station stops, speed of trains and frequency of service. The project is part of the Midwest Regional Rail Initiative (MWRRI), with Chicago as the hub. The study is a Service Level analysis, with a broad, high-level approach to the evaluation of potential route alternatives. A Tier 1 EIS will be prepared, and will identify future Project Level Tier 2 NEPA studies. The Tier 1 Service Level Draft EIS will be distributed for agency and public comment, and comments will be used to prepare a Tier 1 Service Level Final EIS.

The purpose of the project is to provide competitive passenger rail transportation between Chicago and Omaha to help meet future travel demands in the study area. Project needs include increased travel demand from population growth and changing demographics, and an alternative competitive travel mode. The purpose and need statement for scoping is on the public website established for the project, and was provided to agency respondents to the e-mail on the agency scoping meeting.

The major project tasks for this study include the NEPA process, including alternatives analysis, a service development plan, and conceptual engineering. These processes are ongoing concurrently, with the tasks feeding into each other. The study is starting with evaluation of the five previously established routes that connected Chicago to Omaha: a map of the five routes being considered was displayed and identified routes by numbers 1 through 5: 1 is the CN route, 2 is the UP route, 3 is the former Milwaukee Road route, 4 is the Iowa Interstate route, and 5 is the BNSF route, currently used by the California Zephyr (a daily Amtrak train between Chicago, Illinois and Emeryville, California).

The NEPA task is ongoing with GIS data compilation for evaluation of the route alternatives. The NEPA evaluation will be based on corridor-level impact assessment rather than design footprint related assessment. Corridor decisions will be made in Tier 1, but no infrastructure design will be developed until the Tier 2 project level. Noise, vibration, and air quality are among those resources that will be evaluated and will be based on estimated operational data. General station locations will be defined during Tier 1, but no specific locations will be identified. The Tier 1 EIS will evaluate speeds of 79, 90, and 110 mph service (and consider the relationship between speed, ridership, and revenue), and identify the preferred route alternative. A reasonable cost estimate will be developed for the preferred alternative. All of the study outcomes identified (Tier 1 EIS, preferred route alternative, service development plan, and conceptual engineering) are needed for getting FRA implementation funding in the future.

The Alternatives Analysis Task is ongoing and involves two levels of screening, coarse level (done at a high-level) and fine level, that both use four main categories of evaluation criteria: purpose and need, environmental feasibility, technical feasibility, and economic feasibility. Factors being reviewed include, but are not limited to, right-of-way (ROW) availability, population served, environmental resources, and route length. Fine level screening gets into more detail on the four criteria and their application to the remaining alternatives that pass through the coarse level screening step. Fine level screening will involve a ridership evaluation, more detailed characterization of the environment, ridership and revenue potential, and operating, equipment, and maintenance costs. A screen shot of a typical environmental constraints map review within GIS was shown and was considered during the Tier Service Level 1 EA for the Chicago to Iowa City project. The coarse level and fine level steps will be documented in a Draft Alternatives Analysis Report. This report will be available for agency and public input in the spring 2012 timeframe. Information will be available on-line and also be the topic of public meetings. The input received will be used to finalize the report, and identify one or more specific route alternatives to be evaluated in the Tier 1 EIS.

Tim Flagler discussed the Tier 1 EIS approach for environmental resources. Resource impact methodologies are being developed and will be documented in technical memoranda for each resource. Each memorandum will address the regulatory framework for the resource, data gathered for use in the analysis and compiled into a geographic information system (GIS), description of the resource, and an assessment of high level impact analysis along one or more specific route alternatives remaining after the fine level screening process. Typically, a resource study area is about 500 feet on either side of rail centerline along a route alternative. Potential impacts will be quantified for some resources (by number rather than a specific area) and will be qualified for other resources. Potential mitigation approaches will be characterized, but specific mitigation would be addressed during Tier 2 Project Level NEPA analysis. Technical memoranda will be used for input on resources within sections of Chapter 3 (Affected Environment and Environmental Consequences) of the Tier 1 EIS.

John Morton introduced the schedule, indicating that the study is in the public and agency scoping process stage now, with an online open scoping meeting process. The Notice of Intent (NOI) to prepare an EIS has been drafted. Andréa Martin indicated that the NOI will be published in a few weeks. Scoping will continue 30 days after the NOI is published. Public information meetings will be held in spring 2012 for evaluating the range of alternatives, the process for reviewing the alternatives, and on the route alternative(s) to be carried forward in the Tier 1 Service Level EIS. The Draft Tier 1 Service Level EIS is planned to be available for review this fall (with a public hearing), and the Final EIS in winter, followed by the Record of Decision. Future Tier 2 Project Level NEPA documents would address details of the proposed improvements along the preferred route alternative.

Since project inception, the purpose and need has been drafted (and has been sent to responding agencies and is on the public website); public scoping is ongoing using a live public website; initial railroad coordination

has been completed; and resource impact methodology, alternatives assessment methodology, and annotated outline for the Tier 1 Service Level EIS have been drafted. An agency and stakeholder involvement plan has been developed, and coarse level screening is occurring. The first agency scoping meeting was held yesterday in Ames, Iowa.

We are seeking agency input to guide study by providing comments on the purpose and need, alternatives process, and resource methodologies. FRA and Iowa DOT are also seeking identification of agency issues of concern and resource information.

John Morton indicated that the public involvement process is ongoing. E-mails to agencies included a link that provides access to the public involvement website. Active public input was discussed noting the number of visitors to the website, those that left comments, and those that requested being placed on a mailing list. There have been several articles in local and regional newspapers and television stations, and there have been paid newspaper advertisements with information on the project. Interested parties can participate through electronic media or phone to request information.

Comments/Responses:

The floor was opened to agency input, and the following is a brief summary of the questions/comments and responses: responses and follow-up interaction on the topic are indented below the question/comment.

Michael Garcia: Is there a memorandum of understanding (MOU) between Iowa DOT and Illinois DOT to study potential routes within the state of Illinois?

> Amanda Martin: Iowa DOT has had some previous discussions about the project with George Weber of Illinois DOT but she couldn't recall if an MOU was specifically discussed. Amanda will discuss an MOU specifically with Ms. Tammy Nicholson of Iowa DOT and get back to Illinois DOT.

Norm West: How is this project different than the Chicago to Iowa City project, and what is the status of that project? Are previous NEPA documents being put aside and is there a fresh start with this project?

> John Morton: For that project, the Iowa legislature did not approve the state match last year. The Chicago to Iowa City Project was consequently split into two projects: Chicago to Moline, IL has state funding and NEPA is ongoing under Illinois DOT direction and Moline to Iowa City, IA. The Moline to Iowa City project will be managed by Iowa DOT, but state match in funding will need to be allocated to progress. Relevant data for the Chicago to Iowa City project will be used for this Project. The Tier 1 Service Level EIS for the Chicago to Omaha project will have a section with a discussion on the other projects.
>
> Andréa Martin: FRA issued a FONSI for the Tier 1 Service Level Chicago to Iowa City project in November 2011; the FONSI included a list of actions that need to be completed during Tier 2. She will send a copy of the FONSI to USEPA. None of the previous studies are being put aside and are moving along different and independent schedules. Information from past NEPA documents will be taken into account as part of this project's analysis. Iowa DOT will send the PowerPoint to attendees of the scoping meeting, as well as USACE. There appears to be a need for clearly explaining the interrelationships of the different projects in the EIS as well as to the public. Agency comments that were received previously as part of the Chicago to Iowa City, Chicago to Dubuque (IA), and Chicago to Moline (IL) projects will be considered as part of the historical record for the Tier 1 EIS. This project somewhat overlaps with the Chicago to Iowa City project because it could share some of the same track.
>
> Michael Garcia: The Tier 1 Service Level EA for Chicago to Iowa City is being reassessed by Illinois DOT for the Chicago to Moline section of the route. The Tier 2 Project Level EA has not yet started.

Norm West: Could you please send a direct link for the files you are directing us to rather than just noting the files are on the website?

John Morton: The project website for the public will be updated with information on different projects to differentiate them. A direct link to this information will be provided. At this stage of the Chicago to Omaha project, the level of information for website update will likely be identification of cities that could be directly served by different routes.

Michael Garcia: Illinois DOT intends to include all NEPA projects for Illinois passenger rail projects on an interactive map of Illinois. Amanda Martin should send an email to Miriam Gutierrez requesting that the Illinois DOT High Speed Rail (HSR) link be linked to the Chicago to Omaha project website. We are working toward getting this site fully functional.

Andréa Martin: Past documents as well as those for review on current projects could be posted to links. The Chicago to Detroit project hasn't started yet. FRA will discuss the use of the interactive map with Illinois DOT. FRA will likely have requests for cooperating agencies going out in early March, at the same time the NOI is published (possibly on March 9th). The scoping period will then be open for 30 days from NOI publication.

Norm West: Will the Chicago to Omaha Tier 1 EIS look at broader agency issues? Are you looking for resource agency input on resources such as threatened and endangered species that may be in the area or issues with major water crossings?

John Morton: Yes. Input is being sought from agencies on broad issues and readily-available data. More specific analysis would occur during Tier 2 Project Level analysis.

Shawn Cirton: Because federal agencies have different permitting responsibilities, they may ask for some more detailed information, which might typically be done in Tier 2.

Michael Garcia: The FHWA Tier 1 Process is different than the FRA Tier 1 Process; however, they both still follow NEPA.

Andréa Martin: The FRA has its own implementing regulations, per CEQ. FRA will state clearly the regulations that are being followed in the Tier 1 Service Level EIS and the NOI, and the level of analysis during Tier 1 Service Level and Tier 2 Project Level.

Michael Garcia: Based on his understanding, it doesn't appear that the screening criteria will be reviewed by the agencies or public prior to proceeding with the screening process. Is the intent to eliminate alternatives during screening to a single alternative?

John Morton: The screening criteria and methods are being developed and reviewed by FRA. The coarse level screening process has begun. The website is currently receiving comments on the project. The Draft Alternatives Analysis Report on the alternatives analysis (which will include both the coarse and fine level screening processes) will be placed on the public website for agency and public review, and public meetings will be held in spring 2012. Comments will be considered and used to create a Final Alternatives Analysis Report. What comes out of the Report will be the range of reasonable and feasible alternatives carried forward in the EIS; the intent of the screening is to potentially get down to a single alternative to carry forward in the EIS. The Final Alternatives Analysis Report will be summarized and make up the bulk of Chapter 2 of the EIS.

Amanda Martin: Iowa DOT will provide Walt Zyznieuski the screening criteria for review. Michael Garcia will be copied on everything; Walt will receive information as it pertains to NEPA. Determining the preferred route alternative is FRA's decision.

Janet Vine: The public will have opportunities to provide input on the alternatives screening process. The Draft Alternatives Analysis Report will be published and posted for review, with the public able to provide comments through the publish website or during meetings.

Shawn Cirton: Please review wildlife impacts from noise as well as human impacts (similar to what was done for CN-EJE acquisition). Has the USFWS Rock Island Field Office been contacted concerning this project?

The Rock Island office will likely be the lead contact for USFWS. Shawn Cirton will provide FRA with the contact information for the USFWS Rock Island office.

> Andréa Martin: The Rock Island Office will be coordinated with concerning this project [an e-mail invitation to scoping was provided] and will receive the cooperating agencies letter from FRA in March.

Michael Garcia: Will the Tier 1 EIS be done in a phased approach to identify what you anticipate in the Tier 2 documents or will it address building the entire project at once? Will it address an implementation plan due to funding not being all available at one time? Will it recommend what is needed for Tier 2?

> John Morton: FRA has asked Iowa DOT to define how the service could be implemented. It is most likely that full funding would not be available, but smaller amounts of funding should be available to phase in study and development of segments. The Tier Service Level 1 EIS will have an implementation section to show how reasonable investment can partially meet goals and be used before future improvements can be funded. The Record of Decision (ROD) will also have an implementation strategy and will discuss what is needed in Tier 2.
>
> Andréa Martin: An implementation plan will be included in the EIS and the ROD. Based on funding constraints, the project would definitely need a phased approach.
>
> John Morton: The phased approach with an implementation plan is consistent with the philosophy of the MWRRI. The project could be phased geographically as well as in frequency and speed.

Michael Garcia: Will the Tier 1 EIS look at Chicago Union Station (CUS) capacity? There are other projects going on which add more trains into CUS; for example Illinois and Michigan both have projects at the Tier 1 stage that would add more trains. At some point, CUS won't be able to handle more trains.

> John Morton: The two challenges are on both termini – getting into CUS and getting across the river into Omaha. Neither challenge will be solved at the Tier 1 Service Level but there will be enough analysis to show that it can be done, with detailed evaluations to be completed in Tier 2. So CUS capacity will definitely be analyzed during Tier 1; it will be identified as a constraint and a problem.

Michael Garcia: Has coordination been performed with host railroads on how passenger trains will interact with freight trains?

> John Morton: Early coordination has been performed with host railroads concerning the awareness of the project. The railroads haven't signed any agreements on operations or use of tracks, but have responded that they are willing to work with FRA and Iowa DOT on the potential development with various caveats.

Shawn Cirton: Please provide USFWS offices with a more detailed map of the Illinois counties they serve so they can provide more substantive comments

> Andréa Martin: FRA will include the requested map with the cooperating agencies letter.

Frank Shockey: FEMA has new Illinois mapping available in GIS. We should call him if we have trouble obtaining GIS data from FEMA's website. We also should reach out to Iowa and Nebraska FEMA agencies. The new FEMA maps do not reflect recent climate change discussions, so they may change again.

> Norm West: Suggests that it would be wise to consider increased rains and flooding possibilities in the future and not to rely solely on the past data.
>
> Andréa Martin: Future increased rains and flooding possibilities would be examined in Tier 2.
>
> Frank Shockey: When looking at specific infrastructure requirements in Tier 2, we will need to look at impacts on flooding. There may be more revised flood maps in the next few years.

Norm West: Have station locations been identified?

> John Morton: We have potential locations identified for the termini, and at some midpoints. The dots on the map (provided with the e-mail notification of the scoping meeting) of route alternatives do not indicate specific locations. Potential station locations will be identified during the fine level screening process. During coarse level screening, we are only looking at population served/ridership potential. Some of the routes go through more densely populated areas than others. The Chicago area population skews the analysis of potential station locations because the population served in the Chicago is so high. For comparisons of the population served along potential routes, we are excluding Chicago and Omaha during coarse level screening because all of the route alternatives will serve those cities.

John Morton and Amanda Martin discussed and showed components of the public website, and showed agencies the basic method of operating and viewing the website. The method for downloading PDFs was demonstrated. The website was recommended for internal agency use, and to provide access to others. The website tracks use; the highest number of hits have been from 1-3 in the afternoon and 9-11 at night, which is not when public meetings are typically held. The website is similar to what had been used for the Canadian National project but has evolved considerably since then.

Action Items:

- FRA will send out Cooperating Agency letters after the NOI is published.
- FRA will contact Rock Island USFWS as part of agency coordination.
- FRA will provide more detailed maps of potential routes near Chicago area for USFWS review.
- FRA to send FONSI for Chicago to Iowa City Tier 1 Service Level EA to Norm West.
- FRA to include reference to FRA environmental procedures in the NOI.
- Iowa DOT will have an internal discussion regarding an MOU with Illinois DOT.
- Iowa DOT will send PowerPoint to the meeting attendees and USACE who was not in attendance.
- Iowa DOT will supplement the Iowa DOT project website with information to help clarify and differentiate various rail passenger projects.
- Iowa DOT will provide HDR with agency comments that were received previously for the NEPA effort for the Chicago to Dubuque project.
- Iowa DOT to send Illinois DOT an email to Miriam Gutierrez with logo that formally requests that a link to the Chicago to Omaha project be added to the Illinois DOT HSR website.
- Iowa DOT will ensure that Michael Garcia and Walt Zyznieuski receive the Alternatives Analysis methodology and Alternatives Analysis documents for review.
- Illinois DOT will provide HDR with agency comments that were received previously for the NEPA effort for the Chicago to Moline project.

Chicago to Omaha

Regional Passenger Rail System Planning Study

Meeting: Chicago to Omaha Reg. Passenger Rail Study Agency Scoping Meeting - Chicago Date: Feb. 22, 2012

	Name	Organization	Address	City, State & Zip	Email
1.	Janice Reid	HDR	8550 W. Bryn Mawr Chgo	Chicago, IL 60631	janice.reid@hdrinc.com
2.	John Morton	HDR	8404 Indian Hills Dr.	Omaha, NE 68114	john.morton@hdrinc.com
3.	MICHAEL GARCIA	IDOT	2300 S. DIRKSON PKWY, [illegible]	SPRINGFIELD, IL 62764	MIKE.GARCIA@ILLINOIS.GOV
4.	Norm West	U.S. EPA	77 W. Jackson Blvd, E-19J, Chicago 60604		west.norman@epa.gov
5.	Todd Popiel	IDOT	100 W Randolph Suite 6-600 Chicago	Chicago IL 60601	todd.popiel@illinois.gov
✱ 6.	Amanda Martin	Iowa DOT			
✱ 7.	Janet Vine	Iowa DOT			
✱ 8.	Walt Zyzlewski	IDOT			
✱ 9.	Brian Goss	HDR			
10.	Angela Brazzale	HDR	30 N. LaSalle, #3220,	Chicago, IL 60602	Angela.Brazzale@hdrinc.com
11.	Andrea Martin	FRA	1200 N.J. Ave SE Mail stop 20	Washington, DC 20590	andrea.martin@dot.gov
12.	Shawn Cirton	USFWS	1250 S. Grove Av. Av., Barrington, IL 60010 →		shawn_cirton@fws.gov
✱ 13.	Tim Flagler	HNTB			
14.	Frank Shockey	FEMA Region V	536 S Clark St. 6th Floor Chicago IL 60605		frank.shockey@dhs.gov
✱ 15.	Kelly Farrell	HDR			
✱ 16.	Gretchen Ivy	HNTB			
17.					
18.					
19.					
20.					

✱ Via Teleconference

Chicago to Omaha

Regional Passenger Rail Planning Study

Agency Scoping Meetings

February 21 and 22, 2012

HDR HNTB

U.S. Department of Transportation Federal Railroad Administration

Iowa Department of Transportation

Agenda

1. Introductions
2. Study Introduction
   a. Study Background
   b. Purpose and Need
   c. Project Description
   d. Alternatives Screening
   e. Resource Methodologies
   f. Schedule
   g. Agency Input
3. Discussion of Issues
   a. Agency Interests and Concerns, and Available Information
   b. Online Public Information Meeting
4. Action Items
5. Meeting Conclusion

Chicago to Omaha – Study Background

Regional Passenger Rail Planning Study

FRA Track 3 (Planning Programs) Application

- Submitted by Iowa DOT jointly with Illinois DOT
- Application Requirements
  - Detailed Project Overview
  - Public Return on Investment
  - Project and Financial Management Plan and Risk Assessment
  - Project Scope and Schedule
- Planning Study Cost = $2 million (50 % federal funding)

Key Project Decisions

- Preferred Route Alternative
- Cities with Station Stops
- Frequency of Service
- Maximum Speed (90 mph to 110 mph desired)
- Implementation Plan
- Twenty Year Financial Plan
- Timetable Schedule
- Ridership / Revenue Optimization

Part of Midwest Regional Rail Initiative

HDR HNTB

U.S. Department of Transportation Federal Railroad Administration

Iowa Department of Transportation

Iowa Connections Get on Board

NEPA Task

- Corridor Wide or "Service Level" Environmental Document
  - Tier 1 Environmental Impact Statement
  - Broad High Level Evaluation of Potential Route Alternatives
  - Determine Preferred Route Alternative
  - Identify Cities for Potential Station Stops
  - Prepare Draft EIS and Obtain Public / Agency Input
  - Identify Future "Project Level" (Tier 2) Environmental Studies

Purpose and Need

- Purpose - The Chicago to Omaha Regional Passenger Rail System Would Provide Competitive Passenger Rail Transportation Between Chicago and Omaha to Help Meet Future Travel Demands in the Study Area
- Needs
  - Increased Travel Demand from Population Growth and Changing Demographics
  - Alternative Competitive Travel Mode

Major Project Tasks

- NEPA / Alternatives Analysis
- Service Development Plan
- Conceptual Engineering

All Major Tasks are Interrelated and Completed Concurrently

Alternatives Being Considered

NEPA Task

- Environmental Impact Analysis
  - Compile GIS Database of Environmental Resources
  - Evaluate Feasible Route Alternatives
  - Corridor Level Environmental Impact Analysis (Wetlands, Waterways, Regulated Materials, Historical Properties, Protected Resources, T&E, EJ)
  - Noise and Vibration Analysis
  - Energy Consumption Analysis

NEPA Task

- Evaluation of Feasible Alternatives in Draft EIS
  - Hi-Rail Routes
  - Identify General Station Locations
  - Speed, Ridership, and Revenue Forecasts
  - Environmental Impact Analysis
  - Public Input
- Determine Preferred Route Alternative
- Publish Final EIS

Study Outcomes

- System Level NEPA Process
  - Tier 1 EIS
  - Determine Preferred Route Alternative
- Approved Service Development Plan
- Conceptual Engineering
  - Identify Infrastructure Improvements Required
  - Coordinate with Freight Railroads and Amtrak
  - Prepare Cost Estimates
- Implementation Plan
- Economic Analysis

Necessary Steps Completed to Pursue Future FRA Implementation Funding

Alternatives Analysis Task

- Alternatives Analysis Screening Report
  - Coarse Level Screening
  - Fine Level Screening
- Evaluation Criteria
  - Purpose and Need
  - Environmental Feasibility
  - Technical Feasibility
  - Economic Feasibility

Alternatives Analysis Task

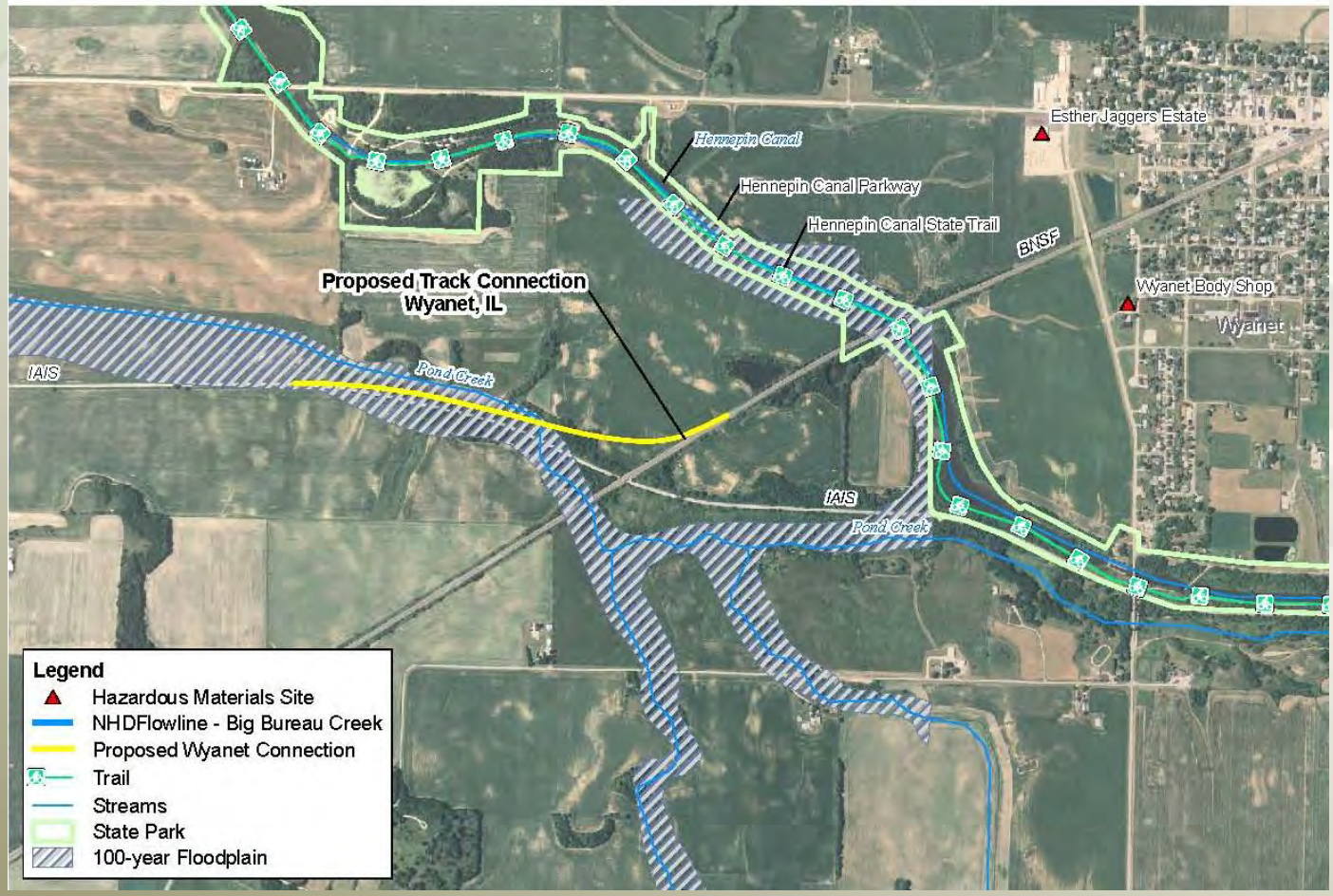
- Alternatives Analysis - Coarse Level Screening
  - Consider All Previously Established Passenger Rail Routes
  - High Level Screening
  - Evaluation Factors
    - Population Served
    - Characterize Environmental Resources (Qualitative)
    - Right-of-Way Availability
    - Route Length
    - Construction Costs (high level)

Alternatives Analysis Task

- Alternatives Analysis – Fine Level Screening
  - Identify "Reasonable and Feasible" Routes
  - Evaluation Factors
    - Schedule Times (High Level – maximum speeds of 79 mph, 90 mph, 110 mph)
    - Ridership and Revenue Potential (High Level)
    - Characterize Environmental Resources (GIS)
    - Right-of-Way Availability
    - Construction Costs (high level) – Grade Crossings, Potential Track Improvements
    - Operating Costs
    - Equipment Costs
    - Maintenance Costs

NEPA Task

- Example Environmental Constraints Map



Alternatives Analysis Task

- Alternatives Analysis
  - Publish Draft Alternatives Analysis Report
  - Obtain Public and Agency Input – Public Meetings
  - Finalize Alternatives Analysis Report

Tier 1 EIS Methodologies

- Resource Impact Analysis Methodologies

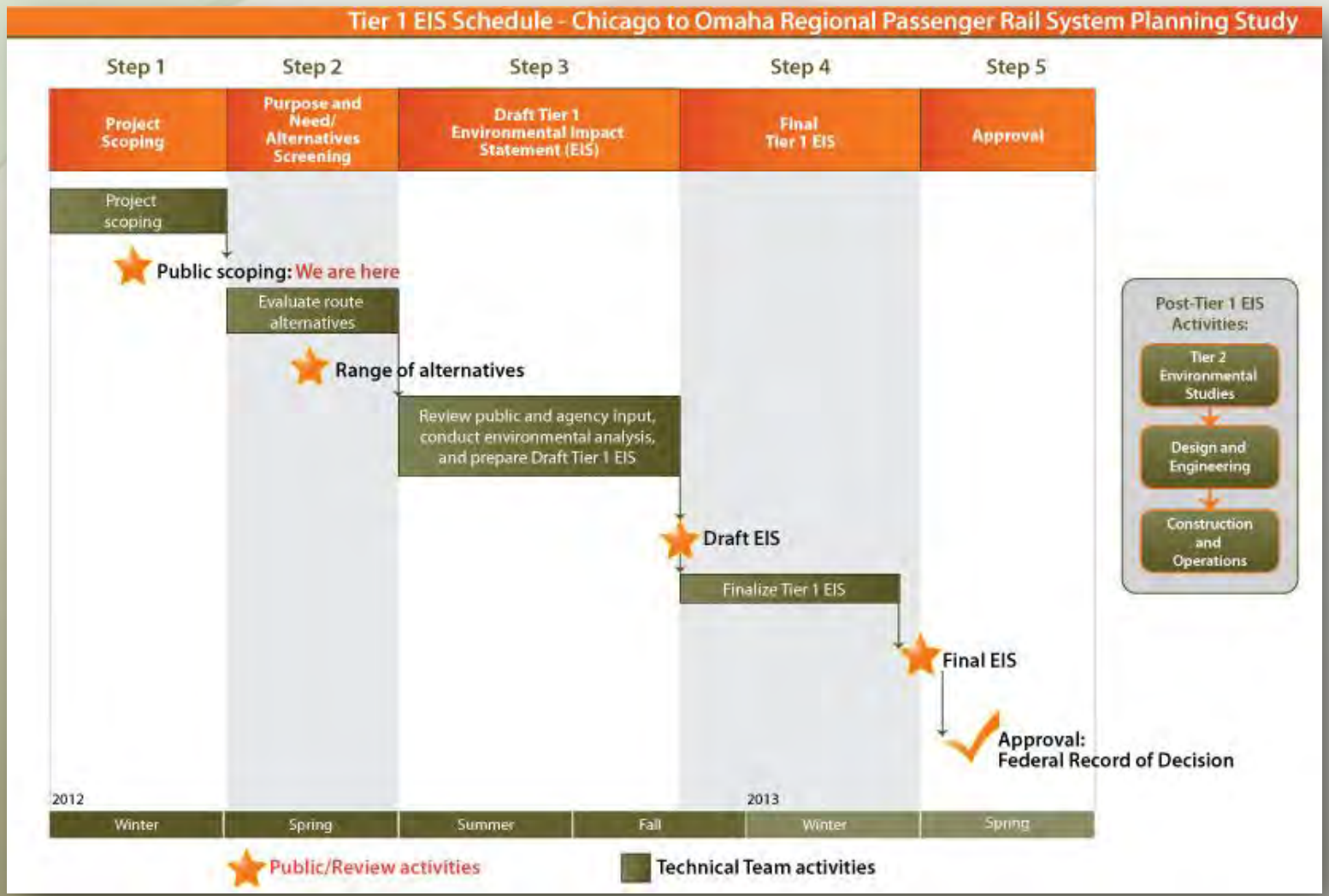
  (Resource Technical Memoranda Contents)

  - Regulatory Framework for Environmental Resource
  - Data Collection (GIS, Website, and Published Data) and Agency Coordination
  - Review of Data and Description of Existing Environment
  - "High-Level" Evaluation of Potential Impacts
  - Potential Need for Mitigation

Tier 1 EIS Resources

- Transportation
- Land Use
- Agricultural Resources
- Socioeconomics
- Environmental Justice
- Elderly & Disabled
- Public Health & Safety
- Noise & Vibration
- Air Quality
- Hazardous Waste
- Cultural Resources
- Parks & Natural Areas
- Section 4(f) & 6(f)
- Visual Quality
- Water Resources
- Wetlands
- Water Quality
- Floodplains
- Geology
- Natural Habitats & Wildlife
- T & E Species
- Energy Use & Climate Change
- Construction Impacts
- Indirect & Cumulative Impacts
- Irreversible & Irretrievable Commitment of Resources
- Permits
- Summary of Impacts & Mitigation

Project Schedule



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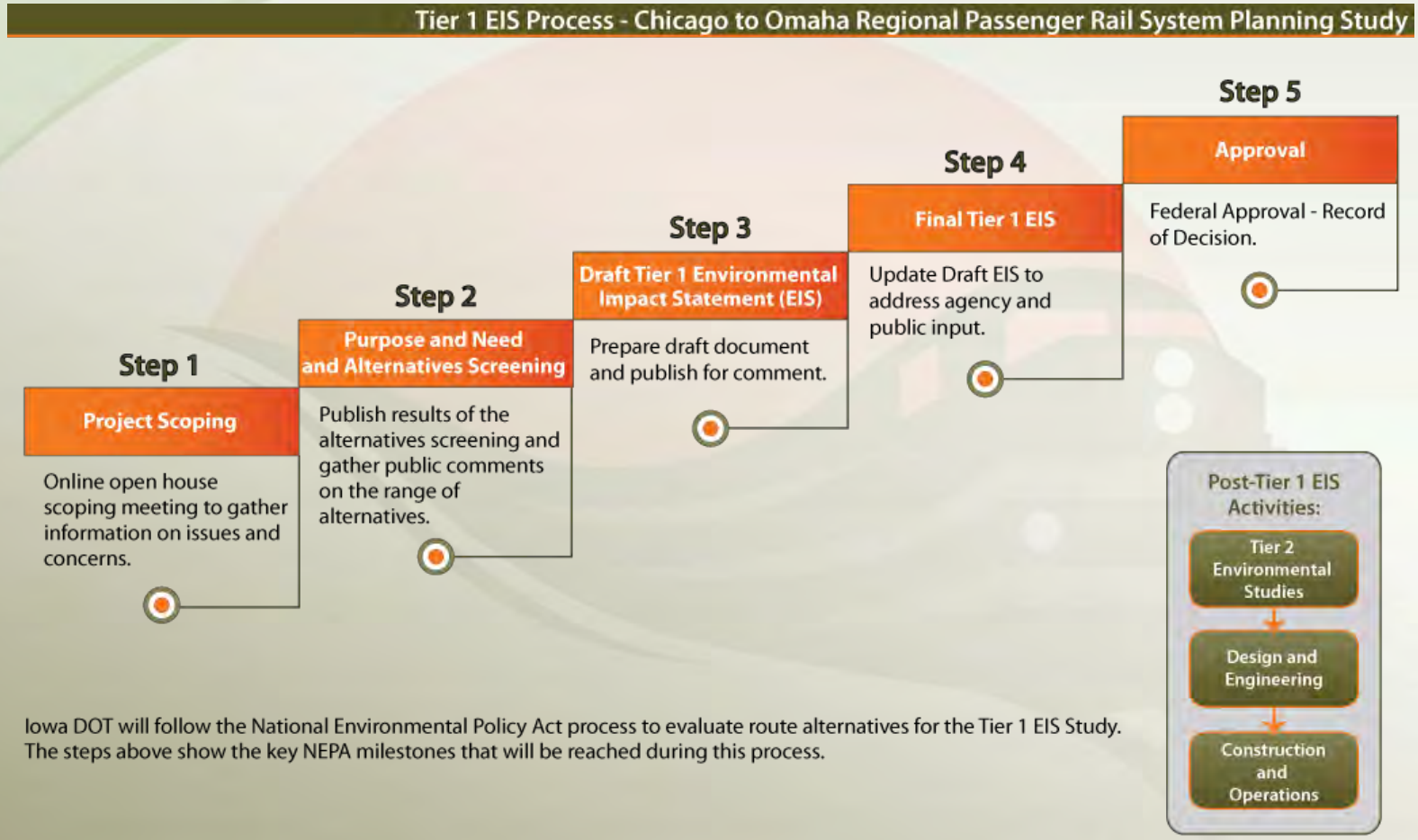
Iowa Connections Get on Board

Project Process



Iowa DOT will follow the National Environmental Policy Act process to evaluate route alternatives for the Tier 1 EIS Study. The steps above show the key NEPA milestones that will be reached during this process.

Efforts Completed to Date

- Public Involvement
  - Agency and Stakeholder Involvement Plan
  - Project Web Site Active
  - First On-Line Public Meeting Live
- NEPA
  - Developed Draft Purpose and Need
  - Agency Scoping Meeting – Scheduled for 2/21, 2/22
  - Developing Environmental Impact Methodologies and EIS Annotated Outline
- Service Development Plan / Conceptual Engineering
  - Initial Host Railroad Coordination Complete
  - Alternatives Analysis Methodology Complete
  - Coarse Level Alternatives Analysis Underway

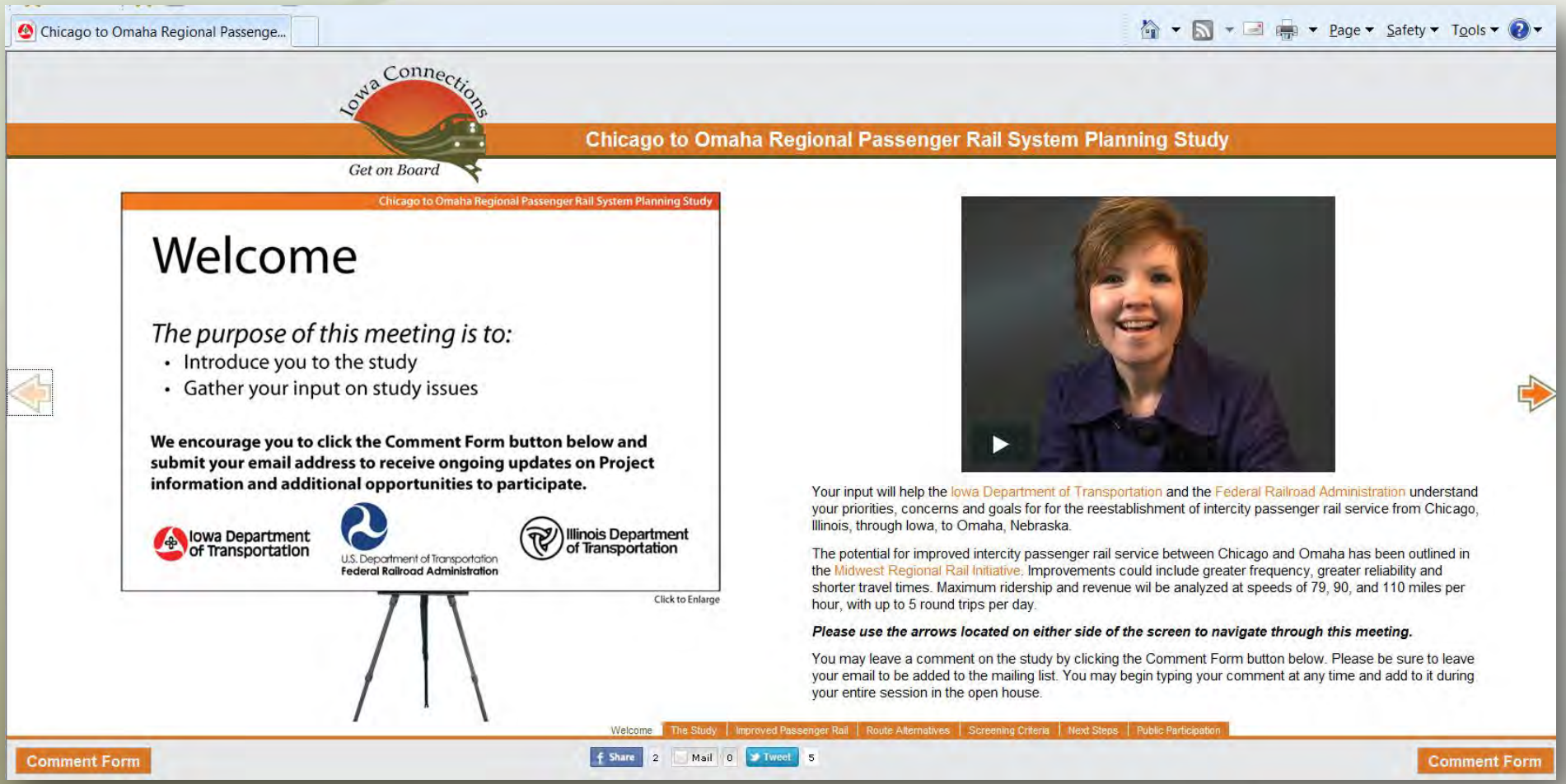
Agency Input

- Agency Scoping and Early Coordination is Ongoing
  - Agency Scoping Meeting
  - Notice of Intent to Prepare an EIS
  - Early Coordination Packages
  - FRA Request for Cooperating Agencies
- What are we Seeking?
  - Input on Purpose and Need, Alternatives Process, Resource Methodologies
  - Identification of Your Issues of Concern
  - Information Relevant to Resources Under Your Management

Discussion of Issues

- Open Discussion of Agency Interests and Concerns at Tier 1 Level of Study and in Future Tier 2 Analyses
- Resource Agency Available Information

Public Involvement To-Date



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Iowa Connections Get on Board

Public Involvement To-Date

Tool	Impact
Website Visits	3,820 Unique Visitors
Online Meeting Visits	1,953 Unique Visitors
Mailing List Requests	*477*
Comments	*734*
Facebook	*151 shares, 299 Liked/ Shared/ Commented*
Twitter	*84 Tweets/ Retweet, 66,868 Impressions*
Earned Media	*29 Mentions in Iowa/ Illinois/ Nebraska*
Paid Media	*10 Ads in Iowa/ 1 Ad in Illinois*

Opportunities to Participate

Event	Time Frame
Public Scoping Online Meeting	*Online February 13, 2012*
Community Tool Kit / Online Survey	*Online Late Winter 2012*
Range of Alternatives Open House	*Online and In-person Spring 2012*
Public Hearing – Review Draft EIS	*Online and In-person Fall 2012*
Website / Information Line	*www.iowadot.gov/ChicagotoOmaha* *800-488-7119*

HDR HNTB

U.S. Department of Transportation Federal Railroad Administration

Iowa Department of Transportation

Iowa Connections Get on Board

Action Items

- Summary and Recordation of Action Items Identified at the Agency Scoping Meeting

Meeting Conclusion

- Thank You for Your Participation and Input During this Tier 1 EIS Agency Scoping Meeting!!

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APPENDIX B

RESOURCE AGENCY EARLY COORDINATION PACKET AND LIST OF RESOURCE AGENCIES

Chicago to Omaha Regional Passenger Rail Planning Study
Proposed E-mails to Agencies

E-mail subject line: "**Agency scoping underway for the Chicago to Omaha Regional Passenger Rail Planning Study**"

The Federal Railroad Administration (FRA) and the Iowa Department of Transportation (Iowa DOT) are notifying that they are evaluating alternatives for the reestablishment of passenger rail service from Chicago, Illinois, through Iowa, to Omaha, Nebraska (the Project). The Iowa DOT's evaluation will be documented in the Chicago to Omaha Regional Passenger Rail System Planning Study (the Study) Tier 1 Service Level Environmental Impact Statement (EIS). The Notice of Intent for the Tier 1 Service Level EIS was published in the Federal Register on March 15, 2012. The scoping process is underway and is scheduled through April 16, 2012.

Attached is a description of the Study (which provides background information and identifies the transportation problems that the Project is expected to address), and a figure showing the previously established routes that constitute the Study Area. Public involvement, including scoping, is also being conducted for this Study. Relevant information on the NEPA process and the Study is available on http://www.iowadot.gov/chicagotoomaha. The NOI and the Purpose and Need Statement are both included on the website under "Resources" (http://www.iowadot.gov/chicagotoomaha/resources.html). Public scoping materials can be found at http://chicagotoomaha.com/.

We are soliciting your input on the Study. The aforementioned website will host relevant documents for the Study, with an Alternatives Analysis Report scheduled to be posted before a series of public meetings in May; the website provides additional information on the meetings. Please reply to this e-mail address with any comments. Thank you.

Salutation	F_Name	L_Name	Title	Organization
Iowa Federal Agency Coordination List				
	Glenn	Helm		Federal Aviation Administration
	Dick	Hainje	Regional Director	Federal Emergency Management Agency
	Lubin	Quinones	Iowa Division Administrator	Federal Highway Administration
	Steven	Fender	Deputy Regional Administrator	Federal Railroad Administration
	David	Gregory	Deputy Regional Administrator	Federal Railroad Administration
	Darrell	Tisor	Regional Administrator	Federal Railroad Administration
	Joan	Roesler	Planning and Program Development Team Leader	Federal Transit Administration, Region VII
Colonel	Shawn	McGinley	Rock Island District Commander	US Army Corps of Engineers
	Martha	Cheiply		US Army Corps of Engineers
	Kayla	Eckert-Uptmor		US Army Corps of Engineers
	Eric	Washburn	Commander (dwb)	US Coast Guard
	Richard	Sims	State Conservationist	US Department of Agriculture
	Andrew	Boeddeker	HUD Regional Office	US Department of Housing and Urban Development
	James	Ryan	Supervisory Project Manager	US Department of Housing and Urban Development
	Robert	Stewart		US Department of Interior
	Joe	Cothern	NEPA	US Environmental Protection Agency
	Eliodora	Chamberlain	Wetlands	US Environmental Protection Agency
	Mike	George	Field Supervisor	US Fish and Wildlife Service
	Richard	Nelson	Project Manager	US Fish and Wildlife Service
	Kathleen	Moench	Section 6(f) Funds Coordinator	Iowa Department of Natural Resources
	Kelly	Poole	Environmental Specialist	Iowa Department of Natural Resources
	Christine	Schwake		Iowa Department of Natural Resources
	Bryan	Bradley	Utility Engineer	Iowa Department of Transportation
	Barbara	Mitchell	Deputy SHPO	State Historical Society of Iowa
	Nick	Chevance	Environmental Coordinator	National Park Service
Other Federal Agency Contacts				
	Joel	Himsl	Garrison Manager	Department of the Army
	Karla	Bullett	Chicago District Executive Office	US Army Corps of Engineers
	Marisol	Simon	Regional Administrator	Federal Transit Administration, Region V
	Susan	Schalk		Federal Aviation Administration
	Kenneth	Sessa	Regional Environmental Officer	FEMA, Region 7
	Amanda	Ratliff		Federal Emergency Management Agency
	Antonio	Riley	Regional Administrator	US Department of Housing and Urban Development
	Beverly	Bishop	Deputy Regional Administrator	US Department of Housing and Urban Development
Commander	Robert E.	Bailey, Jr.	Commanding Officer	US Coast Guard, Ninth District
	Scherrie	Giamanco	State Executive Director	US Department of Agriculture
	Dan	Steinkruger	State Executive Director	US Department of Agriculture
	John	Whitaker	State Executive Director	US Department of Agriculture
	Jeffrey	Zimprich	Acting State Conservationist	US Department of Agriculture
	Joe	Gates	District Conservationist	US Department of Agriculture
	Mark	Jackson	Coordinator	US Department of Agriculture
	Kenneth	Westlake	Chief, NEPA Implementation Section	US Environmental Protection Agency
	Peter	Cassell	Water Division Liaison	US Environmental Protection Agency
	Danny	Briggs	Transportation Engineer	US Federal Highway Administration
	Joseph	Werning	Division Administrator	US Federal Highway Administration
	Norman	Stoner	Division Administrator	US Department of Transportation Federal Highway Administration
	Kevin	Foerster	Refuge Manager	US Fish & Wildlife Service
	Louise	Clemency	Field Supervisor	US Fish and Wildlife Service
	Mark	Baran	District Conservationist	USDA/NRCS
	Keith	Krause	District Conservationist	USDA/NRCS
	Eileen	Kirsch		USGS
	Valincia	Darby	Assistant Regional Environmental Officer	US Department of Interior
	Andrew	Raddant	Regional Environmental Officer	US Department of Interior
Other Iowa Agency Contacts				
	Jeff	Wardlow	Executive Director	Iowa Agriculture Development Authority
	Bill	Northey	Secretary of Agriculture	Iowa Department of Agriculture and Land Stewardship
	Cyndi	Pederson	Director	Iowa Department of Cultural Affairs
	Thomas	Hart	Division Administrator	Iowa Economic Development Authority
	Scott	Dockstader	District 1 Engineer	Iowa Department of Transportation
	Vicki	Dumdei	District 2 Engineer	Iowa Department of Transportation
	Tony	Lazarowicz	District 3 Engineer	Iowa Department of Transportation
	Jim	Armstrong	District 5 Engineer	Iowa Department of Transportation
	Jim	Schnoebelen	District 6 Engineer	Iowa Department of Transportation
	Troy	Jerman	District 4 Engineer	Iowa Department of Transportation
	Sherry	Timmins	Team Leader	Iowa Economic Development Authority
	Liz	Christiansen	Board Administrator	Iowa Environmental Protection Commission
	Sandra	Sampson		Iowa State Parks Bureau
	Deborah	Lewis	Board Member	Iowa State Preserves Advisory Board
				Iowa Transportation Commission
	Mary Kay	Brinkman		Iowa Department of Public Health
	Charles	Palmer	Director	Iowa Department of Human Services

Illinois Agency Contacts

	Shauna	Kelley	Bureau Chief	Illinois Commerce Commission
	Steve	Chard	Acting Bureau Chief	Illinois Department of Agriculture
	Warren	Goetsch	Bureau Chief	Illinois Department of Agriculture
	Warren	Ribley	Director	Illinois Department of Commerce and Economic Opportunity
	Karen	Miller	Section Manager	Illinois Department of Natural Resources
	Gary	Jereb	Section Manager	Illinois Department of Natural Resources
				Illinois Department of Transportation
				Illinois Department of Transportation
				Illinois Department of Transportation
				Illinois Department of Transportation
	Aaron	Weatherholt	Bureau Chief of Operations	Illinois Department of Transportation
	Scott	Stitt	Acting Bureau Chief	Illinois Department of Transportation
	Michael	Garcia	Bureau Chief	Illinois Department of Transportation, Bureau of Railroads
	George	Weber	Deputy Director	Illinois Department of Transportation, Bureau of Railroads
	Carol	Para		Illinois Division of Aeronautics
	Douglas	Scott	Director	Illinois Environmental Protection Agency
	Anne	Haaker	Deputy SHPO	Illinois Historical Preservation Agency
	Jolene	Willis		Illinois Institute for Rural Affairs
	Randy	Heidorn	Acting Director	Illinois Nature Preserves Commission
	Andrew	Ross	Deputy Chief of Staff	State of Illinois
	Michelle	Saddler	Secretary	Illinois Department of Human Services

Nebraska Agency Contacts

	John	Moeschen		US Army Corps of Engineers - Nebraska Regulatory
	Craig	Derickson	State Conservationist	US Department of Agriculture, Natural Resources Conservation Service
	Mark	Schenkelberg		US Federal Aviation Administration
	Clifton	Jones		US Department of Housing and Urban Development
	Beth	Freeman		US Department of Homeland Security, FEMA Region 7
	John	Winkler		Papio-Missouri River Natural Resources District
	Paul	Mullen		Metropolitan Area Planning Agency
	Ellis	Thompkins	Rail and Public Transportation Director	Nebraska Department of Roads
	Tim	Weander	District 2	Nebraska Department of Roads
	Joe	Francis		Nebraska Department of Environmental Quality
	Ronnie	Mitchell	Director	Nebraska Department of Aeronautics
	Brian	Dunnigan		Nebraska Department of Natural Resources
	Bob	Puschendorf		Nebraska State Historical Society
	Barry	DeJong		Nebraska Department of Health and Human Services
	John	Bender	Water Quality Standards Coordinator	Nebraska Department of Environmental Quality
	Joe	Francis	Associate Director	Nebraska Department of Environmental Quality
	Brian	Dunnigan	Director	Nebraska Department of Natural Resources
	Frank	Albrecht	Assistant Director of Administration	Nebraska Game and Parks Commission
	Carey	Grell	Environmental Analyst	Nebraska Game and Parks Commission
	Robert	Puschendorf	Deputy State Historical Preservation Officer	Nebraska State Historical Society

Regional Agency Contacts

				Central Iowa Regional Transportation Planning Alliance
				Des Moines Area Metropolitan Planning Organization
	Kelley	Deutmeyer	Executive Director	East Central Intergovernmental Association
	Sharon	Juon	Executive Director	Iowa Northland Regional Council of Governments
	Cliff	Weldon	Executive Director	MIDAS Council of Governments
				Region 6 Planning Commission
				Region XII Council of Governments
				Southwest Iowa Planning Council
				Bi-State Regional Commission
				Area 15 Regional Planning Commission
				Chariton Valley Planning & Development
				Southern Iowa Council of Governments
	John	Yapp	Executive Director	Johnson County Council of Governments
	Randall	Blankenhorn	Executive Director	Chicago Metropolitan Agency for Planning (CMAP)
	George	Hardwidge	Deputy Executive of Operations	Metra
	Joseph	Costello	Executive Director	Regional Transportation Authority
				Chicago Transit Authority
				Chicago Region Environmental and Transportation Efficiency Program
	Thomas	Ross	Executive Director	PACE
	Michael	Franke	Assistant Vice President	National Railroad Passenger Corporation (Amtrak)
				Chicago Department of Transportation
				Blackhawk Hills Resource Conservation and Development District
				Boone-Belvidere Regional Planning Commission
				North Central Illinois Council of Governments
				Western Illinois Regional Council

Iowa County Conservation Districts

				Adair

				Adams
				Benton
				Black Hawk
				Boone
				Buchanan
				Butler
				Calhoun
				Carroll
				Cass
				Cedar
				Clarke
				Clinton
				Crawford
				Dallas
				Delaware
				Des Moines
				Dubuque
				Franklin
				Greene
				Guthrie
				Hamilton
				Hardin
				Harrison
				Henry
				Iowa
				Jackson
				Jasper
				Jefferson
				Johnson
				Jones
				Linn
				Lucas
				Madison
				Marshall
				Mills
				Monroe
				Montgomery
				Muscatine
				Polk
				Pottawattamie
				Poweshiek
				Sac
				Scott
				Shelby
				Story
				Tama
				Union
				Wapello
				Webster
Other Local Agencies				
	Pamela	Horiwitz		Big Bureau Creek Watershed
	Mark	Miller	Director	Bureau County
	Natalie	Mahler	Resource Conservationist	Grundy County
	Nick	Schaefer	Director	Grundy County
	John	Oliver	Associate Director	Henry County
	Douglas	Peterson	Director	Henry County
	Elizabeth	Hagen-Moeller	Administrative Coordinator	Kane-DuPage
	Pat	Hogan	Director	Kendall County
	Jason	Pettit	Director	Kendall County
	JoAnn	Adams	Director	LaSalle County
	Dennis	Ford	Director	LaSalle County
	Paul	Burrs	Director	Lee County
	Jeff	Craver	Director	Rock Island County
	Brian	Parkinson	Director	Rock Island County
	Paul	Young	Director	Whiteside County
	Suzanne	Malec-McKenna	Acting Commissioner	City of Chicago
	Steven	Bylina	General Superintendent	Cook County Forest Preserve District
				Forest Preserve District of DuPage County
				Forest Preserve District of Will County
	Monica A.	Meyers	Executive Director	Forest Preserve District of Kane County
				Lake County Forest Preserves
	Terry	Hannan	Superintendent	DeKalb County Forest Preserve
				Winnebago County Forest Preserve District
				Byron Forest Preserve District

STUDY DESCRIPTION

The Iowa Department of Transportation (DOT), in conjunction with the Federal Railroad Administration (FRA), is evaluating alternatives for the reestablishment of intercity passenger rail service from Chicago, Illinois, through Iowa, to Omaha, Nebraska (the Project). FRA and Iowa DOT's evaluation will be documented in the Chicago to Omaha Regional Passenger Rail System Planning Study (the Study) Tier 1 Service Level Environmental Impact Statement (EIS). The Tier 1 EIS will analyze a range of reasonable corridor-level route alternatives between Chicago and Omaha for a conventional locomotive-hauled, passenger train service, operating on track used jointly with freight trains, at an initial maximum speed of 79 to 90 miles per hour (mph). The Study will examine necessary improvements to support additional passenger trains. FRA and Iowa DOT will consider increasing the frequency of passenger rail service as well as increasing the currently planned maximum speed of such service in the Chicago to Omaha corridor (the Corridor). The need for the Project stems from the increasing travel demand resulting from population growth and changing demographics along the Corridor as well as the need for competitive and attractive modes of travel.

An EIS is a National Environmental Policy Act of 1969 (NEPA) document that is required in the preliminary stages of the planning process for all major Federal actions significantly affecting the quality of the environment. The EIS is a written record of the analysis of potential impacts on the environment resulting from construction and operation of the Project. Impacts on both the natural and socioeconomic environment are evaluated.

FRA and Iowa DOT will use a tiered process, outlined in Chapter 40 of the Code of Federal Register (40 CFR Section 1508.28 and in accordance with FRA guidance), in the completion of the environmental review of the Project ''Tiering'' is a staged process applied to environmental reviews for complex projects. The Tier 1 EIS will address broad corridor-level issues and alternatives. The Tier 1 EIS is a service-level NEPA analysis that will address the broader questions relating to the type of service being proposed (including cities and stations served, route alternatives, service levels, ridership projections, and major infrastructure components), and the associated transportation and environmental impacts.

The Tier 1 EIS will be developed in accordance with Council on Environmental Quality (CEQ) regulations (40 CFR 1500 et seq.) implementing NEPA (42 USC 4321 et seq.) and FRA's Procedures for Considering Environmental Impacts (64 FR 28545; May 26, 1999). In addition to NEPA, the analysis will be undertaken consistent with Section 106 of the National Historic Preservation Act, the Endangered Species Act, Clean Air Act, Clean Water Act, Section 4(f) of the Department of Transportation Act of 1966, and Iowa DOT guidance, along with other applicable Federal, state, and local regulations in the level of detail appropriate for a Tier 1 EIS.

The Chicago to Omaha corridor extends from Chicago Union Station, in downtown Chicago, on the east to a terminal in Omaha on the west. The Study Area consists of the five previously established passenger rail routes between Chicago and Omaha that pass through the states of Illinois and Iowa. Each route is approximately 500 miles long. In Illinois, the Study Area runs generally west from Chicago Union Station, which is the hub for the Midwest Regional Rail Initiative (MWRRI), to the Mississippi River and, depending on the route, is a distance of between 150 and 250 miles. In Iowa, the Study Area runs west from the Mississippi River across the entire state to the Missouri River, a distance of approximately 300 miles. In Nebraska, the Study Area terminates in Omaha, which is located at the Missouri River, the eastern border of the state. The general location for the terminal in Omaha will be identified as part of this Study.

Figure 1 shows the location of Chicago and Omaha and different rail routes between the two cities.

The five previously established passenger rail routes that compose the Study Area include the former Illinois Central route (Route 1), the former Chicago & North Western route (Route 2), the former Milwaukee Road route (Route 3), the former Rock Island route (Route 4), and the former Burlington route (Route 5), as shown in Figure 1. These routes are numbered from north to south. For each route, the counties that are traversed in Illinois, Iowa, and Nebraska are listed east to west in Table 1.

Table 1. Counties Traversed by Routes in the Study Area

State	Route 1	Route 2	Route 3	Route 4	Route 5
Illinois	Cook DuPage Kane DeKalb Boone Winnebago Stephenson Jo Daviess	Cook DuPage Kane DeKalb Ogle Lee Whiteside	Cook DuPage Kane DeKalb Ogle Carroll	Cook Will Grundy La Salle Bureau Henry Rock Island	Cook DuPage Kane Kendall DeKalb La Salle Bureau Henry Knox Warren Henderson
Iowa	Dubuque Delaware Buchanan Black Hawk Butler Franklin Hardin Hamilton Webster Calhoun Sac Crawford Harrison Pottawattamie	Clinton Cedar Linn Benton Tama Marshall Story Boone Greene Carroll Crawford Harrison Pottawattamie	Jackson Clinton Jones Linn Benton Tama Marshall Story Boone Dallas Guthrie Carroll Crawford Shelby Harrison Pottawattamie	Scott Muscatine Cedar Johnson Iowa Poweshiek Jasper Polk Dallas Madison Guthrie Adair Cass Pottawattamie	Des Moines Henry Jefferson Wapello Monroe Lucas Clarke Union Adams Montgomery Mills Pottawattamie
Nebraska	Douglas	Douglas	Douglas	Douglas	Douglas

These previously established routes will be screened to determine which route alternatives would be evaluated in detail in the Tier 1 EIS. Geographic information system data on environmental resources will be used to help screen route alternatives; no field studies are planned for the Tier 1 NEPA process. It is anticipated that the Tier 1 EIS will examine the viability of one or more reasonable and feasible route alternatives.

The No-Build Alternative will represent no action and will be used as a baseline for comparison to all other route alternatives. The No-Build Alternative represents other transportation modes, such as automobile, intercity bus, air travel, and existing rail, and the physical characteristics and capacities as they exist at the time of the Tier 1 EIS, as well as planned and funded improvements that will be in place at the time the proposed improvements would become operational.

Future Tier 2 NEPA evaluation(s) will address one or more specific sections of the Corridor to be implemented within the route alternative selected in the Tier 1 EIS, and will incorporate by reference the data and evaluations included in the Tier 1 EIS. The Tier 2 NEPA evaluations will concentrate on the resource-specific issues relevant to the section of the selected route alternative identified in the Tier 1 EIS, and identify the environmental consequences and measures necessary to mitigate environmental impacts at a site-specific level of detail.

ANTICIPATED IMPACTS

A wide spectrum of resources will be evaluated in the Tier 1 EIS, including (but not limited to) cultural resources, natural resources, impacts to homes and businesses, socioeconomic resources, noise and vibration, and air quality. Impacts may vary depending on the elements of the final design.

DEVELOPMENT PROCEDURES

This Project is being developed for Federal funding participation. A determination by Iowa DOT and FRA has identified this Study as requiring preparation of an EIS.

Current regulations governing development of Federally funded railroad improvements require early coordination with units of government that may have interests in the Proposed Action or its potential impacts. This coordination packet is intended to provide early notification of the Study for the Project and to solicit comments regarding the potential impacts of such an action. Several Federal, state, and local agencies will also be contacted directly to request their early input as part of the Study impact identification process.

Public involvement, including scoping, is also being conducted for this Study. Relevant information on the NEPA process and the Study is available on http://www.iowadot.gov/chicagotoomaha.

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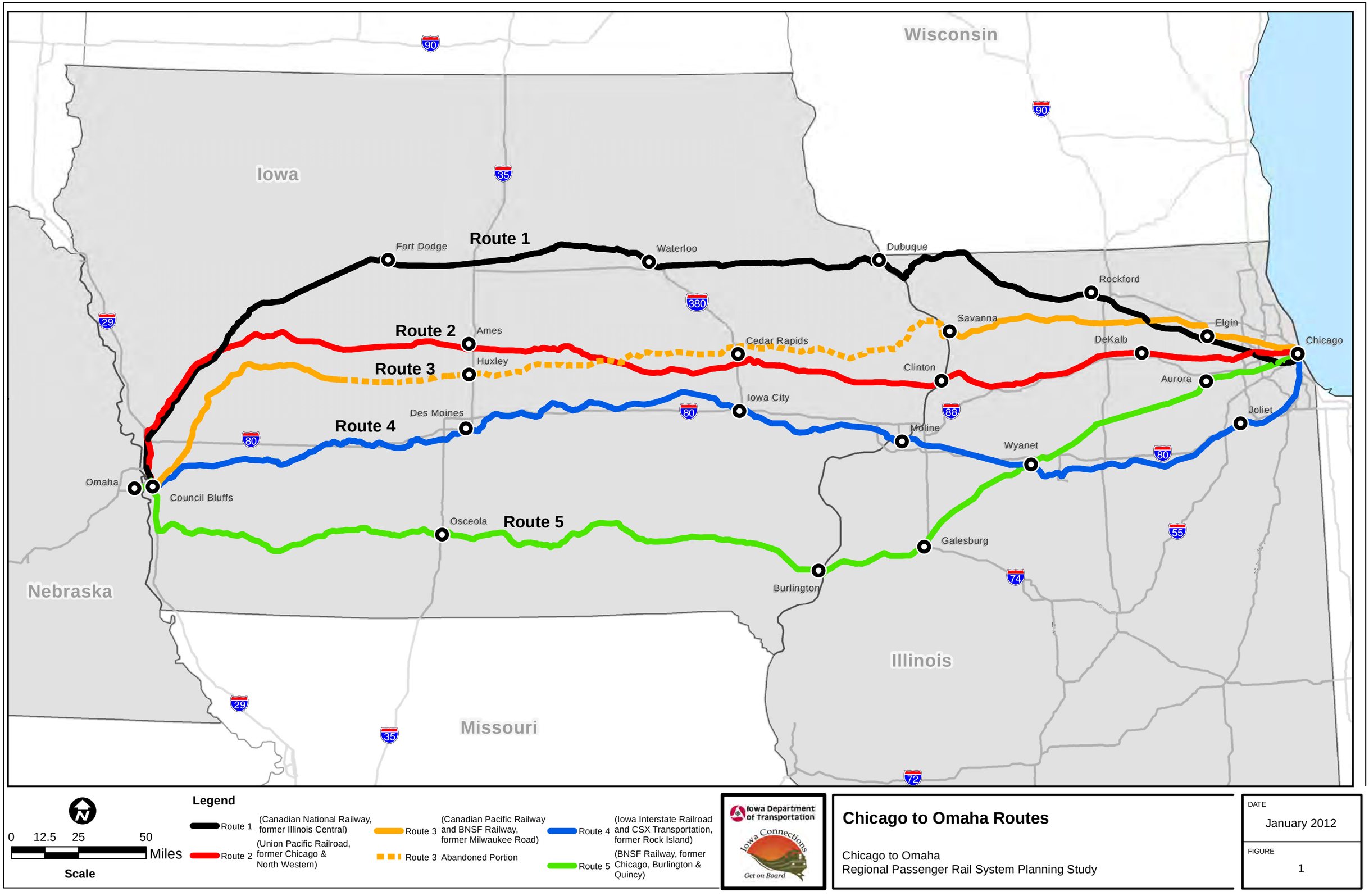

Chicago to Omaha Routes

Chicago to Omaha
Regional Passenger Rail System Planning Study

DATE
January 2012

FIGURE
1

APPENDIX C

AGENCY CORRESPONDENCE

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Rock Island Field Office
1511 47th Avenue
Moline, Illinois 61265
Phone: (309) 757-5800 Fax: (309) 757-5807

IN REPLY REFER TO:
FWS/RIFO

April 16, 2012

Ms. Amanda Martin
Freight and Passenger Policy Coordinator Office of Rail Transportation
Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010

Dear Ms. Martin:

This is in regard to your request for our comments on the proposed Regional Passenger Rail System from Chicago, Illinois, to Omaha, Nebraska – Tier 1 Environmental Impact Statement (EIS) proposed by Department of Transportation (DOT), Federal Railroad Administration (FRA), and Iowa Department of Transportation (IADOT). For the purposes of this letter we will provide information relative to all portions of the project, including Douglas County, Nebraska.

Our data indicate that the species on the enclosed list may occur in the counties of your proposed action. Descriptions of the habitat requirements are included with the list. You may use these descriptions to help you determine if there is suitable habitat within your project area.

In order to address potential impacts to federally listed species on the enclosed list, we recommend that you initiate the Section 7 process by obtaining an official species list and following the steps outlined at http://www.fws.gov/midwest/Endangered for Region 3 (Illinois and Iowa) and http://www.fws.gov/mountain-prairie/endspp/ for Region 6 (Douglas County, Nebraska). Through internal review and analysis, you may make a determination(s) regarding whether listed species would be impacted. By following the instructions, you can determine what your action area is, whether listed species may be found within the action area, and if the project may affect listed species. You will find several products on the site that can streamline the consultation process for this and future projects. When determining if listed species may be located within a project area, you can download county specific species lists for all of the states in Region 3 and Region 6.

We also recommend that the project be evaluated for potential impacts to wildlife, particularly migratory birds, from increased noise and vibration resulting from increases in train frequency and speed for the alternatives considered.

We are particularly interested in the feasibility of alternative Route 4 because the portion of the route between Joliet, Illinois, and Chicago, Illinois, could be combined with a potential alternative for the Chicago to St. Louis high speed rail project. The Chicago Field Office has previously identified this potential alternative, carrying passengers east of Joliet, because it would eliminate adverse impacts to the Hine's emerald dragonfly (*Somatochlora hineana*) located in the Lower Des Plaines River Valley. Improvements to the portion of the route between Joliet and Chicago could serve both high speed rail projects and eliminate impacts to the Hine's emerald dragonfly.

National Wetland Inventory maps indicate that there may be wetlands within and adjacent to the project area for all potential alternatives. These areas may be affected by the proposed project. The Corps of Engineers is the Federal agency responsible for wetland regulation, and we recommend that you contact them for assistance in delineating the wetland types and acreage within the project boundary. Priority consideration should be given to avoid impacts to these wetland areas. Any future activities in the study area that would alter these wetlands may require a Section 404 permit. Unavoidable impacts will require a mitigation plan to compensate for any losses of wetland functions and values. The U.S. Army Corps of Engineers, Clock Tower Building, P.O. Box 2004, Rock Island, Illinois, 61201, should be contacted for information about the permit process.

These comments are provided as technical assistance in accordance with the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq) and the National Environmental Policy Act of 1969 (83 Stat. 852, as amended; 42 U.S.C. 4321 et seq). If you have any questions regarding our comments, please contact Heidi Woeber of my staff at (309) 757-5800, extension 209.

Sincerely,

for Richard C. Nelson
Field Supervisor

Enclosure

cc: USDOT/FRA (Andrea Martin)
USFWS-Barrington (Cirton, Lah)
USFWS-Grand Island (George)

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Iowa
County Distribution of Federally Threatened, Endangered, Proposed and Candidate Species

County	Common Name	Scientific Name	Status	Habitat
Adair	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Mead's milkweed	*Asclepias meadii*	Threatened	Virgin prairies
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Adams	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Allamakee	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Northern monkshood	*Aconitum novaboracense*	Threatened	
	Higgins eye pearlymussel	*Lampsilis higginsii*	Endangered	Mississippi River
Appanoose	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows

Audubon	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Benton	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Black Hawk	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Boone	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Topeka shiner Map of Topeka Shiner range in Iowa (PDF)	*Notropis topeka*	Endangered	Prairie streams and rivers
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Bremer	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil

	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Buchanan	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Buena Vista	Topeka shiner Map of Topeka Shiner range in Iowa (PDF)	*Notropis topeka*	Endangered	Prairie streams and rivers
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Butler	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Calhoun	Topeka shiner Map of Topeka Shiner range in Iowa (PDF)	*Notropis topeka*	Endangered and Critical Habitat	Prairie streams and rivers
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows

Carroll	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Topeka shiner Map of Topeka Shiner range in Iowa (PDF)	*Notropis topeka*	Endangered and Critical Habitat	Prairie streams and rivers
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Cass	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Cedar	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Cerro Gordo	*Poweshiek skipperling	*Oarisma poweshiek*	Candidate	Remnants of tallgrass prairie
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows

Cherokee	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Chickasaw	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Clarke	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Mead's milkweed	*Asclepias meadii*	Threatened	
Clay	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Clayton	Higgins eye pearlymussel	*Lampsilis higginsii*	Endangered	Mississippi River
	Iowa Pleistocene snail	*Discus macclintocki*	Endangered	North-facing algific talus slopes of the driftless area
	Northern monkshood	*Aconitum novaboracense*	Threatened	
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil

	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Clinton	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Higgins eye pearlymussel	*Lampsilis higginsii*	Endangered	Mississippi River
	Iowa Pleistocene snail	*Discus macclintocki*	Endangered	North-facing algific talus slopes of the driftless area
Crawford	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Dallas	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Topeka shiner Map of Topeka Shiner range in Iowa (PDF)	*Notropis topeka*	Endangered and Critical Habitat	Prairie streams and rivers
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows

Davis	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Decatur	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Eastern prairie fringed orchid	*Platanthera leucophaea*	Threatened	Mesic to wet prairies
	Mead's milkweed	*Asclepias meadii*	Threatened	Virgin prairies
Delaware	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Northern monkshood	*Aconitum novaboracense*	Threatened	
Des Moines	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Higgins eye pearlymussel	*Lampsilis higginsii*	Endangered	Mississippi River
	Spectaclecase mussel	*Cumberlandia monodonta*	Endangered	Large rivers in areas sheltered from the main force of the current
Dickinson	*Poweshiek skipperling	*Oarisma poweshiek*	Candidate	Remnants of tallgrass prairie

	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Dakota skipper	*Hesperia dacotae*	Candidate	Prairies
Dubuque	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Northern monkshood	*Aconitum novaboracense*	Threatened	
	Higgins eye pearlymussel	*Lampsilis higginsii*	Endangered	Mississippi River
	Iowa Pleistocene snail	*Discus macclintocki*	Endangered	North-facing algific talus slopes of the driftless area
Emmet	*Poweshiek skipperling	*Oarisma poweshiek*	Candidate	Remnants of tallgrass prairie
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Fayette	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Iowa Pleistocene snail	*Discus macclintocki*	Endangered	North-facing algific talus slopes of the driftless area
Floyd	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows

Franklin	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Fremont	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Pallid sturgeon	*Saphirhynchus albus*	Endangered	Large rivers
Greene	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Topeka shiner Map of Topeka Shiner range in Iowa (PDF)	*Notropis topeka*	Endangered and Critical Habitat	Prairie streams and rivers
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Grundy	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Guthrie	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows

Hamilton	Topeka shiner Map of Topeka Shiner range in Iowa (PDF)	*Notropis topeka*	Endangered and Critical Habitat	Prairie streams and rivers
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Hancock	Topeka shiner Map of Topeka Shiner range in Iowa (PDF)	*Notropis topeka*	Endangered	Prairie streams and rivers
	*Poweshiek skipperling	*Oarisma poweshiek*	Candidate	Remnants of tallgrass prairie
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Hardin	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Northern monkshood	*Aconitum novaboracense*	Threatened	
Harrison	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Pallid sturgeon	*Scaphirhynchus albus*	Endangered	Large rivers
Henry	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)

	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Howard	*Poweshiek skipperling	*Oarisma poweshiek*	Candidate	Remnants of tallgrass prairie
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Humboldt	Topeka shiner Map of Topeka Shiner range in Iowa (PDF)	*Notropis topeka*	Endangered	Prairie streams and rivers
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Ida	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Iowa	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Jackson	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil

	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Eastern prairie fringed orchid	*Platanthera leucophaea*	Threatened	Mesic to wet prairies
	Northern monkshood	*Aconitum novaboracense*	Threatened	
	Higgins eye pearlymussel	*Lampsilis higginsii*	Endangered	Mississippi River
	Iowa Pleistocene snail	*Discus macclintocki*	Endangered	North-facing algific talus slopes of the driftless area
Jasper	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Jefferson	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Johnson	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Eastern prairie fringed orchid	*Platanthera leucophaea*	Threatened	Mesic to wet prairies
	Eastern massasauga	*Sistrurus catenatus*	Candidate	
Jones	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil

	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Eastern prairie fringed orchid	*Platanthera leucophaea*	Threatened	Mesic to wet prairies
Keokuk	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Kossuth	Topeka shiner Map of Topeka Shiner range in Iowa (PDF)	*Notropis topeka*	Endangered	Prairie streams and rivers
	*Poweshiek skipperling	*Oarisma poweshiek*	Candidate	Remnants of tallgrass prairie
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Lee	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Sheepnose mussel	*Plethobasus cyphyus*	Endangered	Shallow areas in larger rivers and streams
	Spectaclecase mussel	*Cumberlandia monodonta*	Endangered	Large rivers in areas sheltered from the main force of the current
Linn	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)

	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Louisa	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Higgins eye pearlymussel	*Lampsilis higginsii*	Endangered	Mississippi River
	Eastern massasauga	*Sistrurus catenatus*	Candidate	
Lucas	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Lyon	Topeka shiner Map of Topeka Shiner range in Iowa (PDF)	*Notropis topeka*	Endangered and Critical Habitat	Prairie streams and rivers
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Madison	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Mahaska	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)

	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Marion	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Marshall	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Mills	Pallid sturgeon	*Scaphirhynchus albus*	Endangered	Large rivers
	Eastern massasauga	*Sistrurus catenatus*	Candidate	
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Mitchell	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Monona	Pallid sturgeon	*Scaphirhynchus albus*	Endangered	Large rivers
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Monroe	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows

Montgomery	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Muscatine	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern massasauga	*Sistrurus catenatus*	Candidate	
	Higgins eye pearlymussel	*Lampsilis higginsii*	Endangered	Mississippi River
	Sheepnose mussel	*Plethobasus cyphyus*	Endangered	Shallow areas in larger rivers and streams
	Spectaclecase mussel	*Cumberlandia monodonta*	Endangered	Large rivers in areas sheltered from the main force of the current
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
O'Brien	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Osceola	Topeka shiner Map of Topeka Shiner range in Iowa (PDF)	*Notropis topeka*	Endangered and Critical Habitat	Prairie streams and rivers
	*Poweshiek skipperling	*Oarisma poweshiek*	Candidate	Remnants of tallgrass prairie
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Page	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows

Palo Alto	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Plymouth	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Pocahontas	Topeka shiner Map of Topeka Shiner range in Iowa (PDF)	*Notropis topeka*	Endangered	Prairie streams and rivers
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Polk	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Least tern	*Sterna antillarum*	Endangered	Bare alluvial and dredged spoil islands
Pottawattamie	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Least tern	*Sterna antillarum*	Endangered	Bare alluvial and dredged spoil islands
	Piping plover	*Charadrius melodus*	Endangered	
	Pallid sturgeon	*Scaphirhynchus albus*	Endangered	Large rivers
	Eastern massasauga	*Sistrurus catenatus*	Candidate	
Poweshiek	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil

	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Ringgold	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Mead's milkweed	*Asclepias meadii*	Threatened	Virgin prairies
Sac	Topeka shiner Map of Topeka Shiner range in Iowa (PDF)	*Notropis topeka*	Endangered and Critical Habitat	Prairie streams and rivers
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Scott	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Higgins eye pearlymussel	*Lampsilis higginsii*	Endangered	Mississippi River
	Sheepnose mussel	*Plethobasus cyphyus*	Endangered	Shallow areas in larger rivers and streams
	Spectaclecase mussel	*Cumberlandia monodonta*	Endangered	Large rivers in areas sheltered from the main force of the current
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows

Shelby	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Sioux	Topeka shiner Map of Topeka Shiner range in Iowa (PDF)	*Notropis topeka*	Endangered	Prairie streams and rivers
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Story	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Tama	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Taylor	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Union	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil

	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Van Buren	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Wapello	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Warren	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Mead's milkweed	*Asclepias meadii*	Threatened	Virgin prairies
Washington	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Wayne	Indiana bat Map of Indiana Bat range in Iowa (PDF)	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows

Webster	Topeka shiner Map of Topeka Shiner range in Iowa (PDF)	*Notropis topeka*	Endangered and Critical Habitat	Prairie streams and rivers
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Winnebago	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Winnishiek	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Woodbury	Least tern	*Sterna antillarum*	Endangered	Bare alluvial and dredged spoil islands
	Piping plover	*Charadrius melodus*	Endangered	
	Pallid sturgeon	*Scaphirhynchus albus*	Endangered	Large rivers
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Worth	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Wright	Topeka shiner Map of Topeka Shiner range in Iowa (PDF)	*Notropis topeka*	Endangered and Critical Habitat	Prairie streams and rivers
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows

Illinois
Federally Endangered, Threatened, and Candidate Species

List Revised March 2012

County	Species	Status	Habitat
Adams **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Higgins eye pearlymussel *(Lampsilis higginsi)*	Endangered	Mississippi River; Rock River to Steel Dam
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Alexander **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Gray bat *(Myotis grisescens)*	Endangered	Caves and mines; rivers & reservoirs adjacent to forests
	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Least tern *(Sterna antillarum)*	Endangered	Bare alluvial and dredged spoil islands
	Pallid sturgeon *(Scaphirynchus albus)*	Endangered	Large rivers
	Rabbitsfoot (*Quadrula cylindrica cylindrica*)	Candidate	Ohio River
	Sheepnose mussel (*Plethobasus cyphyus*)	Endangered	Shallow areas in larger rivers and streams
Bond **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Piping plover *Charadrius melodus*	Endangered	May be present in Bond County during migration.
	Eastern massasauga *(Sistrurus catenatus)*	Candidate	Graminoid dominated plant communities (fens, sedge meadows, peatlands, wet prairies, open woodlands, and shrublands)
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies

County	Species	Status	Habitat
Boone **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Brown **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Decurrent false aster *(Boltonia decurrens)*	Threatened	
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Bureau **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Decurrent false aster *(Boltonia decurrens)* *(Boltonia decurrens)*	Threatened	
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Calhoun **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Decurrent false aster *(Boltonia decurrens)*	Threatened	
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Carroll **Field Office to Contact:** U.S. Fish and Wildlife Service	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)

County	Species	Status	Habitat
Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Higgins eye pearlymussel *(Lampsilis higginsi)*	Endangered	Mississippi River; Rock River to Steel Dam
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Cass **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Decurrent false aster *(Boltonia decurrens)*	Threatened	
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
	Prairie bush clover *(Lespedeza leptostachya)* *(Lespedeza leptostachya)*	Threatened	Dry to mesic prairies with gravelly soil
Champaign **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
	Prairie bush clover *(Lespedeza leptostachya)*	Threatened	Dry to mesic prairies with gravelly soil
Christian **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Clark **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Rabbitsfoot (*Quadrula cylindrica cylindrica*)	Candidate	Wabash River

County	Species	Status	Habitat
8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Clay **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Clinton **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Piping plover *Charadrius melodus*	Endangered	May be present in Clinton County during migration.
	Eastern massasauga *(Sistrurus catenatus)*	Candidate	Graminoid dominated plant communities (fens, sedge meadows, peatlands, wet prairies, open woodlands, and shrublands)
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
	Lakeside daisy *(Hymenoxys acaulis var. glabra)*	Threatened	Dry rocky prairies
Coles **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Snuffbox (*Epioblasma triquetra*)	Endangered	Small to medium-sized creeks and some larger rivers, in areas with a swift current
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Cook **Field Office to Contact:** USFWS Chicago Illinois FO 1250 South Grove, Suite 103	Piping plover *Charadrius melodus*	Endangered	Lakeshore beaches
	Eastern massasauga *(Sistrurus catenatus)*	Candidate	Graminoid dominated plant communities (fens, sedge meadows, peatlands, wet prairies, open woodlands, and shrublands)

County	Species	Status	Habitat
Barrington, Illinois 60010 (847) 381-2253 e:mail Chicago@fws.gov Cathy_Pollack@fws.gov	Hine's emerald dragonfly *(Somatochlora hineana)*	Endangered	Spring fed wetlands, wet meadows and marshes
	Hine's emerald dragonfly *(Somatochlora hineana)*	Critical Habitat Designated	Go here for a map and written description of the areas designated as Critical Habitat (PDF)
	Eastern prairie fringed orchid *(Platanthaera leucophaea)* Go here for specific guidance on how to determine whether this species is present on a site.	Threatened	Moderate to high quality wetlands, sedge meadow, marsh, and mesic to wet prairie
	Leafy-prairie clover *(Dalea foliosa)*	Endangered	Prairie remnants on thin soil over limestone
	Mead's milkweed *(Asclepias meadii)*	Threatened	Late successional tallgrass prairie, tallgrass prairie converted to hay meadow, and glades or barrens with thin soil
	Prairie bush clover *(Lespedeza leptostachya)*	Threatened	Dry to mesic prairies with gravelly soil
Crawford **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Rabbitsfoot (*Quadrula cylindrica cylindrica*)	Candidate	Wabash River
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Cumberland **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Snuffbox (*Epioblasma triquetra*)	Endangered	Small to medium-sized creeks and some larger rivers, in areas with a swift current
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
DeKalb **Field Office to Contact:** U.S. Fish and Wildlife Service	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)

County	Species	Status	Habitat
Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
DeWitt **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Douglas **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Snuffbox (*Epioblasma triquetra*)	Endangered	Small to medium-sized creeks and some larger rivers, in areas with a swift current
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Dupage **Field Office to Contact:** USFWS Chicago Illinois FO 1250 South Grove, Suite 103 Barrington, Illinois 60010 (847) 381-2253 e:mail Chicago@fws.gov Cathy_Pollack@fws.gov	Eastern massasauga *(Sistrurus catenatus)*	Candidate	Graminoid dominated plant communities (fens, sedge meadows, peatlands, wet prairies, open woodlands, and shrublands)
	Hine's emerald dragonfly *(Somatochlora hineana)*	Endangered	Spring fed wetlands, wet meadows and marshes
	Hine's emerald dragonfly *(Somatochlora hineana)*	Critical Habitat Designated	Go here for a map and written description of the areas designated as Critical Habitat (PDF)
	Eastern prairie fringed orchid *(Platanthaera leucophaea)* Go here for specific guidance on how to determine whether this species is present on a site.	Threatened	Moderate to high quality wetlands, sedge meadow, marsh, and mesic to wet prairie
	Leafy-prairie clover *(Dalea foliosa)*	Endangered	Prairie remnants on thin soil over limestone

County	Species	Status	Habitat
	Mead's milkweed *(Asclepias meadii)*	Threatened	Late successional tallgrass prairie, tallgrass prairie converted to hay meadow, and glades or barrens with thin soil
	Prairie bush clover *(Lespedeza leptostachya)*	Threatened	Dry to mesic prairies with gravelly soil
Edgar **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Edwards **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
Effingham **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Fayette **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Piping plover *Charadrius melodus*	Endangered	May be present in Fayette County during migration.
	Eastern massasauga *(Sistrurus catenatus)*	Candidate	Graminoid dominated plant communities (fens, sedge meadows, peatlands, wet prairies, open woodlands, and shrublands)

County	Species	Status	Habitat
e:mail Marion@fws.gov	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
	Prairie bush clover *(Lespedeza leptostachya)*	Threatened	Dry to mesic prairies with gravelly soil
Ford **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
	Mead's milkweed *(Asclepias meadii)*	Threatened	Virgin prairies
Franklin **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Piping plover *Charadrius melodus*	Endangered	May be present in Franklin County during migration.
Fulton **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Decurrent false aster *(Boltonia decurrens)*	Threatened	Disturbed alluvial soils
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Gallatin **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Fat pocketbook mussel *(Potamilis capax)*	Endangered	Mississippi, Wabash, Little Wabash, Ohio Rivers

County	Species	Status	Habitat
Greene **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Decurrent false aster *(Boltonia decurrens)*	Threatened	
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Grundy **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Hamilton **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
Hancock **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Higgins eye pearlymussel *(Lampsilis higginsi)*	Endangered	Mississippi River; Rock River to Steel Dam
	Sheepnose mussel (*Plethobasus cyphyus*)	Endangered	Shallow areas in larger rivers and streams
	Spectaclecase mussel (*Cumberlandia monodonta*)	Endangered	Shallow areas in larger rivers and streams
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Hardin **Field Office to**	Gray bat *Myotis grisescens*	Endangered	Caves and mines; rivers & reservoirs adjacent to forests

County	Species	Status	Habitat
Contact: U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Fat pocketbook pearlymussel *(Potamilis capax)*	Endangered	Saline, Middle Fork Saline, and North Fork Saline Rivers
Henderson **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Higgins eye pearlymussel *(Lampsilis higginsi)*	Endangered	Mississippi River; Rock River to Steel Dam
	Spectaclecase mussel (*Cumberlandia monodonta*)	Endangered	Shallow areas in larger rivers and streams
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Henry **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Iroquois **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Jackson **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office	Gray bat *Myotis grisescens* *Myotis grisescens*	Endangered	Caves and mines; rivers & reservoirs adjacent to forests
	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)

County	Species	Status	Habitat
8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Least tern *(Sterna antillarum)*	Endangered	Bare alluvial and dredged spoil islands
	Pallid sturgeon *(Scaphirynchus albus)*	Endangered	Large rivers
Jasper **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Rabbitsfoot (*Quadrula cylindrica cylindrica*)	Candidate	Embarass River
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Jefferson **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Piping plover *Charadrius melodus*	Endangered	May be present in Jefferson County during migration.
Jersey **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Decurrent false aster *(Boltonia decurrens)*	Threatened	
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Jo Daviess **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Higgins eye pearlymussel *(Lampsilis higginsi)*	Endangered	Mississippi River; Rock River to Steel Dam
	Iowa Pleistocene snail *(Discus macclintocki)*	Endangered	North-facing algific talus slopes of the driftless area
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies

County	Species	Status	Habitat
FAX: 309-757-5807	Prairie bush clover *(Lespedeza leptostachya)*	Threatened	Dry to mesic prairies with gravelly soil
Johnson **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Gray bat *Myotis grisescens*	Endangered	Caves and mines; rivers & reservoirs adjacent to forests-
	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
Kane **Field Office to Contact:** USFWS Chicago Illinois FO 1250 South Grove, Suite 103 Barrington, Illinois 60010 (847) 381-2253 e:mail Chicago@fws.gov Cathy_Pollack@fws.gov	Eastern prairie fringed orchid *(Platanthaera leucophaea)* Go here for specific guidance on how to determine whether this species is present on a site.	Threatened	Moderate to high quality wetlands, sedge meadow, marsh, and mesic to wet prairie
Kankakee **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Sheepnose mussel (*Plethobasus cyphyus*)	Endangered	Shallow areas in larger rivers and streams
	Snuffbox (*Epioblasma triquetra*)	Endangered	Small to medium-sized creeks and some larger rivers, in areas with a swift current
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Kendall **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); Small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Knox	Indiana bat *(Myotis sodalis)*	Endangered	

County	Species	Status	Habitat
Field Office to Contact: U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Eastern massasauga *(Sistrurus catenatus)*	Candidate	Graminoid dominated plant communities (fens, sedge meadows, peatlands, wet prairies, open woodlands, and shrublands)
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Lake **Field Office to Contact:** USFWS Chicago Illinois FO 1250 South Grove, Suite 103 Barrington, Illinois 60010 (847) 381-2253 e:mail Chicago@fws.gov Cathy_Pollack@fws.gov	Piping plover *Charadrius melodus*	Endangered	Wide, open, sandy beaches with very little grass or other vegetation
	Piping plover *Charadrius melodus*	Critical Habitat	Wide, open, sandy beaches with very little grass or other vegetation
	Eastern massasauga *(Sistrurus catenatus)*	Candidate	Graminoid dominated plant communities (fens, sedge meadows, peatlands, wet prairies, open woodlands, and shrublands)
	Karner blue butterfly *(Lycaeides melissa samuelis)*	Endangered	Pine barrens and oak savannas on sandy soils and containing wild lupines (*Lupinus perennis*), the only known food plant of the larvae
	Eastern prairie fringed orchid *(Platanthaera leucophaea)* Go here for specific guidance on how to determine whether this species is present on a site.	Threatened	Moderate to high quality wetlands, sedge meadow, marsh, and mesic to wet prairie
	Pitcher's thistle *(Cirsium pitcheri)*	Threatened	Lakeshore dunes
La Salle **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); Small stream corridors with well developed riparian woods; upland forests (foraging)
	Indiana bat *(Myotis sodalis)*	Critical Habitat designated	Blackball Mine
	Decurrent false aster *(Boltonia decurrens)*	Threatened	
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
	Leafy-prairie clover *(Dalea foliosa)*	Endangered	Prairie remnants on thin soil over limestone
Lawrence **Field Office to Contact:** U.S. Fish and Wildlife Service	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); Small stream corridors with well developed riparian woods; upland forests (foraging)

County	Species	Status	Habitat
Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Fat pocketbook mussel *(Potamilis capax)*	Endangered	Mississippi, Wabash, Little Wabash, Ohio Rivers
	Rabbitsfoot (*Quadrula cylindrica cylindrica*)	Candidate	Wabash River
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Lee **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); Small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
	Prairie bush clover *(Lespedeza leptostachya)*	Threatened	Dry to mesic prairies with gravelly soil
Livingston **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); Small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Logan **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); Small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Macon **Field Office to Contact:** U.S. Fish and Wildlife Service	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); Small stream corridors with well developed riparian woods; upland forests (foraging)

County	Species	Status	Habitat
Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Macoupin **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); Small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Madison **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Least tern *(Sterna antillarum)*	Endangered	Bare alluvial and dredged spoil islands
	Eastern massasauga *(Sistrurus catenatus)*	Candidate	Graminoid dominated plant communities (fens, sedge meadows, peatlands, wet prairies, open woodlands, and shrublands)
	Pallid sturgeon *(Scaphirynchus albus)*	Endangered	Large rivers
	Spectaclecase mussel *(Cumberlandia monodonta)*	Endangered	Shallow areas in larger rivers and streams
	Decurrent false aster *(Boltonia decurrens)*	Threatened	
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Marion **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies

County	Species	Status	Habitat
Marshall **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Decurrent false aster *(Boltonia decurrens)*	Threatened	
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Mason **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Decurrent false aster *(Boltonia decurrens)*	Threatened	
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Massac **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Least tern *(Sterna antillarum)*	Endangered	Bare alluvial and dredged spoil islands
	Fat pocketbook mussel *(Potamilis capax)*	Endangered	Mississippi, Wabash, Little Wabash, Ohio Rivers
	Orange-footed pimpleback pearlymussel *(Plethobasis cooperianus)* *(=P. striatus)*	Endangered	Ohio River below confluence with Cumberland River
	Pink mucket pearlymussel *(Lampsilis orbiculata)* *(=Plethobasis abrupta)*	Endangered	Ohio River
	Rabbitsfoot (*Quadrula cylindrica cylindrica*)	Candidate	Ohio River
	Sheepnose mussel (*Plethobasus cyphyus*)	Endangered	Shallow areas in larger rivers and streams
	Spectaclecase mussel (*Cumberlandia monodonta*)	Endangered	Shallow areas in larger rivers and streams
McDonough **Field Office to Contact:** U.S. Fish and Wildlife Service	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)

County	Species	Status	Habitat
Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
McHenry **Field Office to Contact:** USFWS Chicago Illinois FO 1250 South Grove, Suite 103 Barrington, Illinois 60010 (847) 381-2253 e:mail Chicago@fws.gov Cathy_Pollack@fws.gov	Eastern prairie fringed orchid *(Platanthaera leucophaea)* Go here for specific guidance on how to determine whether this species is present on a site.	Threatened	Moderate to high quality wetlands, sedge meadow, marsh, and mesic to wet prairie
	Prairie bush clover *(Lespedeza leptostachya)*	Threatened	Dry to mesic prairies with gravelly soil
McLean **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Menard **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Mercer **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Higgins eye pearlymussel *(Lampsilis higginsi)*	Endangered	Mississippi River; Rock River to Steel Dam

County	Species	Status	Habitat
1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Monroe **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Gray bat *Myotis grisescens*	Endangered	Caves and mines; rivers & reservoirs adjacent to forests
	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Least tern *(Sterna antillarum)*	Endangered	Bare alluvial and dredged spoil islands
	Pallid sturgeon *(Scaphirynchus albus)*	Endangered	Large rivers
	Illinois cave amphipod *(Gammarus acherondytes)*	Endangered	Cave streams in Illinois sinkhole plain
Montgomery **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Morgan **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Decurrent false aster *(Boltonia decurrens)*	Threatened	Disturbed alluvial soils
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Moultrie **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Piping plover *Charadrius melodus*	Endangered	May be present in Moultrie County during migration.

County	Species	Status	Habitat
8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Ogle **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
	Prairie bush clover *(Lespedeza leptostachya)*	Threatened	Dry to mesic prairies with gravelly soil
Peoria **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Decurrent false aster *(Boltonia decurrens)*	Threatened	Disturbed alluvial soils
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Perry **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
Piatt **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern massasauga *(Sistrurus catenatus)*	Candidate	Graminoid dominated plant communities (fens, sedge meadows, peatlands, wet prairies, open woodlands, and shrublands)
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies

County	Species	Status	Habitat
Pike **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Gray bat *Myotis grisescens*	Endangered	Caves and mines; rivers & reservoirs adjacent to forests
	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Higgins eye pearlymussel *(Lampsilis higginsi)*	Endangered	Mississippi River; Rock River to Steel Dam
	Spectaclecase mussel (*Cumberlandia monodonta*)	Endangered	Shallow areas in larger rivers and streams
	Decurrent false aster *(Boltonia decurrens)*	Threatened	Disturbed alluvial soils
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Pope **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Gray bat *Myotis grisescens*	Endangered	Caves and mines; rivers & reservoirs adjacent to forests
	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Least tern *(Sterna antillarum)*	Endangered	Bare alluvial and dredged spoil islands
	Fat pocketbook mussel *(Potamilis capax)*	Endangered	Mississippi, Wabash, Little Wabash, Ohio Rivers
Pulaski **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Gray bat *Myotis grisescens*	Endangered	Caves and mines; rivers & reservoirs adjacent to forests
	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Orange-footed pimpleback pearlymussel *(Plethobasis cooperianus)* *(=P. striatus)*	Endangered	Ohio River below confluence with Cumberland River
	Rabbitsfoot (*Quadrula cylindrica cylindrica*)	Candidate	Ohio River
	Sheepnose mussel (*Plethobasus cyphyus*)	Endangered	Shallow areas in larger rivers and streams
Putnam **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Decurrent false aster *(Boltonia decurrens)*	Threatened	Disturbed alluvial soils

County	Species	Status	Habitat
1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Randolph **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Least tern *(Sterna antillarum)*	Endangered	Bare alluvial and dredged spoil islands
	Pallid sturgeon *(Scaphirynchus albus)*	Endangered	Large rivers
	Small whorled pogonia *(Isotria medeoloides)*	Threatened	Dry woodlands
Richland **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Rock Island **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Higgins eye pearlymussel *(Lampsilis higginsi)*	Endangered	Mississippi River; Rock River to Steel Dam
	Sheepnose mussel *(Plethobasus cyphyus)*	Endangered	Shallow areas in larger rivers and streams
	Spectaclecase mussel *(Cumberlandia monodonta)*	Endangered	Shallow areas in larger rivers and streams
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Saint Clair **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Least tern *(Sterna antillarum)*	Endangered	Bare alluvial and dredged spoil islands
	Pallid sturgeon *(Scaphirynchus albus)*	Endangered	Large rivers

County	Species	Status	Habitat
3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Illinois cave amphipod *(Gammarus acherondytes)*	Endangered	Cave streams in Illinois sinkhole plain
	Decurrent false aster *(Boltonia decurrens)*	Threatened	Disturbed alluvial soils
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Saline **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Mead's milkweed *(Asclepias meadii)*	Threatened	Virgin prairies
Sangamon **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Schuyler **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Decurrent false aster *(Boltonia decurrens)*	Threatened	Disturbed alluvial soils
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Scott **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Decurrent false aster *(Boltonia decurrens)*	Threatened	Disturbed alluvial soils

County	Species	Status	Habitat
8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Shelby **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Piping plover *Charadrius melodus*	Endangered	May be present in Shelby County during migration.
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Stark **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Stephenson **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Tazewell **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Decurrent false aster *(Boltonia decurrens)*	Threatened	Disturbed alluvial soils
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
	Lakeside daisy *(Hymenopsis herbacea)*	Threatened	Dry rocky prairies

County	Species	Status	Habitat
Union **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Least tern *(Sterna antillarum)*	Endangered	Bare alluvial and dredged spoil islands
	Pallid sturgeon *(Scaphirynchus albus)*	Endangered	Large rivers
Vermilion **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Clubshell mussel *(Pleurobema clava)*	Endangered	Vermillion River: North Fork
	Rabbitsfoot (*Quadrula cylindrica cylindrica*)	Candidate	Vermilion River, Salt Fork Vermilion River, Middle Fork Vermilion river, North Fork Vermilion River, Middle Branch North Fork Vermilion River
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Wabash **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Least tern *(Sterna antillarum)*	Endangered	Wabash River, nests on sand bars
	Fat pocketbook mussel *(Potamilis capax)*	Endangered	Mississippi, Wabash, Little Wabash, Ohio Rivers
	Rabbitsfoot (*Quadrula cylindrica cylindrica*)	Candidate	Wabash River
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Warren **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies

County	Species	Status	Habitat
Washington **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Wayne **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
White **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Fanshell mussel *(Cyprogenia stegaria) (=C. irrorata)*	Endangered	Wabash River
	Fat pocketbook mussel *(Potamilis capax)*	Endangered	Mississippi, Wabash, Little Wabash, Ohio Rivers
	Rabbitsfoot (*Quadrula cylindrica cylindrica*)	Candidate	Wabash River
Whiteside **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Higgins eye pearlymussel *(Lampsilis higginsi)*	Endangered	Mississippi River; Rock River to Steel Dam
	Sheepnose mussel *(Plethobasus cyphyus)*	Endangered	Shallow areas in larger rivers and streams
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
Will **Field Office to**	Hine's emerald dragonfly *(Somatochlora hineana)*	Endangered	Spring fed wetlands, wet meadows and marshes

County	Species	Status	Habitat
Contact: USFWS Chicago Illinois FO 1250 South Grove, Suite 103 Barrington, Illinois 60010 (847) 381-2253 e:mail Chicago@fws.gov Cathy_Pollack@fws.gov	Hine's emerald dragonfly *(Somatochlora hineana)*	Critical Habitat Designated	Go here for a map and written description of the areas designated as Critical Habitat (PDF)
	Eastern massasauga *(Sistrurus catenatus)*	Candidate	Graminoid dominated plant communities (fens, sedge meadows, peatlands, wet prairies, open woodlands, and shrublands)
	Sheepnose mussel (*Plethobasus cyphyus*)	Endangered	Shallow areas in larger rivers and streams
	Snuffbox (*Epioblasma triquetra*)	Endangered	Small to medium-sized creeks and some larger rivers, in areas with a swift current
	Eastern prairie fringed orchid *(Platanthaera leucophaea)* Go here for specific guidance on how to determine whether this species is present on a site.	Threatened	Moderate to high quality wetlands, sedge meadow, marsh, and mesic to wet prairie
	Lakeside daisy *(Hymenopsis herbacea)*	Threatened	Dry rocky prairies
	Leafy-prairie clover *(Dalea foliosa)*	Endangered	Prairie remnants on thin soil over limestone
	Mead's milkweed *(Asclepias meadii)*	Threatened	Late successional tallgrass prairie, tallgrass prairie converted to hay meadow, and glades or barrens with thin soil
Williamson **Field Office to Contact:** U.S. Fish and Wildlife Service Marion Illinois Sub-Office 8588 Route 148 Marion, Illinois 62959 Phone: (618) 997-3344, ext. 340 FAX: (618) 997-8961 e:mail Marion@fws.gov	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
Winnebago **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies
	Prairie bush clover *(Lespedeza leptostachya)*	Threatened	Dry to mesic prairies with gravelly soil

County	Species	Status	Habitat
Woodford **Field Office to Contact:** U.S. Fish and Wildlife Service Rock Island Illinois Field Office 1511 47th Avenue Moline, Illinois 61265 (309) 757-5800 e:mail RockIsland@fws.gov FAX: 309-757-5807	Indiana bat *(Myotis sodalis)*	Endangered	Caves, mines (hibernacula); small stream corridors with well developed riparian woods; upland forests (foraging)
	Decurrent false aster *(Boltonia decurrens)*	Threatened	Disturbed alluvial soils
	Eastern prairie fringed orchid *(Platanthaera leucophaea)*	Threatened	Mesic to wet prairies

U.S. Fish and Wildlife Service

Natural Resources of Concern

This resource list is to be used for planning purposes only — it is not an official species-list.

Endangered Species Act species-list information for your project is available online and listed below for the following FWS Field Offices:

NEBRASKA ECOLOGICAL SERVICES FIELD OFFICE
FEDERAL BUILDING
203 WEST SECOND STREET
GRAND ISLAND, NE 68801
(308) 382-6468
http://www.fws.gov//nebraskaes

Project Counties:

Douglas, NE

Project Type:

Transportation

Endangered Species Act Species-list

There are a total of 5 species in your species-list

Species that may be affected by your project:

Birds			
Least tern (*Sterna antillarum*) Population: interior pop.	Endangered	species info	Nebraska Ecological Services Field Office
Piping Plover (*Charadrius melodus*) Population: except Great Lakes watershed	Threatened	species info	Nebraska Ecological Services Field Office

U.S. Fish and Wildlife Service

Natural Resources of Concern

Whooping crane (*Grus americana*) Population: except where EXPN	Endangered	species info	Nebraska Ecological Services Field Office
Fishes			
Pallid sturgeon (*Scaphirhynchus albus*)	Endangered	species info	Nebraska Ecological Services Field Office
Flowering Plants			
Western Prairie Fringed Orchid (*Platanthera praeclara*)	Threatened	species info	Nebraska Ecological Services Field Office

FWS National Wildlife Refuges

There are no refuges found within the vicinity of your project.

FWS Migratory Birds

Not yet available through IPaC.

FWS Delineated Wetlands

Not yet available through IPaC.

Iowa List of Federally Endangered, Threatened, Proposed, and Candidate Species - by County

If you have questions about this list, please contact our Illinois Field Office at:
U.S. Fish and Wildlife Service, 1511 47th Avenue, Moline, Illinois 61265
Phone: (309) 757-5800
Revised September 2007

County	Common Name	Scientific Name	Status	Habitat
Adair	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Mead's milkweed	*Asclepias meadii*	Threatened	Virgin prairies
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
Adams	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
Allamakee	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Northern monkshood	*Aconitum novaboracense*	Threatened	
	Higgins eye pearlymussel	*Lampsilis higginsii*	Endangered	Mississippi River
	Sheepnose mussel	*Plethobasus cyphyus*	Candidate	Rivers
Appanoose	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
Audubon	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
Benton	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows

County	Common Name	Scientific Name	Status	Habitat
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
Black Hawk	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
Boone	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
Bremer	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
Buchanan	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
Buena Vista	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Topeka shiner	*Notropis topeka*	Endangered	Prairie streams and rivers
Butler	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
Calhoun	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Topeka shiner	*Notropis topeka*	Endangered	Prairie streams and rivers
Carroll	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Topeka shiner	*Notropis topeka*	Endangered	Prairie streams and rivers
Cass	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
Cedar	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
Cerro Gordo	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows

County	Common Name	Scientific Name	Status	Habitat
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
Cherokee	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
Chickasaw	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
Clarke	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Mead's milkweed	*Asclepias meadii*	Threatened	
	Sheepnose mussel	*Plethobasus cyphyus*	Candidate	
Clay	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
Clayton	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Northern monkshood	*Aconitum novaboracense*	Threatened	
	Higgins eye pearlymussel	*Lampsilis higginsii*	Endangered	Mississippi River
	Iowa Pleistocene snail	*Discus macclintocki*	Endangered	North-facing algific talus slopes of the driftless area
	Sheepnose mussel	*Plethobasus cyphyus*	Candidate	Rivers
	Spectaclecase mussel	*Cumberlandia monodonta*	Candidate	Rivers
Clinton	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Higgins eye pearlymussel	*Lampsilis higginsii*	Endangered	Mississippi River
	Iowa Pleistocene snail	*Discus macclintocki*	Endangered	North-facing algific talus slopes of the driftless area
Crawford	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil

County	Common Name	Scientific Name	Status	Habitat
Dallas	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Topeka shiner	*Notropis topeka*	Endangered	Prairie streams and rivers
Davis	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
Decatur	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Eastern prairie fringed orchid	*Platanthera leucophaea*	Threatened	Mesic to wet prairies
	Mead's milkweed	*Asclepias meadii*	Threatened	Virgin prairies
Delaware	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Northern monkshood	*Aconitum novaboracense*	Threatened	
Des Moines	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Higgins eye pearlymussel	*Lampsilis higginsii*	Endangered	Mississippi River
	Sheepnose mussel	*Plethobasus cyphyus*	Candidate	Rivers
	Spectaclecase mussel	*Cumberlandia monodonta*	Candidate	Rivers
Dickinson	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Sheepnose mussel	*Plethobasus cyphyus*	Candidate	Rivers

County	Common Name	Scientific Name	Status	Habitat
	Dakota skipper	*Hesperia dacotae*	Candidate	Prairies
Dubuque	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Northern monkshood	*Aconitum novaboracense*	Threatened	
	Higgins eye pearlymussel	*Lampsilis higginsii*	Endangered	Mississippi River
	Iowa Pleistocene snail	*Discus macclintocki*	Endangered	North-facing algific talus slopes of the driftless area
	Spectaclecase mussel	*Cumberlandia monodonta*	Candidate	Rivers
Emmet	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
Fayette	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Iowa Pleistocene snail	*Discus macclintocki*	Endangered	North-facing algific talus slopes of the driftless area
Floyd	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
Franklin	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
Fremont	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	pallid sturgeon	*Scaphirhynchus albus*	Endangered	Large rivers
Greene	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Topeka shiner	*Notropis topeka*	Endangered	Prairie streams and rivers
Grundy	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
Guthrie	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows

County	Common Name	Scientific Name	Status	Habitat
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
Hamilton	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Topeka shiner	*Notropis topeka*	Endangered	Prairie streams and rivers
Hancock	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
Hardin	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Northern monkshood	*Aconitum novaboracense*	Threatened	
Harrison	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	pallid sturgeon	*Scaphirhynchus albus*	Endangered	Large rivers
Henry	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
Howard	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
Humboldt	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Topeka shiner	*Notropis topeka*	Endangered	Prairie streams and rivers
Ida	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
Iowa	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil

County	Common Name	Scientific Name	Status	Habitat
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
Jackson	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Eastern prairie fringed orchid	*Platanthera leucophaea*	Threatened	Mesic to wet prairies
	Northern monkshood	*Aconitum novaboracense*	Threatened	
	Higgins eye pearlymussel	*Lampsilis higginsii*	Endangered	Mississippi River
	Iowa Pleistocene snail	*Discus macclintocki*	Endangered	North-facing algific talus slopes of the driftless area
	Sheepnose mussel	*Plethobasus cyphyus*	Candidate	Rivers
Jasper	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
Jefferson	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
Johnson	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Eastern prairie fringed orchid	*Platanthera leucophaea*	Threatened	Mesic to wet prairies
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Sheepnose mussel	*Plethobasus cyphyus*	Candidate	Rivers
	Eastern massasauga	*Sistrurus c. catenatus*	Candidate	

County	Common Name	Scientific Name	Status	Habitat
Jones	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Eastern prairie fringed orchid	*Platanthera leucophaea*	Threatened	Mesic to wet prairies
Keokuk	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
Kossuth	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Topeka shiner	*Notropis topeka*	Endangered	Prairie streams and rivers
Lee	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Sheepnose mussel	*Plethobasus cyphyus*	Candidate	Rivers
	Spectaclecase mussel	*Cumberlandia monodonta*	Candidate	Rivers
Linn	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
Louisa	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Higgins eye pearlymussel	*Lampsilis higginsii*	Endangered	Mississippi River
	Sheepnose mussel	*Plethobasus cyphyus*	Candidate	Rivers
	Spectaclecase mussel	*Cumberlandia monodonta*	Candidate	Rivers

County	Common Name	Scientific Name	Status	Habitat
	Eastern massasauga	*Sistrurus c. catenatus*	Candidate	
Lucas	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Sheepnose mussel	*Plethobasus cyphyus*	Candidate	Rivers
Lyon	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Topeka shiner	*Notropis topeka*	Endangered	Prairie streams and rivers
Madison	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
Mahaska	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
Marion	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
Marshall	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
Mills	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil

County	Common Name	Scientific Name	Status	Habitat
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Pallid sturgeon	*Scaphirhynchus albus*	Endangered	Large rivers
	Eastern massasauga	*Sistrurus c. catenatus*	Candidate	
Mitchell	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
Monona	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Pallid sturgeon	*Scaphirhynchus albus*	Endangered	Large rivers
Monroe	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
Montgomery	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
Muscatine	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Higgins eye pearlymussel	*Lampsilis higginsii*	Endangered	Mississippi River
	Sheepnose mussel	*Plethobasus cyphyus*	Candidate	Rivers
	Spectaclecase mussel	*Cumberlandia monodonta*	Candidate	Rivers

County	Common Name	Scientific Name	Status	Habitat
	Eastern massasauga	*Sistrurus c. catenatus*	Candidate	
O'Brien	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
Osceola	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Topeka shiner	*Notropis topeka*	Endangered	Prairie streams and rivers
Page	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
Palo Alto	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
Plymouth	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
Pocahontas	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
Polk	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Least tern	*Sterna antillarum*	Endangered	Bare alluvial and dredged spoil islands
	Sheepnose mussel	*Plethobasus cyphyus*	Candidate	Rivers
Pottawattamie	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil

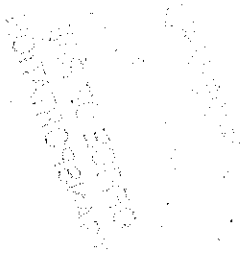
County	Common Name	Scientific Name	Status	Habitat
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Least tern	*Sterna antillarum*	Endangered	Bare alluvial and dredged spoil islands
	Piping plover	*Charadrius melodus*	Endangered	
	Pallid sturgeon	*Scaphirhynchus albus*	Endangered	Large rivers
	Eastern massasauga	*Sistrurus c. catenatus*	Candidate	
Poweshiek	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
Ringgold	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Mead's milkweed	*Asclepias meadii*	Threatened	Virgin prairies
Sac	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Topeka shiner	*Notropis topeka*	Endangered	Prairie streams and rivers
Scott	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Higgins eye pearlymussel	*Lampsilis higginsii*	Endangered	Mississippi River
	Sheepnose mussel	*Plethobasus cyphyus*	Candidate	Rivers
	Spectaclecase mussel	*Cumberlandia monodonta*	Candidate	Rivers
Shelby	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows

County	Common Name	Scientific Name	Status	Habitat
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
Sioux	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
Story	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
Tama	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
Taylor	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
Union	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
Van Buren	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
Wapello	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
Warren	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows

County	Common Name	Scientific Name	Status	Habitat
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
	Mead's milkweed	*Ascleplas meadii*	Threatened	Virgin prairies
Washington	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
Wayne	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Indiana bat	*Myotis sodalis*	Endangered	Caves, mines (hibernacula);small stream corridors with well developed riparian woods; upland forests (foraging)
Webster	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Topeka shiner	*Notropis topeka*	Endangered	Prairie streams and rivers
Winnebago	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
Winnishiek	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
Woodbury	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Least tern	*Sterna antillarum*	Endangered	Bare alluvial and dredged spoil islands
	Piping plover	*Charadrius melodus*	Endangered	
	Pallid sturgeon	*Scaphirhynchus albus*	Endangered	Large rivers
Worth	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil

County	Common Name	Scientific Name	Status	Habitat
Wright	Western prairie fringed orchid	*Platanthera praeclara*	Threatened	Wet prairies and sedge meadows
	Prairie bush clover	*Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil
	Topeka shiner	*Notropis topeka*	Endangered	Prairie streams and rivers

Revised September 2007



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 7
901 NORTH 5TH STREET
KANSAS CITY, KANSAS 66101

APR 16 2012

Ms. Andrea Martin
Environmental Protection Specialist
Federal Railroad Administration
1200 New Jersey Avenue Southeast,
(Mail Stop 20),
Washington, DC 20590,

Ms. Tamara Nicholson, Director
Office of Rail Transportation,
Iowa Department of Transportation,
800 Lincoln Way,
Ames, Iowa 50010

Subject: U.S. Environmental Protection Agency Scoping comments for Chicago to Omaha High Speed Rail Proposal

Regions 5 (Chicago), and 7 (Kansas City) of the U.S. Environmental Protection Agency (EPA) have reviewed the pre-scoping materials and have participated in the agency scoping meetings conducted on 21 and 22 February, 2012. The EPA will serve as a cooperating agency in this "Tier 1" NEPA process. Region 7 will be the lead region. The following comments have been prepared to assist in focusing the Environmental Impact Statement (EIS) on issues of importance, to identify known environmental constraints, and to promote effective coordination.

The Purpose and Need statement indicates that the study will evaluate "alternatives for the ***reestablishment*** of intercity passenger rail service from Chicago, Illinois, through Iowa, to Omaha, Nebraska". Since intercity rail passenger service currently exists between Chicago and Omaha, the term "re-established" is inappropriate. The EPA's current understanding of the NEPA analysis objective is that the FRA will evaluate alternative routes for establishing high-speed passenger rail service between the termini.

The Proposed Action seeks to "create a competitive rail transportation alternative to the available automobile, bus, and air service and would meet needs for more efficient travel". The EPA recommends that a clarifying statement be made to ensure that the intended rail service is for *passenger* transportation, (exclusive of transporting freight and other commerce) to allow for comparability among the different transportation modes.

The EPA observes that existing track and current railroad operations represent a baseline condition. New track, track that connects between existing routes, and new track geometries for safety and facilitation of

higher speed trains should receive focused analysis above the existing condition. Likewise, the EIS should examine the environmental impacts of the stations and support facilities (e.g., storage and maintenance operations) associated with each of the route alternatives.

The Tier 1 process would be expected to eliminate some of the alternatives from further consideration based upon specific criteria. Such criteria might include: higher operating expenditures due to terrain, higher maintenance due to snow/ice frequency and duration, reconstruction costs, safety issues, ridership projections, planned coordination with related transportation services for passengers, and other operational factors (e.g., refueling and crew changes). The Tier I EIS should evaluate how the proposed high-speed service from Chicago to Omaha will interface with existing service through Omaha to San Francisco. Tier 1 considerations should include: 1) selection of the alternative corridors most likely to achieve the lowest environmentally damaging practical alternative under Clean Water Act Section (CWA) 404; 2) growth-related development impacts, 3) potential for community and wildlife impacts, such as noise/vibration and safety and 4) cumulative impacts to resources of concern.

Future "Tier 2" or project-level analyses will address site-specific environmental impacts of the high speed train system. Integrating the requirements of NEPA and CWA Section 404 in Tier 1 should serve to expedite the environmental review and permitting process in Tier 2.

Mr. Norm West will be the contact in Chicago at (312) 353-5692 or west.norman@epa.gov, and I can be reached at (913) 551-7148 or cothern.joe@epa.gov. As a cooperating agency, we look forward to working with you on this project.

Sincerely,

Joseph E. Cothern

Joseph E. Cothern
NEPA Team Leader
Environmental Services Division

cc. Brian Goss, HDR

U.S. Department
Of Transportation

Federal Aviation Administration

Central Region
Iowa, Kansas
Missouri, Nebraska

901 Locust
Kansas City, Missouri 64106-2325

February 21, 2012

Ms. Janet Vine
Iowa Department of Transportation
NEPA Document Manager
800 Lincoln Way
Ames, IA 50010

Re: Chicago to Omaha Regional Passenger Rail Planning Study

Dear Ms. Vine:

The Federal Aviation Administration (FAA) reviews other federal agency environmental documents from the perspective of the FAA's area of responsibility; that is, whether the proposal will have negative effects on aviation. We generally do not provide comments from an environmental standpoint. Therefore, we have reviewed the material furnished with your e-mail dated 2/15/12 and have no comments regarding environmental matters.

Airspace Considerations
The project may require formal notice and review for airspace review under Federal Aviation Regulation (FAR) Part 77, Objects Affecting Navigable Airspace. To determine if you need to file with FAA, go to http://oeaaa.faa.gov and click on the "Notice Criteria Tool" found at the left-hand side of the page.

Multiple locations will need to be checked because of the length of the route. You should check portions of the route within 5 miles of a public-use or military airport. Airport locations can be found using the "Circle Search for Airports" tab on the left side of the previously mentioned webpage. Other web-based programs may also be useful to locate airports.

If you determine that filing with FAA is required, I recommend a 120-day notification to accommodate the review process and issue our determination letter. Proposals may be filed at http://oeaaa.faa.gov.

More information on this process may be found at:
http://www.faa.gov/airports/central/engineering/part77/

If you have questions, please contact me at glenn.helm@faa.gov or 816-329-2617.

Sincerely,

Glenn Helm, P.E.
Environmental Specialist

NOTE: This letter was e-mailed to email@chicagotoomaha.com with cc to amanda.martin@dot.iowa.gov and janet.vine@dot.iowa.gov. No hard copy will follow.

MUSCATINE COUNTY BOARD OF SUPERVISORS

March 26, 2012

Iowa Department of Transportation
Attn: Tamara Nicholson
800 Lincoln Way
Ames, IA 50010

RE: **Comments to the Chicago-Omaha Passenger Rail Planning Study**

Dear Ms. Nicholson:

Thank you for the opportunity to comment on Chicago-Omaha Passenger Rail Planning Study. On behalf of Muscatine County, we want to convey our strong support of passenger rail from Chicago-Omaha via the BNSF to Iowa Interstate via the Wyanet connection in Illinois into Iowa. This corridor has been analyzed for the last decade through the Midwest Rail Initiative and subsequent studies. It has demonstrated repeatedly its technical, economic and environmental feasibility. This route has been shown to be the most feasible route from Chicago to Omaha. The route has the greatest population and potential riders. With its proximity to Interstate 80, the route can reduce traffic congestion and air emissions by providing a passenger transportation alternative to cars along this corridor.

The proposed route is consistent with the *2040 Quad City Area Transportation Long Range Plan (June 2012), Region 9 Long Range Transportation Plan (June 2009), and the Bi-State Region Transit Development Plan (2011)* where these plans discuss passenger rail service within the Bi-State Region. This route has been a priority in our discussions with state and federal legislators since 1988. It is also consistent with the 2011 *Comprehensive Economic Development Strategy* (CEDS) for the Bi-State Region. As an important economic driver, passenger rail service can play a key role in retaining business and industry and encouraging expansion with greater connectivity to Chicago and Omaha. This route also provides for improved railroad infrastructure to benefit freight and passenger transportation. It would also promote quality of life opportunities for Bi-State Region citizens an alternative to driving to destinations along the route and continue to make best use of existing infrastructure. The CEDS is developed through a committee representing chambers of commerce, development organizations, institutions of higher education, business and local government representatives.

Muscatine County will continue to support passenger rail service through our Region and advocate for local residents and businesses to utilize passenger rail service. The Bi-State Region maintains its longstanding commitment to realize passenger rail service and we look forward to its success and the results of this planning study that further this end.

Sincerely,

Kas Kelly
Chair, Muscatine County Board of Supervisors

Muscatine County Administration Building 414 E. Third Street, Suite 101 Muscatine, Iowa 52761-4142
Phone: (563)263-5317 Fax: (563) 288-4235 e-mail: administration@co.muscatine.ia.us

Goss, Brian

From: Ward, Julie [julie.l.ward@nebraska.gov]
Sent: Thursday, May 17, 2012 2:25 PM
To: Goss, Brian
Subject: NEPA REVIEW: Chicago to Omaha Regional Passenger Rail

Good afternoon, Brian. Below are our comments on this project.

RE: NEPA Review – Chicago to Omaha Regional Passenger Rail

The Nebraska Department of Environmental Quality (NDEQ) has reviewed the above-mentioned project. As with any facility, permits may be required prior to beginning construction or operation. At a minimum, you should be aware of the possible requirements for the following permits:

- A Construction Storm Water Permit will be required if there is greater than one acre of disturbance of land, which is likely with this project. Highly chlorinated water for main disinfection will require de-chlorination prior to discharge. Please contact Blayne Renner at the number provided below if you have additional questions regarding the NDEQ Construction Storm Water Permit.

- Wastes generated from construction and/or demolition during this project must be properly disposed at a permitted landfill or recycled. If you have questions related to the Waste Program, please contact Jeff Edwards at the number provided below.

- Check with USACE for Section 404 needs.

- Depending on the final route and location in Douglas County as well as installation of stationary equipment NDEQ Title 129 (outside of city limits) and/or Omaha Air Quality Control regulations (inside of city limits) would apply to the following:

1. Land clearing and construction-disposal of waste materials by open burning must be permitted by NDEQ and/or City of Omaha.
2. Asbestos assessment and abatement is needed prior to any structure demolition. Prior notification to NDEQ and City of Omaha required.
3. Fugitive dust control during all land clearing and construction activities is required by NDEQ and City of Omaha. Any contamination of city
   roadways will require prevention and/or clean-up per the City of Omaha specifications.
4. Construction and/or Operating permits for stationary engines, boilers, emergency generation equipment and other equipment may
   be required by the City of Omaha Air Quality Control and/or NDEQ.

Construction Storm Water Program – Blayne Renner, 402-471-8330
Waste Compliance – Jeff Edwards, 402-471-8309
Air Quality Program – Yvonne Austin, 402-471-3305

Until further along in the planning process, it is unknown whether there may be additional regulatory requirements. We strongly urge the project sponsors to make contact with the Department; contact numbers are provided above. It has been our experience that early and open communication helps facilitate the permitting process.

If you have questions about the permitting process, or any other questions, feel free to contact me at (402) 471-6974. For more information, please visit our website at www.deq.state.ne.us. Good luck with your project!

Julie L. Ward
National Environmental Policy Act (NEPA) Coordinator
NE Department of Environmental Quality
1200 "N" Street, The Atrium, Suite 400
P.O. Box 98922, Lincoln, NE 68509-8922
Phone: 402.471.6974 | E-mail: julie.l.ward@nebraska.gov

** Please consider the environment before printing this email.*

From: Zheng, Shuhai [mailto:shuhai.zheng@nebraska.gov]
Sent: Wednesday, June 06, 2012 12:10 PM
To: Martin, Amanda [DOT]
Cc: Dunnigan, Brian
Subject: Tier 1 EIS for the Chicago to Omaha Regional Passenger Rail System

Dear Amanda,

Our agency Director Brian Dunnigan received an e-mail from Tammy Nicholson (Director if Iowa's Office of Rail Transportation) on May 31, 2021, seeking our comments on issues which should be addressed in your Tier EIS for the Chicago to Omaha Regional Passenger Rail System. Mr. Dunnigan forwarded the e-mail message to me and asked me to respond. Brian and I really appreciate the opportunity.

Our agency's statutory responsibilities includes surface water right administration, groundwater well registration and floodplain management programs. Based on my initial review of the 5 proposed routes of the Rail System, I don't believe they will have significant impact on Nebraska's surface and ground water resources. Should the segment of any proposed routes requiring new infrastructures in a floodplain/floodway in Nebraska, its impact on floodplain shall be assessed and addressed. When your project moves into its Tier 2 Phase (design and construction), a floodplain development permit is required from City of Omaha and/or Douglas County before any construction can begin in a floodplain within their jurisdiction.

Please keep us informed about your project progress and the availability of the Tier 1 EIS. If you need additional information from our agency, please feel free to contact me.

Sincerely,

Shuhai

Shuhai Zheng, Ph.D., P.E., CFM
Head, Floodplain/Dam Safety/Survey Division
Department of Natural Resources
P.O. Box 94676
Lincoln, NE 68509
Phone: 402-471-3936
Fax: 402-471-2900
Web: www.dnr.ne.gov

I just received a call from the Iowa City MPO (Johnson County Council of Governments) in response to the e-mails that were sent out at the end of May for early coordination. They said that they are not aware of any environmental impacts and do not have any comments at this time concerning the Tier 1 process.

Amanda Martin
Freight and Passenger Policy Coordinator
Office of Rail Transportation
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

Phone 515-239-1653 | Fax 515-233-7983
amanda.martin@dot.iowa.gov

IOWA DEPARTMENT OF
CULTURAL AFFAIRS
MARY TIFFANY COWNIE, DIRECTOR

TERRY E. BRANSTAD, GOVERNOR
KIM REYNOLDS, LT. GOVERNOR

June 11, 2012

In reply refer to:
R&C#: 120500095

David Valenstein, Division Chief
Environment and Systems Planning
Federal railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: FRA – STATEWIDE – CHICAGO TO OMAHA REGIONAL PASSENGER RAIL SYSTEM – PROPOSED TIER 1 ENVIRONMENTAL IMPACT STATEMENT (EIS) PROJECT – INVITATION TO BECOME A COOPERATING AGENCY

Dear Mr. Valenstein,

Thank you for notifying our office about the above referenced proposed project. Thank you for inviting our agency to become a Cooperating Agency as part of the environmental review process. We accept your invitation.

We understand that the intent of the Federal Railroad Administration is to initiate and conduct a tiered environmental assessment process. It appears that the Tier 1 EIS project will be exploring and considering a number of alternatives for passenger rail routes between Chicago, Illinois and Omaha, Nebraska. We understand that the purpose of the Tier 1 does not involve consultation regarding specific construction activities or about the potential historic properties that may be affected by specific construction activities. We understand that those consultations will occur as part of the Tier 2 NEPA documents and perhaps in separate Section 106 consultation documents.

Based on the information provided regarding the undertaking, it is unclear at this time whether any historic properties would be affected by use of any of these possible routes. However, our office is aware that the rail segment from Davenport to Iowa City (which would be part of Route 4) was one of the earliest railroad lines constructed in the state of Iowa. It appears that the location of this rail line has not changed very much since its original construction in 1855. We are also aware that two significant historic events occurred on this rail line segment. On March 10, 1859, John Brown and his contingent of men and freedom seekers boarded a boxcar on an eastbound train at West Liberty and left the state of Iowa for the last time at Davenport on their way to Chicago and eventually Canada. This was John Brown's last trip through Iowa prior to the raid at Harpers Ferry. Also, this line was used by the Mormons during their exodus from the state of Illinois to transport many people to Iowa City. Upon reaching Iowa City (which was then the end of the rail line during that time period), the Mormon families began on the Mormon Handcart Expedition which headed westward eventually leading to their new home in Utah.

STATE HISTORICAL SOCIETY of IOWA
JEROME THOMPSON
ADMINISTRATOR

IOWA ARTS COUNCIL
MATTHEW HARRIS
ADMINISTRATOR

600 E. LOCUST
DES MOINES, IOWA
50319

T. (515) 281-5111
F. (515) 282-0502

CULTURALAFFAIRS.ORG

Please reference the Review and Compliance Number provided above in all future submitted correspondence to our office for this project. We look forward to further consulting with your agency and the Iowa Department of Transportation on this project. Should you have any questions please contact me at the number below.

Sincerely,

Douglas W. Jones

Douglas W. Jones, Archaeologist and Review and Compliance Program Manager
and Interim Deputy State Historic Preservation Officer
State Historic Preservation Office
State Historical Society of Iowa
(515) 281-4358
doug.jones@iowa.gov

cc: Ralph Christian, Historian, State Historical Society of Iowa
Daniel Higginbottom, Archaeologist, State Historical Society of Iowa
Andrea Martin, Federal Railroad Administration
Amanda Martin, IDOT, Ames
Jerome Thompson, Interim Iowa State Historic Preservation Officer

From: Phan, Dee (FTA)
Sent: Wednesday, May 30, 2012 12:53 PM
To: Martin, Andrea (FRA)
Subject: Re: Tier 1 EIS for Chicago to Omaha Regional Passenger Rail System

Andrea,

Thank you for your letter dated May 17, 2012, whereby you invited FTA to become a Cooperating Agency on the proposed subject project. We decline to be a Cooperating Agency because we have no jurisdiction or authority pertaining to the project at this time.

Thank you,

Dee Phan
Environmental Protection Specialist
FTA Region VII
901 Locust St., Suite 404
Kansas City, MO 64106
Phone: 816-329-3934
Fax: 816-329-3921
Email: Dee.Phan@dot.gov

2853 2/17/2012 Web Comment

The route needs to connect Omaha to Des Moines and to Iowa City at a minimum. No response needed.

61787 Kent Holm, Environmental Services Director Douglas County (Agency - County)

2537 2/14/2012 Web Comment

I question how possible it is to attempt to operate "high-speed" trains on existing rail routes (as outlined by the presentation's diagram). And, will these routes be dedicated to this train? Or will they be shared with the railroads currently operating on them? Any help would be greatly appreciated! Thanks.

60696 Luke Gott, TSI-S (Agency - Federal)
TSA

2789 2/15/2012 Comment

I have forwarded your message (with attachments) to appropriate DOI Bureau personnel. At such time as the Notice of Intent is published in the Federal Register, my HQ will distribute it to the Bureaus as ask that they provide their comments directly (rather than through this office). Also – If the “information packet” will be available in electronic format, please email it to me. Alternatively, if it’s posted on a Web site, the URL will suffice.

61616 Robert Stewart, (Agency - Federal)
US Department of Interior, Office of Environmental Policy and Compliance

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3078 2/21/2012 Comment

The Federal Aviation Administration (FAA) reviews other federal agency environmental documents from the perspective of the FAA’s area of responsibility; that is, whether the proposal will have negative effects on aviation. We generally do not provide comments from an environmental standpoint. Therefore, we have reviewed the material furnished with your e-mail dated 2/15/12 and have no comments regarding environmental matters.

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More information on this process may be found at:
http://www.faa.gov/airports/central/engineering/part77/

If you have questions, please contact me at glenn.helm@faa.gov or 816-329-2617.

61560 Glenn Helm, Environmental Specialist (Agency - Federal)
Federal Aviation Administration, Airports Division, ACE-611F

4316 4/16/2012 Comment

Regions 5 (Chicago), and 7 (Kansas City) of the U.S. Environmental Protection Agency (EPA) have reviewed the pre-scoping materials and have participated in the agency scoping meetings conducted on 21 and 22 February, 2012. The EPA will serve as a cooperating agency in this "Tier 1" NEP A process. Region 7 will be the lead region. The following comments have been prepared to assist in focusing the Environmental Impact Statement (EIS) on issues of importance, to identify known environmental constraints, and to promote effective coordination.

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likely to achieve the lowest environmentally damaging practical alternative under Clean Water Act Section (CWA) 404; 2) growth-related development impacts, 3) potential for community and wildlife impacts, such as noise/vibration and safety and 4) cumulative impacts to resources of concern.

Future "Tier 2" or project-level analyses will address site-specific environmental impacts of the high speed train system. Integrating the requirements ofNEPA and CWA Section 404 in Tier 1 should serve to expedite the environmental review and permitting process in Tier 2.

Mr. Norm West will be the contact in Chicago at (312) 353-5692 or west.nom1an@epa.gov, and I can be reached at (913) 551-7148 or cothem.joe@epa.gov. As a cooperating agency, we look forward to working with you on this project.

61617 Joe Cothern, NEPA (Agency - Federal)
US Environmental Protection Agency, Region 7 - Watersheds Wetlands & Streams

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4386 4/16/2012 Comment

This is in regard to your request for our comments on the proposed Regional Passenger Rail System from Chicago, Illinois, to Omaha, Nebraska- Tier 1 Environmental Impact Statement (EIS) proposed by Department of Transportation (DOT), Federal Railroad Administration (FRA), and Iowa Department of Transportation (IADOT). For the purposes of this letter we will provide information relative to all portions of the project, including Douglas County, Nebraska. Our data indicate that the species on the enclosed list may occur in the counties of your proposed action. Descriptions of the habitat requirements are included with the list. You may use these descriptions to help you determine if there is suitable habitat within your project area. In order to address potential impacts to federally listed species on the enclosed list, we recommend that you initiate the Section 7 process by obtaining an official species list and following the steps outlined at http://www.fws.gov/midwest/Endangered for Region 3 (Illinois and Iowa) and http://www.fws.gov/mountain-prairie/endspp/ for Region 6 (Douglas County, Nebraska). Through internal review and analysis, you may make a determination(s) regarding whether listed species would be impacted. By following the instructions, you can determine what your action area is, whether listed species may be found within the action area, and if the project may affect listed species. You will find several products on the site that can streamline the consultation process for this and future projects. When determining if listed species may be located within a project area, you can download county specific species lists for all of the states in Region 3 and Region 6. We also recommend that the project be evaluated for potential impacts to wildlife, particularly migratory birds, from increased noise and vibration resulting from increases in train frequency and speed for the alternatives considered. We are particularly interested in the feasibility of alternative Route 4 because the portion of the route between Joliet, Illinois, and Chicago, Illinois, could be combined with a potential alternative for the Chicago to St. Louis high speed rail project. The Chicago Field Office has previously identified this potential alternative, carrying passengers east of Joliet, because it would eliminate adverse impacts to the Hine's emerald dragonfly (Somatochlora hineana) located in the Lower Des Plaines River Valley. Improvements to the portion of the route between Joliet and Chicago could serve both high speed rail projects and eliminate impacts to the Hine's emerald dragonfly. National Wetland

Inventory maps indicate that there may be wetlands within and adjacent to the project area for all potential alternatives. These areas may be affected by the proposed project. The Corps of Engineers is the Federal agency responsible for wetland regulation, and we recommend that you contact them for assistance in delineating the wetland types and acreage within the project boundary. Priority consideration should be given to avoid impacts to these wetland areas. Any future activities in the study area that would alter these wetlands may require a Section 404 permit. Unavoidable impacts will require a mitigation plan to compensate for any losses of wetland functions and values. The U.S. Army Corps of Engineers, Clock Tower Building, P.O. Box 2004, Rock Island, Illinois, 61201, should be contacted for information about the permit process. These comments are provided as technical assistance in accordance with the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq) and the National Environmental Policy Act of 1969 (83 Stat. 852, as amended; 42 U.S. C. 4321 et seq). If you have any questions regarding our comments, please contact Heidi Woeber of my staff at (309) 757-5800, extension 209.

61623 Richard Nelson, Project Manager (Agency - Federal)
US Fish and Wildlife Service, Rock Island District

2293 2/13/2012 Web Comment

Please add me to the notification list.

61109 Daniel Sicard, Fire Chief (Agency - Local)
Grinnell Fire Department

2569 2/14/2012 Comment

As you get further into the study, I would like to discuss with you other potential locations for terminus in Council Bluffs. We would also want to discuss routing. As a historical rail center we are concerned with the environmental impacts of routes which will add additional traffic though Council Bluffs.

61384 Donald Gross, Director (Agency - Local)
City of Council Bluffs, Community Development Department

2568 2/14/2012 Comment

The Iowa Interstate route through the Quad Cities, Iowa City/Cedar Rapids metro area, Des Moines metro area, and ending in the Council Bluffs-Omaha metro area would serve most of Iowa's population centers. Termination of the route in Council Bluffs should be given strong consideration and would save the cost of a dedicated bridge over the Missouri River. The study needs to look at the opportunity of establishing a multi-model terminus of the passenger rail line to bus, Epply Airport, bike system and the interstate system. Given that Epply Airport is west of the Missouri and the metro bus system hubs in

downtown Omaha, linking with either of these would favor an Omaha location but logistical issues can be addressed. However, Council Bluffs does offer excellent access to I-29 and I-80, is served by the metro bus service, and has good bike/pedestrian system. All good factors in considering a terminus in Council Bluffs. A specific location I would propose for a terminus is the area west of the Iowa Interstate Intermodal Facility and north of the east I-29 and I-80 interchange. The area can be accessed by the Lake Manawa/Hwy 192 exit and is in need of redevelopment. Given IDOT's work with rail line consolidation in Council Bluffs as part of the interstate reconstruction and improvements already planned some synergisms maybe found. Please keep me informed.

61384 Donald Gross, Director (Agency - Local)
City of Council Bluffs, Community Development Department

2567 2/14/2012 Comment

We have a lot of questions; -will the rail service pass through Durant? -how high speed will it be? We have 5 crossings to think about. Will it run on existing track? -who will be responsible to maintain the gates and signals—the railroad or the city? We don't have room in our budget for additional expenses. Right now Iowa Interstate railroad maintains all but one signal. -how many times a day will the train go through?

61383 Deana Cavin, City Clerk (Agency - Local)
City of Durant

2699 2/15/2012 Web Comment

The people of the southern Iowa region that I serve are very concerned about the existing passenger route through southern Iowa being eliminated in favor of a more northern route. The economic impact of having Amtrak stops in our region is great. Millions of dollars have been spent on track upgrades and depot renovations in southern Iowa to enhance passenger rail travel through our region. Although expansion of passenger rail is desirable in the State of Iowa, it should be accomplished while maintaining the existing California Zephyr route through southern Iowa. Many of the poorest counties in Iowa are located across southern Iowa and losing passenger rail would be economically detrimental to the area and its residents.

Becky Nardy, Transportation Planning (Agency – Local)
RPA 14/ATURA – Southern Iowa Council of Governments

2836 2/17/2012 Web Comment

Route 2 would have the most passengers coming from the Chicago area to Iowa State University. Ames still has an exsiting station that could be utilized.

61749 John O'Donnell, Director of Public Works (Agency - Local)
City of Center Point

3013 2/23/2012 Web Comment

I am in full support of a passsenger rail system that includes Iowa City in the route, or at least close proximity (40 miles).

60808 Lizabeth Osborne, Program Assistant (Agency - Local)
City of Iowa City

3151 2/27/2012 Web Comment

How will this affect other forms of transportation such as air travel?

62142 Barb Velinsky, Community Director (Agency - Local)
City of Omaha, Mayor's Office

3152 2/27/2012 Web Comment

How will this affect other forms of transportation such as air travel?

62142 Barb Velinsky, Community Director (Agency - Local)
City of Omaha, Mayor's Office

3155 2/27/2012 Web Comment

What prompted this study? Is there a needs statement that outlines this?

62142 Barb Velinsky, Community Director (Agency - Local)
City of Omaha, Mayor's Office

4235 4/11/2012 Web Comment

I suggest that Passenger Rail service be established in Clinton, Iowa. I think that many residents would travel on a passenger rail train with a stop in Clinton, Iowa. Passenger rail will bring about many economic development possibilities.

64029 Michael Reynolds, Planner (Agency - Local)
City of Clinton, Iowa

2367 2/13/2012 Web Comment

Our friends and we = 2 couples just took a short Amtrak (1 nite) trip to Chicago to/from Mendota IL ...we had an enjoyable, leisurely ride - annnnd avoided parking fees BUT even if we had left from Galesburg we would have needed to travel about 50 miles/1 hr. It would be SO NICE to leave from Moline/Rock Island. We are all 4 recent Amtark reward signees and look forward to more Amtrak travel ..my wife, son and I have been, at least, infrequent riders for years and I'm willing to lend suport e.g. making further comments in the future. Please keep me posted, thank you for this opportunity. Sincerely, Mel J. Vogel

61187 Meldon Vogel, (Agency - State)
State of Illinois, Department of Children and Family Services

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2241 2/13/2012 Web Comment

Please keep me informed of upcoming meetings and milestones. Thank you.

61053 Beverly Vonasek, Railroad Liaison Manager (Agency - State)
Nebraska Department of Roads

2474 2/14/2012 Web Comment

Iowa needs to invest in the Chicago-Omaha/Nebraska high speed passenger rail project. With federal incentives available, now it the time. It is ridiculous that Iowans are required to drive or fly to midwest regional cities, like Chicago. More highway and airport traffic creates additional auto-dependency , more congestion, as well as more scattershot urban development patterns. Passenger service that is fast and frequent reduces energy consumption and minimizes future development disturbances to the natural environment and farmland. This "smart" travel option will also enhance quality of life for the central East-West belt across the state and help promote smart growth for a number of major Iowa urban areas located near or within it. . . .

61295 Jay Howe, At-Large Member (Agency - State)
City Development Board (State of Iowa)

3830 4/2/2012 Web Comment

To process this project for environmental impacts in the Illinois corridors, the Illinois Department of Natural Resources requests that the coordination be handled the same as the HSR Chicago to St. Louis. The consultants will need to acquire our database information through a legal agreement adn screen the various routes for resources in those corridors. Should resources be in the vicinity of the these proposed corridors, then further coordiantion with this office would be necessary. Andrea Martin with FRA or Illinois DOT Bureau of Railroads may be familiar with how that is being handled.

63633 Steve Hamer, Transportation Review Program (Agency - State)
Illinois Department of Natural Resources

2144 2/7/2012 Web Comment

Please notify me of the Online Open House for Chicago to Omaha

60766 Robert Brownell, Supervisor (Elected Official - County)
Polk County

3321 3/3/2012 Web Comment

Is this project going to happen and the route the only question? is this plan self financing or is this plan going to cost the tax payer a lot of money through state and federal subsidies?

62470 Mark Wedemeyer, Supervisor (Elected Official - County)
Cass County

3323 3/4/2012 Web Comment

Public transportation is a viable solution to burning less fuel but moving more goods.

62472 Dennis Anderson, County Board, District 2 Finance chair (Elected Official - County)
Henry County Board

3831 4/1/2012 Comment

(In response to the Agency Scoping email sent 4/1/12) Who is this e-mail intended for?

(Agency – State)
Illinois Depertment of Natural Reources

3843 4/2/2012 Comment

Thank you for the opportunity to comment on Chicago-Omaha Passenger Rail Planning Study. On behalf of Muscatine County, we want to convey our strong support of passenger rail from Chicago-Omaha via the BNSF to Iowa Interstate via the Wyanet connection in Illinois into Iowa. This corridor has been analyzed for the last decade through the Midwest Rail Initiative and subsequent studies. It has demonstrated repeatedly its technical, economic and environmental feasibility. This route has been shown to be the most feasible route from Chicago to Omaha. The route has the greatest population and potential riders. With its proximity to Interstate 80, the route can reduce traffic congestion and air

emissions by providing a passenger transportation alternative to cars along this corridor. The proposed route is consistent with the 2040 Quad City Area Transportation Long Range Plan (June 2012), Region 9

Long Range Transportation Plan (June 2009), and the Bi-State Region Transit Development Plan (2011) where these plans discuss passenger rail service within the Bi-State Region. This route has been a priority in our discussions with state and federal legislators since 1988. It is also consistent with the 2011 Comprehensive Economic Development Strategy (CEDS) for the Bi-State Region. As an important economic driver, passenger rail service can play a key role in retaining business and industry and encouraging expansion with greater connectivity to Chicago and Omaha. This route also provides for improved railroad infrastructure to benefit freight and passenger transportation. It would also promote quality of life opportunities for Bi-State Region citizens an alternative to driving to destinations along the route and continue to make best use of existing infrastructure. The CEDS is developed through a committee representing chambers of commerce, development organizations, institutions of higher education, business and local government representatives. Muscatine County will continue to support passenger rail service through our Region and advocate for local residents and businesses to utilize passenger rail service. The Bi-State Region maintains its longstanding commitment to realize passenger rail service and we look forward to its success and the results of this planning study that further this end.

63635 Kas Kelly, Chair (Elected Official - County)
Muscatine County, Board of Supervisors

2186 2/9/2012 Comment

Coordinator, Please add me to your email list.

60832 Chet Olson, Mayor (Elected Official - Local)
City of Rochelle

2276 2/13/2012 Web Comment

In order to bring more passenger rail transportation options to southeast Iowa, I would prefer Route 5. Although it doesn't quite make it to Fort Madison, it is closer and will bring the benefits to the most economically distressed part of Iowa.

Byron Smith, City Manager (Elected Official - Local)
City of Fort Madison

2540 2/14/2012 Web Comment

Route 3 looks great to me!

61356 Jennifer Graf, Council person at-large (Elected Official - Local)
City of Clinton Iowa

2522 2/14/2012 Web Comment

The obvious best choice of routes would be the Iowa Interstate RR through Iowa City to Des Moines--WITH AN INTERMEDIATE STOP IN GRINNELL!

61339 Gordon Canfield, Mayor (Elected Official - Local)
City of Grinnell, IA

2547 2/14/2012 Web Comment

I like a combination of Rout #4 & 5. this allows us to shorten up the run, and not stop at more than three times in Iowa,

61363 Douglas Beland, Council Person (Elected Official - Local)
City of Durant

2557 2/14/2012 Web Comment

Having been a rail passenger numerous times I would strongly support expanded passenger rail service. I would suggest route #4 not only because it would be closest to my community but my experience with fellow rail passengers a great many of them are college students. Route 4 would pass through the college communities of Des Moines, Grinnell and Iowa City.

60738 Terry Brecht, Councilman (Elected Official - Local)
City of Marengo

2668 2/15/2012 Web Comment

Thanks for providing an online public meeting. Very interesting. With the Union Pacific mainline, which the company has invested many many millions in upgrading and maintaining, running thru Dixon, IL, we are of course supportive of the UP line being the preferred route between Chicago and Omaha. We would be pleased to provide accommodations for any future public hearings or any meetings. Also if you are going to want any public officials involved to support and help disseminate information or for any other purpose, please include me on a list of volunteers. Much appreciation for the good communication, Mayor Jim Burke City of Dixon, Illinois

61454 James Burke, Mayor (Elected Official - Local)
City of Dixon, Illinois

2764 2/16/2012 Web Comment

I am a firm believer in high speed rail transportation. However, unless a high speed route is established, I believe the best manner for moving more people between Chicago and Omaha, would be to add service at opposite times of the current Amtrak schedule. This would be leaving Omaha for Chicago at Night to arrive Chicago in the AM and leaving Chicago in the AM for arrival at Omaha in the PM.

61678 Warren Woods, Mayor (Elected Official - Local)
City of Creston

2745 2/16/2012 Web Comment

This is a GREAT IDEA. By the way--do you have t-shirts with this logo? I would immediately buy 4 of them--it starts the conversation. Lived in IA for 22 years and love it still.

61660 Judy Kintner, Clerk of Council (Elected Official - Local)
Village of Yellow Springs

2897 2/19/2012 Web Comment

I feel the concept of a good rail service from Omaha to Chicago is important. It is the right thing to do from efficient transportation and would be desirable as an alternative to both driving and flying.

61851 Keith Berg, Mayor (Elected Official - Local)
City of Ogden

2962 2/21/2012 Web Comment

If the rail system is not faster than a car, then it will not benefit nor attrack enough rider ship. Please put in enough money and don't cut on the infrastructor of this project. Do it right, or don't do it all. Rock Island route makes the most sense to keep transportation the most centrally located in the state, yet compliments the interstate hwy system. Drop-offs would be more useful, when a main road system is nearby.

61917 Sondra Burnell, Fourth Ward Councilmember (Elected Official - Local)
City of Grinnell

3070 2/23/2012 Web Comment

I think a rail service Chicago to Omaha would be the best thing that ever happened to the midwest.I would love to use it if I live that long.

62004 Gary Fahan, Mayor (Elected Official - Local)
Lake City

3107 2/24/2012 Web Comment

As an Iowan, I am very much supportive of this project. As a city council member in Grand Junction, I am equally supportive, encouraged and even a bit optimistic! Here in Grand Junction, we are trying to raise our visiblity as a "train town" (historical, tourism purposes) and for economic development purposes with our very significant east-west double-track UP line that intersects with a north-south track that starts here and continues up into NW Iowa (big for grain shippers) but also connects through Fort Dodge and up into northern Iowa and Minnesota. Can you provide more information on this project as per the high speed rail component and any proposed stations along the way? One option might be to run the route from Dubuque to Fort Dodge and then down to GJ along the UP and then along the UP over to Omaha, as there is likely more congestion on the mainline UP between Clinton and Ames and less on the Dubuque to FD route, but if the goal is offer Iowans access points, then across the UP route would be the very best...Clinton (Miss. River access point), Cedar Rapids (state's 2nd largest city and key CR-Iowa City metro advantages), Ames (serving Ames-DM business corridor and state's largest metro area), and perhaps a stop in Carroll which has great infrastructure and a beautiful station right in downtown Carroll. Also, the UP line seems to be the most advanced in the state with automatic, no-whistle crossings and highway overpasses. We have one existing highway overpass here in Greene County (US 30 on east side of Grand Junction) and we are building another in Jefferson (Highway 4). Project is currently underway. Any route would be good for the state of Iowa, but I am hoping the route will either encompass Des Moines, Ames or Fort Dodge here in Central Iowa. But my misgivings about Des Moines is that is already served by the airport and I-80 east-west which would make an east-west rail line there redundant. And that Amtrak line in southern Iowa has NEVER made sense. Sign me a firm believer in rail passenger travel, Alan Robinson Grand Junction City Council Grand Junction, Iowa Grand Junction votes "YES" for passenger rail in IOWA!

62031 Alan Robinson, City Councilman (Elected Official - Local)
City of Grand Junction, City Council

3417 3/6/2012 Web Comment

This idea would help lowering our dependency on oil! The internet system is in dyer need of repair, as well as it is ridiculously busy. The newer generation coming up don't even want to drive. I believe this service idea has so many multiple reasons we SHOULD do it. Few cars, preferred transportation, connecting mid-western cities with each other and providing the citizens in small cities to connect with

the larger ones. This would be an economic boom to all parties involved. We are a spread out society, and this would indeed compliment and really a necessity.

61917 Sondra Burnell, Fourth Ward Councilmember (Elected Official - Local)
City of Grinnell

3683 3/22/2012 Comment

Dear Sir, I am also President of the Northwest Illinois Municipal Association that represents about 60 northwest Illinois communities. The present route will be going through my small town of 7500 but will serve thousands of people in the Quad City area. I cannot wait until I can again ride the train into places like Des Moines and Chicago. Any thing you can do that would facilitate the project would be greatly appreciated.

63415 William Fox, Mayor (Elected Official - Local)
City of Silvis

3681 3/22/2012 Web Comment

Chicago to Eastern and Central Iowa is already well served by Megabus, at a fare that is less than a train, at a speed that is equivalent to a train. And it doesn't cost any state tax dollars. Say no to the train, say yes to Megabus!

63413 Roger Fritz, Mayor (Elected Official - Local)
City of Roland

3788 3/26/2012 Comment

Dear Ms Nicholson, The community of Grinnell would like to take this opportunity to express our strong support for the proposed passenger rail route from Chicago to Omaha via IA City and Des Moines. We believe that passenger rail, particularly on the central route, would be a game-changer for our region and state for a variety of reasons: *Attraching and retaining business and population. Helping Iowans connect more easily with the region and the country is an important factor in encouraging businesses to grow and attracting people-especially young people-to come and stay in our state. Expanding airline service in and out of Des Moines is one important step in this process. Additing passenger rail options to this mix is the next important step-particularly in this time of rising prices at the pump. Passenger rail would expand the transportation options for all Iowans with a safe, reliable, cost effective way to travel. *Leveraging Iowa's funds. Passenger rail is a smart economic investment for the state. As you know, the US DOT has already awarded the States of IA and IL $230 million for new passenger rail service from Chicago to the quad cities to IA and an additional $1 million to study connecting IA City to Des Moines to Omaha. With Federal funds covering about 80% of the start-up costs, we join with the Greater Des

Moines Partnership in supporting continued funding of the IADOT Passenger Rail Fund Program to provide matching funds to draw down Iowa's portion of these federal funds. *Central IA Route. Finally, we would strongly support a proposed route through IA City and Des Moines. Not only would it give better access to Grinnell College students who come here from all over the country, but it would also provide better access for employees who commute from the Des Moines and IA City metro areas. Proximity to I-80 would facilitate access to stations, allowing the line to more conveniently serve a larger population. We hope that you will add your support to this important initiative to help build a healthy vibrant and thriving state supporting those who would like to more easily live, visit and conduct business here in IA.

61339 Gordon Canfield, Mayor (Elected Official - Local)
City of Grinnell, IA

4310 4/10/2012 Comment

Thank you for the opportunity to comment on the Chicago-Omaha Passenger Rail Planning Study. On behalf of the City of Bettendorf, we want to convey our strong support of passenger rail from Chicago-Omaha via the BNSF to Iowa Interstate via the the Wyanet connection in Illinois into Iowa. This corridor has been analyzed for the last decade through the Midwest Rail Initiative and subsequent studoes. It has demonstrated repeatedly its technical, economic and environmental feasibility and has proven to be the best route from Chicago to Omaha. Additionally, this route has the greatest population and potential riders. Its proximity to Interstate 80 will reduce traffic congestion and air emissions by providing a passenger transportation alternative to cars along this corridor. The proposed route is consistent with the 2040 Quad City Area Transportation Long Range Plan (June 2012), Region 9 Long Range Plan (June 2009) and the Bi-State Regional Transit Development Plan (2011). This route has been a priority in discussions with state and federal legislators since 1988. It is also consistent with the 2011 Comprehensive Economic Development Strategy (CEDS) for the Bi-State Region. The City of Bettendorf will continue to support passenger rail service through our Region and advocate for local residents and businesses to utilize passenger rail service.

64166 Robert Gallagher, Mayor (Elected Official - Local)
City of Bettendorf

4153 4/11/2012 Web Comment

I believe the southern route (5) meet the needs of this study the best. There recently has been a new bridge built across the Mississippi and within the Burlington area we are currently having the rail upgraded. Also we have two lines that are available on Route 5. Burlington has a depot that then could be made available for passenger service.

64013 Becky Anderson, Council Person (Elected Official - Local)
City of Burlington, City Council

4425 4/29/2012 Web Comment

The ideal route would connect Omaha to Des moines, Iowa city, Cedar rapids, clinton, then through the northern suburbs of Chicago to Downtown. That would be the blue route connecting to the red route at Cedar Rapids. The Crandic line could be used for the iowa city to cedar rapids connection. That section between CR and IC alone might be a very popular trip for commuters. U of I students would provide for a lot of traffic to the northern suburbs of Chicago.

64392 James Christensen, City Council (Elected Official - Local)
City of Mount Vernon

3122 2/25/2012 Web Comment

I represent District 26 in the Iowa House, and I respectfully urge the DOT to give serious consideration to Route 3, which exits Iowa by way of Clinton. Clinton is well equipped to handle any and all requirements of a passenger rail project, and could field a large, skilled workforce. Clinton is a beautiful Mississippi River city -- truly the "eastern gate to the corn state" -- and I'm sure people from all over the country would enjoy the opportunity to spend some time here during a layover. Anything I can do to help, or if you need any additional info, please just ask! Thanks. Mary

62046 Mary Wolfe, IA House Representative (Elected Official - State)
IA Legislature, District 26

4718 5/17/2012 Email comment

The Nebraska Department of Environmental Quality (NDEQ) has reviewed the above-mentioned project. As with any facility, permits may be required prior to beginning construction or operation. At a minimum, you should be aware of the possible requirements for the following permits:

- A Construction Storm Water Permit will be required if there is greater than one acre of disturbance of land, which is likely with this project. Highly chlorinated water for main disinfection will require de-chlorination prior to discharge. Please contact Blayne Renner at the number provided below if you have additional questions regarding the NDEQ Construction Storm Water Permit.

- Wastes generated from construction and/or demolition during this project must be properly disposed at a permitted landfill or recycled. If you have questions related to the Waste Program, please contact Jeff Edwards at the number provided below.

- Check with USACE for Section 404 needs.

- Depending on the final route and location in Douglas County as well as installation of stationary equipment NDEQ Title 129 (outside of city limits) and/or Omaha Air Quality Control regulations (inside of city limits) would apply to the following:

1. Land clearing and construction-disposal of waste materials by open burning must be permitted by NDEQ and/or City of Omaha.
2. Asbestos assessment and abatement is needed prior to any structure demolition. Prior notification to NDEQ and City of Omaha required.
3. Fugitive dust control during all land clearing and construction activities is required by NDEQ and City of Omaha. Any contamination of city roadways will require prevention and/or clean-up per the City of Omaha specifications.
4. Construction and/or Operating permits for stationary engines, boilers, emergency generation equipment and other equipment may be required by the City of Omaha Air Quality Control and/or NDEQ.

Construction Storm Water Program – Blayne Renner, 402-471-8330

Waste Compliance – Jeff Edwards, 402-471-8309

Air Quality Program – Yvonne Austin, 402-471-3305

Until further along in the planning process, it is unknown whether there may be additional regulatory requirements. We strongly urge the project sponsors to make contact with the Department; contact numbers are provided above. It has been our experience that early and open communication helps facilitate the permitting process.

If you have questions about the permitting process, or any other questions, feel free to contact me at (402) 471-6974. For more information, please visit our website at www.deq.state.ne.us. Good luck with your project!

62629 Julie L. Ward, National Environmental Policy Act (NEPA) Coordinator (Agency - State)
Nebraska Department of Environmental Quality

5186 6/19/2012 Comment

Thank you for notifying our office about the above referenced proposed project. Thank you for inviting our agency to become a Cooperating Agency as part of the environmental review process. We accept your invitation.

We understand that the intent of the Federal Railroad Administration is to initiate and conduct a tiered environmental assessment process. It appearst that the Tier 1 EIS project will be exploring and considering a number of alternatives for passenger rail routes between Chicago, Illinois and Omaha,

Nebraska. We understand that the purpose of the Tier 1 does not involve consultation regarding specific construction activities or about the potential historic properties that may be affected by specific construction activities. We understand that those consultations will occur as part of the Tier 2 NEPA documents and perhaps in separate Section 106 consultation documents.

Based on the information provided regarding the undertaking, it is unclear at this time whether any historic properties would be affected by use of any of these possible routes. However, our office is aware that the rail segment from Davenport to Iowa City (which would be part of Route 4) was one of the earliest railroad lines constructed in the State of Iowa. It appears that the location of this rail line has not changed very much since its original construction in 1855. We are also aware that two significant historic events occurred on this rail line segment. On March 10, 1859, John Brown and his continent of men and freedom seekers boarded a boxcar on an eastbound train at West Liberty and left the sate of Iowa for the last time at Davenport on their way to Chicago and eventually Canada. This was John Brown's last trip through Iowa prior to the rail at Harpers Ferry. Also, this line was used by the Mormon during their exodus from the State of Illinois to transport many people to Iowa City. Upon reaching Iowa City (which was then the end of the rial line during that time period), the Mormon families began on the Mormon Handcart Expedition which headed westward eventually leading to their new home in Utah.

Please reference the Review and Compliance Number provided above [R&C#: 120500095] in all future submitted correspondence to our office for this project. We look forward to further consulting with your agency and the Iowa Department of Transportation on this project. Should you have any questions, please contact me at the number below [515-281-4358]

72921 Douglas E. Jones, Archaeologist and Review and Compliance Program Manager and Interim Deputy State Historic Preservation Officer (Agency - State)
State Historical Society of Iowa

5187 6/19/2012 Email Comment

Our agency Director Brian Dunnigan received an e-mail from Tammy Nicholson (Director if Iowa's Office of Rail Transportation) on May 31, 2021, seeking our comments on issues which should be addressed in your Tier EIS for the Chicago to Omaha Regional Passenger Rail System. Mr. Dunnigan forwarded the e-mail message to me and asked me to respond. Brian and I really appreciate the opportunity.

Our agency's statutory responsibilities includes surface water right administration, groundwater well registration and floodplain management programs. Based on our initial review of the 5 potential route alternatives, we don't believe they will have significant impact on Nebraska's surface and ground water resources. Assess and address floodway/floodplain impacts if any segment requires infrastructure in a floodway/floodplain. When your project moves into its Tier 2 Phase (design and construction), a floodplain development permit would be required from the City of Omaha and/or Douglas County before any construction can begin in a floodplain within their jurisdiction.

Please keep us informed about your project progress and the availability of the Tier 1 EIS. If you need additional information from our agency, please feel free to contact me.

72922 Shuhai Zheng, Head, Floodplain/Dam Safety/Survey Division (Agency - Federal)
Nebraska Department of Natural Resources

5188 6/19/2012 Email Comment

We are not aware of any environmental impacts and do not have any comments at this time concerning the Tier 1 EIS process.

72923 Iowa City MPO (Agency - County)
Johnson County Council of Governments

5189 6/19/2012 Email Comment

Thank you for your letter dated May 17, 2012, whereby you invited FTA to become a Cooperating Agency on the proposed subject project. We decline to be a Cooperating Agency because we have no jurisdiction or authority pertaining to the project at this time.

72924 Dee Phan, Environmental Protection Specialist (Agency - Federal)
Federal Transit Administration Region VII

APPENDIX D

PUBLIC COMMENT COMPILATION SUMMARY

Agricultural Resources

- Recommend using available right-of-way to the maximum extent to minimize removing large tracts of land from other uses (such as farming and other agricultural uses).

Air Quality

- The nation's transportation system needs to be reconsidered and restructured to maximize effeciency while minimizing impacts to air quality.
- Passenger trains would help reduce automobile emissions, fuel consumption, dependency on oil, highway congestion, ozone layer depletion, and would have a smaller carbon footprint.
- Trains cause noise and pollution and I don't want one running near my home.
- Buses generate less carbon dioxide emissions than trains and have higher passenger miles per gallon of fuel.

Climate Change

- Passenger trains would slow climate change.

Cummulative Impacts

- The Study should not just consider the number of potential passengers who would ride a high speed passenger train, but also consider how many cars that the system is taking off of the roads and reducing safety issues, the public and private development that would be created around the stations, jobs created, and the infrastructure improvements that would stimulate the economy.
- Economic, environmental, and social pros and cons should be considered.
- Passenger rail would be less stressful for travelers while being less harmful to the environment by moving more people with less fuel use.
- Overall impact would be less with a route which impinges least on residential areas.

Drugs/Crime

- The Study should consider the potential for increased problems with drugs and crime at station stops and as a new conduit for drug trafficking, which currently occurs along the I-80 corridor, and crime from the Chicago area.
- Will rail travel along this system involve screening passengers for drugs and weapons?

Economic Impacts - General

- Most people will ride the train from Iowa to Chicago, spend their money there and return. We would be maintaining a system that for the most part enhances other area's economies.
- Will the analysis of each alternative include the analysis of development opportunites in the vicinity of each station location? Will cost estimates be developed for each speed option for

each route alternative? Will ridership estimates be developed for different ticket prices and provide comparisons of travel times and costs for other travel alternatives?

- This issue has been studied previously, and funds should be used for construction of a passenger rail system rather than more planning so that our cities could already be experiencing the economic benefit.
- Studies should not just consider the number of potential passengers who would ride such a train, but also think about how many cars that is taking off of the roads, the public and private development that would be created around the stations, jobs created, and the infrastructure improvements that would stimulate the economy.

Economic Impacts – Benefits

- Passenger rail is a smart economic investment for the state of Iowa because of the availability of federal funds for design and construction of the system.
- Beyond providing an easy and efficient alternative transportation option, new passenger rail would bring job creation, economic development along the rail corridor, business growth through regional interconnectivity, tourism, and necessary infrastructure upgrades.
- Dependable high-speed rail will link cities' economies and recreational activities in a mutually beneficial way.
- Passenger rail reduces travel expenses for consumers drastically by increasing competition between rail and flight travel in the Midwest and consequently reducing prices. Price reduction is important for those business travelers whose travel cost is not reimbursed by their company. The train option would increase flexibility in our economy to weather fluctuations in gasoline supplies and prices without undue hardship and economic decline.
- The development of a regional rail service would be a strong step towards creating a 21st century Iowa that can continue to compete with our neighboring states.
- Investing in rail improves both freight and passenger transportation service, thus creating jobs and increasing business opportunities, and providing a stimulus to the region.
- Passenger rail would allow people to easily and safely commute to jobs in other towns, as well as to shop in other towns, in all kinds of weather. The system would be a means to connect colleges and academics to both big cities and small towns in a highly efficient manner; this system would minimize the outmigration of young professionals from the Heartland and help recruiting and bring more people to the Heartland.
- It would make life easier for people who cannot afford individual or independent transportation, such as new immigrants, the elderly, and struggling college students.
- Areas around train station depots attract development.
- Even communities which will not have stops could still obtain new exposure by posting billboards prior to the train entering these communities.
- With constricted highways and other roadways in urban areas, passenger rail service will help areas suffering economically due to lack of transportation opportunities.
- Reduced transportation costs allows users to spend money on other things.

- Good public transportation can also be a factor in reducing the great divide between the haves and have-nots.

Economic Impacts – Negative Impacts

- Both the State of Iowa and the U.S. Federal Government need to cut expenses rather than fund this venture.
- We can't afford this at this time due to the current deficit.

Elderly

- The passenger rail system would be useful between Iowa City and Des Moines for the many elderly people that travel from Des Moines to the hospital at Iowa City.
- I am retired, and I don't drive at night, but I am still active and like to get to Chicago. Active retirees seek less dependence on automobile transport. Train service would allow me to keep traveling to Chicago (and Des Moines and Omaha), even after I stop driving. The system would allow us to stay in Iowa as we age and travel without driving.
- Providing a transit mode such as the passenger train system enhances senior citizen's quality of life, and allows them to see family throughout the Midwest or beyond.
- Many senior-citizen residents in small urban and rural areas are uncomfortable driving to metropolitan areas. We are intimidated by the heavy traffic in Cook County and downtown Chicago. Passenger rail would provide this option to travel to large cities.
- I'm at the age where short automobile trips are fine but I need alternate transportation for longer trips, and neither air nor bus suits me.

Energy Use

- As fuel prices keep increasing and population increases, passenger rail is becoming a more attractive solution to moving people with less energy, including those that could commute between station stops.
- Buses offer more passenger miles per gallon of fuel than trains.
- Development of passenger rail infrastructure would be an investment in a fuel-efficient form of transportation, and lead to the conservation of energy and being less dependent on the use of foreign oil. If the future is high gasoline prices and not enough supply, with a passenger rail system, our country would have the means to weather such fluctuations in gasoline supplies.
- Passenger rail would reduce use of high carbon using and emitting cars (which often have a single occupant), and reduce the stranglehold that highly inefficient motor vehicle transportation has on national politics and international commerce.
- Air travel is just not as efficient as rail travel in terms of fuel costs. It makes good economic sense to use rail for medium length journeys as envisioned by the Omaha to Chicago route.
- Passenger trains are much cleaner and more energy efficient than buses and cars.

- Modern high speed rail is designed for efficient use of energy and has several major energy advantages over conventional vehicles. High speed rail designs could actually produce superior efficiency compared to electric cars.
- Heavy rail will never be energy efficient for passenger traffic as the weight of cars far outweigh the riders, unlike freight hauling coal or grain. It isn't energy or carbon efficient when compared to Europe's use of electric power for train locomotion.

Environmental Justice

- The California Zephyr route goes through some of the poorest counties in Iowa. Although expansion of passenger rail is desirable, it should be accomplished while maintaining the existing California Zephyr route through southern Iowa; loss of this route would be economically detrimental to the area and its residents.

Funding of the Project – General

- If passenger rail service were preferable (faster, cheaper, and/or better) than alternative modes of transportation, a private sector company would have already built one.
- Please put in enough money to do the infrastructure properly, or don't do it all.
- If highly urban corridors (such as within California) have problems for development of a passenger rail system (construction costs far exceeding projected costs), a rural corridor stands even less chance of success.
- Iowan taxpayers would have to fund and maintain a system that would mostly benefit other areas' economies.
- Private railroads are the main beneficiary of improvement of the rail system.
- Focus the funding on one entire route where money has already been spent for rail improvement of its existing infrastructure.
- Why is this Study occurring if the Governor of Iowa has already rejected allocating the state component of the funding?
- The Study needs to identify costs for completion, operation, and maintenance of the system (including costs to taxpayers) and the anticipated cost for tickets.
- If Nebraska isn't going to contribute funding to the project, the western terminus should be in Council Bluffs.
- Given that there is a Chicago to Omaha train running currently, can the taxpayer afford to fund the new passenger rail system?
- Federal funding of the rail system would lead to further urbanization in cities and detract from rural areas, causing indirect impacts to those rural areas and their school systems.
- The cost to build, staff, maintain, and update a dedicated passenger line will cost more that what can be charged for tickets. Consequently, the system would require massive subsidies. A passenger rail system won't get enough use to pay for its operation; it will not be self supporting. The development and maintanence costs will be underestimated. It will have minimal ridership and will lose money, just like Amtrak.

Funding of the Project – Options

- Passenger rail travel needs better funding support from the Federal government, which spends much money to support the airline passenger industry and government subsidized highway system. Many foreign countries have strong government support for passenger rail service.
- Iowa should appropriate the allocated state funds for the development of a passenger rail system.
- The majority of the funding provided by the state of Iowa comes from the Reinvest In Iowa Fund which gets its $115 million per year from gambling; this is a fine use of these dollars.
- Gasoline taxes could be increased to help pay for New Millenium projects of this nature.
- As a taxpayer, I would support some increase in state taxes, if necessary, to finance this project.
- If an affordable public offering such as bonds or stocks was used to fund a portion of the Project's cost, more people might use the service if they had a stake in the Project.
- Privately-owned railroads should help fund this project.
- If funding from one source gets reduced or cut, go after money from another source.
- Vehicular based subsidies should be capped or reduced in favor of mass transit options.

Funding of the Project – No Funding

- Funding for passenger rail would be wasteful and is not prudent because of the country's existing debt.

Funding of the Project – No Taxpayer Funding

- Taxpayers should not have to fund this railway project.

Funding of the Project – Alternative Use of Funds

- Funding upgrading of the bus system would be a much better use of taxpayer's dollars. It would be cheaper for a rider to get a subsidy for a bus fare than to subsidize rail passenger transport.
- Reinvestment of funds in communities along Amtrak service through Southern Iowa would be a better use of funds than for the current study and proposed program.

Funding of the Project – Route specific

- Route Alternative 2 should be able to be used with minimal start-up funding.
- Route Alternative 4 includes most of a route already funded by Illinois and thus should reduce start-up costs.
- Route Alternative 4 would require much funding to get the former Rock Island mainline back up to proper standards, plus the addition of new signaling.
- Route Alternative 4 goes through Des Moines and will be the only option that gets State funding because it is the capital.

- Route Alternative 5 is the current Amtrak route and should require less funding for improvements, but a cost-benefit analysis should be done to see which route makes the most financial sense.

General

- What are the long-range plans for the greater Midwest Regional Rail System?
- I would like a high speed alternative in the form of an electric/monorail system run in conjunction with an Interstate Direct Current power line.
- If there is any financial gain by a railroad company, hopefully that company will be required to be more accountable to the public.
- I don't think any line that is not all there could be considered as a possible route because of the expense of route development.
- The proposed train systems should mesh with the Metra system and other local transit systems.
- An increasing volume of cars would cause problems for I-80 but how much could the train service prevent further spending on interstate highway improvements?
- The parent company of Iowa Interstate Railroad (IAIS), Railroad Development Corp. (RDC), is a proponent of passenger rail and would likely be a good partner on the project. The volume of freight traffic on IAIS would be less than the alternate routes, resulting in fewer scheduling conflicts.
- This project would help the country catch up with what is offered in Europe.
- Some communities along Amtrak routes have upgraded the facilities in and around rail stations, while others haven't; this factor should be taken into account so that the route picked will be welcomed by communities that it would serve.
- As an example for future train passengers, the Capital Corridor (a train service betweeen Oakland and Sacramento which was said to be useless when it was launched) is now full to capacity.
- I think that it would really benefit many midwestern cities as well as midwestern colleges if there were a rail system that ran from Chicago to Omaha.
- Iowans value history; trains created Iowa's history in the 1800s and 1900s, and can help reconnect communities.
- To accomplish the needed ridership, we need to look at how public transportation in Iowa is often viewed as a poor person's choice of transportation. Promotion to the contrary is necessary to the success of a rail system, so that everyone is more inclined to use it.

Health

- Public transportation betters public health. This rail service could reduce toxins from automobile exhaust which is a known major source of pollution causing smog and asthma attacks among other problems. Our health and our environment are very important things we should protect. This service would benefit our health, safety, economy and wellness.

Jobs

- I would like to see something that describes how Iowa DOT would take steps to ensure workforce diversity on contracts when the rail is built.
- Beyond providing an easy and efficient alternative transportation option, new passenger rail would bring job creation, economic development, business growth, and necessary infrastructure upgrades.
- I am always in favor of alternative options which provide job opportunities and the possibility of new exposure to communities as long as these are cost effective. I believe that the preparation (and maintenance) of the rails, engines, and passenger cars will provide enough jobs to make this alternative mode of transportation cost effective.
- Implementation and construction would create jobs and many other economic benefits. In addition to temporary construction jobs, the project will lead to permanent jobs after completion both directly and indirectly (businesses, hotels, restaurants, bars, retail, etc.).
- This project could bring those looking for a job in the Chicago and Omaha areas to consider Iowa cities as part of their job search.
- Studies should not just consider the number of potential passengers who would ride such a train, but also think about how many cars that is taking off of the roads, the public and private development that would be created around the stations, jobs created, and the infrastructure improvements that would stimulate the economy.
- Lack of regional interconnectivity hurts potential economic growth and career opportunities for young people. I desperately want to move back to Iowa, but the opportunities need to be there. Passenger rail on a regional level would be an important step in that direction. Once passenger rail is established, Iowa's metro areas can then be connected to even more centers of activity in the region - Minneapolis, Kansas City, St. Louis, and so on.
- Businesses will want to be near the station depots, including the potential for convention centers near the depots.
- Passenger train service would assist in recruiting potential employees to come to an area at or near a train depot.
- I do not believe that this system will create more jobs, but I feel it could cost people their jobs from the motor coach industry.

No-Build Alternative

- Currently, the no-build option is the proper one because we don’t have the funds now to maintain/repair our existing infrastructure. If the system cannot be self supporting, it should not be built.

Noise

- The Iowa Interstate Railroad (formerly part of Rock Island Line) runs near my house and the noise is loud, as well as noise contributed from helicopters (University of Iowa hospital), ambulances, students on scooters and motorcycles, the hospital's loud ventilation units, and,

seasonally, football traffic. My choice for a Chicago-Omaha route would be to choose the one which impinges least on residential areas.

- Trains are noisy, dangerous, disruptive, expensive and time consuming for motorists/pedestrians. I don't want one running anywhere near my home due to the noise and pollution.

Oppose the Project

- Please don't spend tax dollars on rail service between Omaha and Chicago.
- I do not support this effort unless it is a private venture.
- I disagree with the need statement; although it assumes people want a train connection between Iowa and Chicago, all people I have spoken with do not want/need that connection. Not enough people would ride the system.
- I do not support the plan because the money could be better used for things such as education. Small businesses would decline, problems from Chicago would be transported to rural areas, and the rail line would open up a new corridor for the transport of drugs.
- The use of a bus system is a better option.
- I travel to Chicago once a month and I would never consider rail as an option. Cars and buses are more cost efficient and flexible. America will never have the type of rail use that Europe utilizes until we get a better rail system, and this system would not be comparable.

People with Disabilities

- As a nation we've done little to accomodate anyone who does not/cannot drive a vehicle.
- I have an eye condition that could eventually result in an inability to drive. I would be interested in a train service to allow me to continue to travel.

Project Need

- I don't believe there is a need for this system and it won't support itself.
- We need an alternative to air travel for long distances, because flights are difficult to find that are direct and affordable.
- We need train service that comes directly to the most populated parts of Iowa, including Des Moines.
- If such a system is needed, it should be done privately without any US government involvement.
- We have the California Zephyr, but desperately need a commuter type service for people going east/west especially to Chicago.
- Because of the distance between southern and northern Iowa, I would think you would have a need for aboth northern and a southern route to optimize ridership.
- Given the existing service by Megabus, Chicago to Eastern and Central Iowa is already well served at a fare that is less than a train, at a speed that is equivalent to a train, and it doesn't cost any state tax dollars. Consequently, there is no need for the proposed passenger train system.

Project Purpose

- There is no purpose for this project because passenger rail service is not needed.

Property Acquisition

- Available right-of-way and track should be used to the maximum extent possible to minimize removing large tracts of land from other uses (such as farming).
- To properly construct a high speed rail line, a direct route requiring acquisition by eminent domain may be the only solution.
- Use the existing interstate system for a route which would minimize right-of-way acquisition, the corridor would be fairly flat, and grade separation is already in place. There would be no better advertising for the than having the cars see a train fly past them at almost twice the speed.

Public Involvement

- I would like to see the comments that are sent posted for the public to read.
- I wrote an e-mail but can't get it sent into your system, which seems complicated. I will probably need to write a letter with my feedback.
- I was pleased to hear of this process to obtain information for the establishment of an additional Chicago to Omaha rail passenger route across Iowa.
- This is an innovative and easy approach to public scoping and public involvement. Than you for the opportunity to comment.
- I understand information about your open house is being promoted by cities who are in favor of rail service but I hope you are also informing individuals and groups who might not support it as well.
- Many of the pages of the website have a poster sitting on top of a tripod, but the text on the poster is too small to read. Readability should be your most important criterion in how to design your web site.
- It would be very helpful if the Iowa Connections program would make a map of all rail lines in Iowa, Nebraska, and Illinois; this would help a great deal in visualizing which route would be optimal.
- I think that an important part of any study could be a demonstration of modern passenger trains to the public. Many present day people have never seen or ridden in a train. People would be more likely to have an informed opinion on the subject of passenger trains if they had some actual experience with the subject being discussed.
- We would like to take part in this study and process and assist you.
- This online means to share information and provide comment is excellent; the format is great, it's easy to use and the information, including visuals, is nicely presented.

Rail - Freight

- What do you mean by "high-speed" railway line and how is that structured with freight trains?
- How difficult would it be to use two different right-of-ways? Would it be more difficult to schedule with two freight companies?
- Passenger rail must be given priority over freight rail to make the service viable. Sharing track with freight line would be difficult due to congestion and safety concerns. A separate adjacent track dedicated exclusively for passenger rail service should be installed and used to avoid conflicts with freight trains, reduce safety hazards, and increase the efficiency of passenger service. We should be moving towards a dedicated high speed passenger rail right of way.
- Which routes have the sophistication to park (side rails) commodity rail in deference to high-speed passenger schedules?
- A rail line, more efficiently placed, faster and closer to current population centers, will likely see higher levels of use than one that is less direct and based on antiquated rights of way for moving freight.
- Is there a cost advantage to the Union Pacific (UP) route since it is already a dual track and constructed to high standards? On the other hand the route through Des Moines could be rebuilt for the primary purpose of providing high speed passenger service without having to accommodate the heavy UP freight traffic.
- Routes 1 and 4 have relatively little freight traffic, whereas routes 2 (Union Pacific) and 5 (BNSF Railway) have heavy freight traffic, which could interfere with passenger operations.
- I think the best route for the passenger service line would be on the abandoned Milwaukee route. This would not interfere with freight rail and would allow future improvements to be made without impacting freight service. Dual use of the track seems to always be at cross purposes with mutually exclusive goals.
- The problem with Amtrak is the bottlenecks with freight train traffic between Omaha and Chicago. It is only single track and Amtrak trains must share the tracks with freight trains receiving priority, which means that Amtrak trains must pull over on side tracks to let freight trains pass; this causes potential delays of up to 12 hours.

Rail – Improvements/Upgrades

- Of course, vast improvements in the railroad infrastructure would be necessary, and that would be expensive, but it would more than pay back the costs, once the system were fully operational.
- The problem with the Canadian National (CN) route is that the stretch from Tara to Council Bluffs is non-signalized with Class III track. Although Dubuque, Waterloo, Iowa Falls and Ft. Dodge are on this route, it would be tough to make regular service on this route viable.
- The best choice would be the Union Pacific's mainline. The route is double track all the way (except the single-track portion from Missouri Valley down to Council Bluffs). It's a signalized route with centralized traffic control (CTC) in both directions, Class IV track, and could easily be upgraded to Class V. Clinton is also getting a new rail bridge over the Mississippi, which would

help speed and reliability of service. Freight trains run at 60 miles per hour (mph) on this Class 1 railroad without any road bed start up costs**.** Also, the UP route has been upgraded in terms of crossings or the elimination of said crossings.

- The California Zephyr runs on Route 5 and the tracks here are pretty rough. A lot of coal trains travel on this route and it wou**l**d take a lot of work to upgrade for high speeds on these tracks.
- Half the right-of-way for Route 3 is abandoned and would require high cost for reacquisition. h
- The IAIS railroad along Route 4 has greatly improved their track with welded rail, but service could be improved the the line were double tracked. This would allow a larger capacity of rail traffic on the route without requiring Iowa Interstate or the inter-city train to wait on sidings.
- The current Iowa Interstate railroad line is active and in good shape in terms of top speed (40+ mph) for freight, but signals would have to be re-installed or upgraded along the line. The current line is considered unsignaled because the old signal system no longer functions. The investment in new signals could possibly be paid for as a joint venture with the Iowa Interstate Railroad. Both safety and expeditious handling of freight and passenger trains would be ensured. Although there are no active passenger depots on this line, many former stations are still present. Returning passenger rail service to a city with existing infrastructure would significantly reduce startup costs.
- Along Route 4, an elevated line is recommended over the Union Pacific Spine Line on the East Side of Des Moines to eliminate the diamond crossing now in use near SE 18th Street.
- Iowa Interstate would probably welcome the traffic and the funds to upgrade their track along Route 4, whereas UP along Route 2 would have to use the funding to expand capacity and some upgrading, on an already good roadbed overall.
- Route 4 would most likely require a lot of money invested to bring it up to current standards, and to get trains through each of the cities safely and conveniently for rail, vehicular, and pedestrian traffic.
- Adding another track to Route 5 would give Amtrak trains priority in use.
- Several factors seem to favor Alternative 5. It involves lines already operating as passenger rail service, requiring least infrastructure improvement and change of service. Improvement of rail beds for high speed service will increase reliability and ridership. The span over the Mississippi River at Burlington is just now completing an upgrade, making it the newest railroad bridge to span the Mississippi in the US. The BNSF route across southern Iowa is the only route with stations and track structure capable of supporting trains operating at maximum speeds of 79 to 90 mph. Also, there is a routing facility to accommodate passenger and freight trains.
- Build a bridge across the Missouri River into Downtown Omaha.
- Union Pacific's railroad bridge between Council Bluffs and Omaha is very busy with rail service and may need to be upgraded with a third track for passenger service.
- Install high speed track wherever possible. Amtrak engines can operate 110 mph on proper tracks (concrete railroad ties). The investment would justify the outcome. Create very good grade separations.
- Current tracks can't support high speed travel especially in areas prone to flooding.

- It is in our national strategic interest to move towards a dedicated high speed passenger rail right of way within our existing interstate system (I-80 for this project). The majority of our interstate system has an under-utilized median between the road beds that could be developed for dedicated high speed passenger rail. The routes are fairly straight and flat. Right of way acquisition would not be as severe as new routes. Grade separations already exist.
- It would be best if signaling systems would allow for top speeds of at least 90 mph. This would require the installation of cab signals and automatic train stop in the cabs of the engines.
- Slower service is fine, this means less time to get the project going because of less work to create high speed rail barriers and high speed rail improvements.
- Will the railroads be asked to fund any up-grades to their trackage to enable passenger rail?

Rail - Operations

- The most important operational issues are going to be reliability and cost. It needs to run on time and it needs to be at least close to the cost of using a car. Train schedules should be arranged so you could conveniently make a weekend trip.
- Air travel is much more vulnerable to terrorism than is rail travel.
- How will train operations impact those who live along the route concerning train traffic, track upgrades, and potential dangers?
- An evening departure from Omaha arriving in Chicago early morning would be great, and a daytime train would be good, arriving in time for an evening at your destination.
- What is the anticipated travel time for this trip?
- And with 5 rail stops between IC and Chicago versus direct bus traffic to the same destination, taking the bus would be faster. We feel the train should be higher speed though and take less than 4 hours to complete the trip from Iowa City to Chicago. I think that speeds should be 110 mph, except of course, at crossings/stops.
- Trains must operate at 79 mph in the beginning, but once grade-crossings and curves are handled, trains should operate up to 125 mph and perhaps more. Place stops at selected Illinois cities before the Quad Cities (perhaps a connection with the Quad Cities Airport), an Iowa City stop (coordinated Cedar Rapids bus), a Grinnell stop, a Des Moines stop, and a Council Bluffs-Omaha stop. Freight service should occur during non-passenger times, and an 80 mph average could be maintained putting the time from Omaha to Chicago at 6 hours which compared to air and bus travel would be very competitive.
- If the rail is built using the current Federal Highway Administration (FHWA) designation for high speed rail (110 mph), ridership will be anemic. The reason other countries have successful rail is speed (155 mph) and convenience compared to air and automobile transport.
- Unless a high speed route is established, the best manner for moving more people between Chicago and Omaha would be to add service at opposite times of the current Amtrak schedule. This would be leaving Omaha for Chicago at Night to arrive Chicago in the AM and leaving Chicago in the AM for arrival at Omaha in the PM. Trains would need to run more times a day than Amtrak does now.

- I think there should be a direct route with NO stops between Union Station and Moline, IL. Then directly to Iowa City, Cedar Rapids and then Des Moines. I am not familiar enough with the Iowa/Nebraska landscape and travel needs in those areas to comment on stops after Des Moines.
- The line should have stops in Atlantic and West Liberty, too, so the people in rural communities between Omaha, Des Moines and Iowa City do not have to drive 60+ miles to catch a train.
- As a person in the middle of Iowa, I would like a stop added in between Cedar Rapids and Ames; or Iowa City and Des Moines.
- Connections to Denver, initially via interlining with other service (coordinating schedules, etc.) would greatly increase the attractiveness of service.
- Are there light-rail or bus connectors that could create a hub and spoke and use the Interstate's right-of-ways to connect cities such as Ames, Mason City, Fort Dodge, Cedar Rapids, and other smaller communities?
- Your best option to insure continued support of the people for proposed operations will be to be sure your stops serve more than one purpose; don't just stop at major cities downtown, but at hospitals and shopping centers and the like. Also a connector to and from the Des Moines Airport and a connection to the California Zephyr. Thus further encouraging travelers to utilize rail transport.
- Move the current California Zephyr operations to the selected route for regional passenger rail.
- I would like a high speed alternative in the form of an electric monorail. Electric motors require far smaller cooling and lubrication systems, saving weight and pumping losses.
- Create a connecting service two or three cars long and Diesel Multiple Units (DMUs) could be used along the Iowa City and Cedar Rapids Railway to connect passengers between Iowa City and Cedar Rapids. If a higher capacity is needed, US Railcar has Double-deck DMUs available. A route connecting those two cities would greatly aid persons going to the Veteran's and University hospitals, providing there was a shuttle and the costs could be kept low.
- Do you have a passenger origin/destination matrix per route announced? How far (average) is each train station from its potential clients? Do you envisage the electrification of this railway line? What kind of railway signalling and railway telecom technology would be installed in this railway line?
- Stop abandoning lines for bike trails until connections are considered.
- Would there be luggage handling for oversized bags?
- Need reliable schedule, secure location, services at train stations, food service on the train.
- Recommend that a trailer loading system be implemented at freight rail stations to increase efficiency and reduce long-distance trucking needs.

Routes – Alternative Routes

- Service is expected to be available from Chicago to Moline and Chicago to Dubuque by 2014; the focus should be on developing these two routes.
- I don't think any line that is not all there could be considered as a possible route because of expense.

- Adding a route through Des Moines or Cedar Rapids could affect the viability of their airports.
- Instead of doing this Project, consider constructing a light rail running from Iowa City to Waterloo.
- It appears a more efficient option in Illinois is to use the first part of Route 5 until it crosses Route 4, then through Moline, Iowa City, Des Moines and on to Omaha. A connection is being built between routes 4 an 5 at Wyanet, IL for the planned service between Chicago and Moline, so route 5 could be used into Chicago, rather than upgrading route 4 all the way to Chicago. This route would be consistent with various published regional transportation/transit plans for Iowa and Illinois.
- A combination of the Chicago to Dubuque to Cedar Rapids to Iowa City to Des Moines to Omaha lines is the best way to combine tourism and business into a successful rail line that this area of the Mid West desperately needs.
- Recommend the route in Iowa extend from Clinton to Iowa City to Des Moines to Omaha.
- Extend the route from Omaha to Lincoln, Nebraska
- The Chicago to Omaha route should go through Clinton, Cedar Rapids, and Ames.
- It should go from Chicago to Davenport or Cedar Rapids to Iowa City to Newton (SpeedWay) to Des Moines.
- As an alternate route, I would suggest connecting Route 2 just west of Cedar Rapids at its southernmost point to the point on Route 3 closest to it to the north, that way you serve both of Iowa's largest cities.
- The Dubuque-Omaha and Clinton-Omaha routes should be added after the others are operational.
- My preference would be a modified Route 2 that used the Cedar Rapids and Iowa City Railway (CRANDIC) line to join Route 4 after arriving at Cedar Rapids, continuing west from Iowa City.
- Will the rail service pass through Durant?
- I understand the "need" for east-west corridor travel, but connecting a north-south corridor (say Minneapolis-Des Moines-Kansas City) would be very attractive.
- There has been a suggestion to create a Kansas City to Omaha Route in addition to a new route and the existing Amtrak route.
- Some future service recommendations would be Omaha to Saint Paul, and Kansas City to Saint Paul through Des Moines. How about a direct route to Saint Louis and Detroit too?
- I would like to see a renewed Pioneer on the Overland Route for a connection between Chicago and Seattle.
- High speed inter-urban service from the northern and southern parts of Iowa should be considered.
- This line should not run to Omaha as a line already runs from Chicago to Omaha. It should run from Chicago, IL to Burlington, IA to Kansas City, MO. It is an ideal route as it covers a large portion of underserved areas in Illinois, southern Iowa and connects two large metropolis'.
- The two routes that run through or near Cedar Rapids are similar but would still put more automobile traffic on I-380 which isn't needed at all.

- Route 3 could be used for the eastern portion of a route alternative, then Route 2 could be intersected somewhere between Cedar Rapids and Ames.
- I would like to see the route go through Kewanee, IL because they are completing a new station house. From Kewanee it should go to Moline, Iowa City, Des Moines and Omaha!

Routes - Locations

- None of the alternatives go through both Iowa City and Ames. If they would choose the IAIS Route, would it be possible to connect Cedar Rapids-Iowa City via the Crandic, and Ames-Des Moines via Union Pacific as new rail commuter connections? This would also cover two of the larger communities on the Highway 30 corridor. I-380 is approaching capacity, and this corridor is quickly becoming an integrated metro area.
- Would it at all be feasible to look at putting a station in Lincoln? I truly feel like there is a large need for travel from Lincoln-Chicago, as Omaha already has a cheap SWA flight multiple times daily as well as Megabus departing/arriving twice.
- You could consider a smaller section from Chicago-Dubuque-Cedar Rapids-Marshalltown to Ames (or Des Moines).
- Route 1 could have a connection to Sioux City and Sioux Falls from Ft. Dodge and Route 4 could have a connection to Cedar Rapids, and maybe Waterloo, from Iowa City.
- If future demand increases, the Ames-Des Moines segment could be extended north to Mason City and Minneapolis (which is part of the Midwest Regional Rail System (MRRS)). Another line could also run from Iowa City to Mason City via Waterloo.
- I would ultimately like to see a route that would connect to Sioux Falls, SD.

Routes - Route Alternative 1

- Routes 4 and Route 1 both seem to me to come close to the possible largest ridership areas, encompassing the Iowa City/Cedar Rapids area and the Des Moines/Ames area as well as Waterloo/Cedar Falls.
- Route 1 might be plausible with Illinois' plans to re-establish the Black Hawk, and indeed paying for an extension of the Black Hawk into Iowa might make sense at some point.
- Route 1 is good because it would provide service to a fair number of people who have almost no access to commercial transit, uncluding University of Northern Iowa (UNI).

Routes - Route Alternative 2

- Ames is in a central location and has an existing station. It would also bring more consumer traffic to the area.
- Route 2 could be the least expensive route based on the improvements implemented by the Union Pacific.
- Route 2 would help student transit at multiple colleges; Iowa State (Ames), Kirkwood,Coe, Mount Mercy (Cedar Rapids), Ashford University and Clinton Community College (Clinton).

- Route 2 going through Clinton, Cedar Rapids and Ames would be beneficial for the students. Clinton has a rail road depot that could easily be refurbished and is very near to a larger metropolitan area.

Routes - Route Alternative 3

- Much of Route 3 would have to be replaced and the Illinois portion has significant freight traffic making it an unattractive choice.
- Acquisition of the abandoned right-of-way for this route would be challenging.
- Part of the old Milwaukee Road route could be used if it was combined with another route.

Routes - Route Alternative 4

- The Rock Island/Iowa Interstate (IAIS) route is likely the most feasible due to the proximity of large population centers and there are more frenquent travelers from Des Moines due to the larger insurance and banking employees; as well as lower freight volumes, allowing more space and track time for passenger trains. Des Moines has an existing bus system and cab firms that would allow people to take mass transit to and from a local station.
- Route 4 along Quad Cities, Iowa City and Des Moines puts rail service within an hour of the majority of the state's population!
- Route 4 would serve Iowa City/Coralville/North Liberty and the growing corridor community.
- The very best route through Iowa would be on the old Rock Island Line, now operated by IAIS (Iowa Interstate Railroad). Des Moines is a very important crossroads and would be a major source of ridership. IAIS has a very well maintained main line all across Iowa. There are many students at Drake, Iowa State, Grinnell College, U of Iowa, Coe College, Cornell College, etc. that would find this route much more convenient.
- Route 4 through Des Moines makes the most sense as you will travel through some of the most densely populated areas of Iowa. With this proposed rail route though Des Moines, travel to Chicago will be much more relaxing than the 5 to 6 hour drive fighting traffic.
- Route 4 would be best because there is already Amtrak service along Route 5.
- This route is preferable because the service could parallel I-80 Omaha to Davenport. Proximity to I-80 would facilitate access to stations, allowing the line to more conveniently serve a larger population.
- Route 4 through Iowa City is important based on the city's potential to draw ridership for the Iowa City Veterans Administration Health Care System, the University of Iowa, and the nearby city of Cedar Rapids.
- I do not think the Davenport to Omaha route passing through Iowa City, Grinnell, Des Moines and Council Bluffs would be sufficiently utilized to be cost effective.

Routes - Route Alternative 5

- Route 5 has numerous disadvantages: It hits the least number of urban centers and population of all the routes; it has a fairly high amount of freight train traffic, there are no tracks dedicated

solely to passsenger lines, and most importantly - it already has passenger rail service. Iowa needs another passenger rail corridor, not more trains on the one it already has.

- The Burlington Depot is being revitalized and high speed service would certainly make that more worthwhile and give added incentive. Amtrak will be upgrading its loading and unloading facilities shortly and BNSF is redoing its bridge and rail service here. It would seem that the Burlington, Iowa route could be up and running sooner than the other considered routes.
- I think that a passage way through Burlington, IA would be a great opportunity for passengers to view a historical portion of Iowa, as it is the original capital. It would also give a great opportunity for passengers to view the Mississippi River, and have an opportunity for the passengers to view some of the many wonderful sights of Burlington.
- Since this area of the Midwest is subject to several months of winter, this southernmost route would tend to be the best alternative with fewer winter weather delays.
- Burlington has the California Zephyr, but desperately needs a commuter type service for people going east/west especially to Chicago.

Routing Process

- Pick one route and get funding for that entire route, relying on what has already been improved for that route.
- I would like to follow and be involved in the process of route selection.
- Why have an alternatives analysis if you've already picked your preferred alternative?
- It would be best to use routing that would increase frequencies on existing routes that would maximize the investments in the present infrastructure and provide greater flexibility for people who already are used to using the train. I think it would be better to demonstrate the value of rail travel by having greater depth of service rather than spreading service over a broader area so that it is not that convenient for the riders or cost-effective for the providers.
- Is this project going to happen and the route the only question?
- The study should analyze where people in and out of state live and will most likely want to travel.

Safety

- I have concern that these high speed passenger trains are sharing tracks with freight trains. The passenger trains will be traveling faster and with more frequency than the freight trains. This will take an incredible amount of effort to ensure no collisions while still keeping both the passenger and freight trains on schedule.
- I believe that the Union Pacific rails, if used, would likely be the safest since the company spends so much time, energy, and money on rail monitoring and maintenance.
- Passenger rail will reduce traffic accidents as it will decrease congestion, allow travelers to use a safe and alternative method for travel during harsh winter conditions, decrease the number of potentially distracted drivers, and decrease drinking and driving incidents.

- Would the passenger service have something like the Transportation Security Administration (TSA) to address the security issues to facilitate safe travel for the public? How do other railway systems ensure the safety of their passengers?
- Create very good grade separation crossings, especially in urban areas with high crossing volumes. One reason France's rail system is so successful is safety. For US high-speed passenger rail to be successful, it has to be very safe.

Schedule

- It appears that it will be over a year before a decision is actually made. Iowa is several years behind Illinois already and the planning study is overdue. Service is expected to be available to from Chicago to Moline and Chicago to Dubuque by 2014.
- Get the studies completed and the Project constructed and operating.

Station Facilities & Upgrades - General

- The Study should identify and consider better/fewer stops at key population centers, convenient access off roadways, with secure and free/low-cost parking and amenities around each stop, a secure station, reliable schedule of trains, and reasonable mass transit for the station-to-door service as well as rental cars, airports, bus stations, and other train stations for continued long-distance travel.
- The best option to insure continued support will be to have the stations serve more than one purpose; don't just stop at major cities downtown, but at hospitals and shopping centers and the like.
- The stations should have ready access to motels, with nearby event locations and major business/retail developments.
- For inter-city routes, I suggest you put in stops to connect as many county seats as possible, with stops close to hospitals and county courts.
- There should be minimal stops to keep the system operating at high speed capacity. I think there should be a direct route with no stops between Chicago Union Station and Moline, Illinois. Then directly to Iowa City, Cedar Rapids and then Des Moines.
- A close proximity to I-80 would facilitate access to stations allowing the line to more conveniently serve a larger population. It should basically run parallel to I-80 making 5-6 stops along the way. Suggested stops in Iowa could be Davenport, Iowa City, Grinnell, and two or three other stops along the way West to provide travel options for rural people. Other potential stops could be Wilton, Homestead, Newton, De Soto, and Atlantic.
- Does the map on the website identify the only station stops planned? Are there plans to use feeder bus routes from cities not on the main route? How many stops would be proposed along the route?
- Give special thoughts to taking bikes on board and making it very convenient to roll them on board from stations. Chicago downtown, Des Moines, etc. as well as the Quad Cities are very 'ridable' places and may make it a very attractive excursion for many.

- Is there any possibility of putting a car on the train...sort of like going on a ferry across the English Channel...so you have it available for transportation when you get to Chicago ?

Station Facilities & Upgrades – Location Specific

- Ames, Iowa still has an exsiting station that could be utilized.
- The Burlington, Iowa depot is being revitalized and could be used for the high speed route.
- Clinton, Iowa has a railroad depot that could easily be refurbished and is very near to a larger metropolitan area.
- Council Bluffs, Iowa has infrastructure in place to allow a multi-modal terminal. A station location in eastern Council Bluffs may work best at the edge of the metropolitan area, similar to Metropark Station on Amtrak's Northeast Corridor in New Jersey.There could also be a station in Omaha, similar to having a terminal in San Franscisco and one in Oakland, California.
- A station in downtown Des Moines, Iowa could utilize the existing DART System and more effectively leverage the public transportation infrastructure for the city.
- A station in Grinnell, Iowa will increase access and ridership, and mimics the station spacing on the existing route (Oscelola-Ottumwa-Mt. Pleasant) being centrally located between Iowa City and Des Moines. The newly constructed Spaulding Center for Transportation (Iowa Transportation Museum) located adjacent to the train tracks, would be an ideal location for the depot.
- Iowa City, Iowa has a train depot to revitalize, and the entire area around the depot is planned for development, which increases the chances that Iowa City would be a destination for people.
- Kewanee, Illinois has a brand new station house that will be finished soon and could be used by the Project.
- If the Union Pacific bridge across the Missouri River was used, an Omaha station could be located at the former Union Station (currently the Durham Museum) and Burlington Station could be reused for a station location, or a station could be sited south of the Durham Museum. The current Amtrak station in Omaha could also be the terminal.
- If the Illinois Central bridge across the Missouri River was used, the Omaha station could be just south of Eppley Airfield or east of the Century Link Center (which could also host a maintenance area for maintenance and cleaning of railroad cars).

Support the Project

- We need more passenger rail in America, not just more lanes on our freeways and bigger airports. Passenger rail is dependable, fast, safe, progressive, efficient, and greener compared to other modes of transportation.
- As a retiree, I look forward to passenger rail service to Chicago and points west. I would much rather not have to drive - it's frightening to be on I-80 with the trucks and dense traffic. I would probably go to Chicago more often if there were good mass transit, since I don't drive there during winter. It would eliminate the wear and tear on my car, stopping to refuel, paying tolls, parking, and having to be cramped in a car for multiple hours while trying to get through Chicago traffic.

- I used to drive but currently use Megabus. The buses are often late due to traffic. An option by rail would be much faster and more comfortable.
- Most of my Chicago friends don't have vehicles and this would allow them to visit without having to rent cars.
- The passenger train service would be an efficient and greatly improved option for travel, especially for retirees and college attendees. Young adults are less interested in owning cars and working in places that require long commutes; they want better public transportation.
- I travel about 30,000 miles a year driving for work across the state of Iowa and Nebraska each year, but would do much of my travel by rail if high speed passenger rail service was operational.
- I would use this new rail system to visit friends and family, attend sports games, and explore the Midwest as long as it's even relatively cost-effective and time-effective mode of transportation for traveling throughout Iowa, Illinois, and Nebraska.
- Active retirees seek less dependence on automobile transport because of the stress of driving and health/safety concerns, and the cost of driving and maintaining a vehicle.
- I believe with rising fuel costs, ridership will make the passenger rail system very viable. Flying short to medium distances is not practical due to the parking, check-in, checking baggage, security inspections and waiting for the flight.
- I am a Des Moines resident who travels several times a year to Chicago, MIlwaukee, and Madison and occasionally to Omaha. A high-speed rail system would make my travel (both personal and business) for more enjoyable, as well as time and fuel efficient. The cost of air travel to Chicago from Iowa is very expensive.
- It would be a welcomed addition to the transportation needs in Central Iowa and Des Moines especially for those people with less than the average national income that either have no car or are car bound for mobility. Good public transportation can also be a factor in reducing the great divide between the haves and have-nots.
- Other modes of public transportation are heavily subsidized by government, including highways (roads, highway patrol, rest areas, snow plows) and air travel (terminals, runways, Federal Aviation Administration (FAA), TSA). It only makes sense that government should also invest in passenger rail travel, which is the most fuel efficient mode of transportation.
- A more efficient, reliable train system to the area would encourage us to stay here, paying taxes and spending money in Eastern Iowa, but still allowing us to visit Chicago.
- The younger generation is in favor of transit options like this so that we can use our laptops, cell phones, etc. as opposed to just driving everywhere.
- Passenger rail would be a great alternative for simple planning such as who's car to take, and when should we leave.
- I know my employer would encourage the use of this service. If we're serious about easing the use of our public roadways, this is the way to do it.
- I would like a safe, comfortable way of long distance travel that would not involve running a security gauntlet to sit in a cramped airplane with my ears hurting or white knuckling it through

unfamiliar traffic in a car. Ideally I'd like to travel on a modern train with amenities like a dining car, have my car travel along for the ride, and be able to relax on a long trip.

- Being able to take a train would be a great alternative assuming it were cost friendly (cheaper than gas/parking/tolls, and cheaper than flying), faster than driving, and that train schedules were arranged so you could conveniently make a weekend trip.
- The service should be minimally five (5) round trips daily at (2) hour increments during daylight hours to compete with interstate highway I-80 traffic. Rail is still the cheapest, most efficient mode of passenger travel to-date.
- An Omaha to Chicago rapid passenger rail service would also give us the option of exploring Omaha which we have not taken advantage of due to the greater distance from our home.
- It seems clear that our heavy reliance on air travel is not sustainable in the long term. Airlines are going bankrupt even with federal subsidies and the inevitable rise in fuel prices will only exacerbate that problem. In addition, the point of terrorism is not primarily to do harm, but to create fear, and air travel is much more vulnerable in that regard than is rail travel. We need to strengthen our passenger rail system both to provide a sustainable and more ecologically tolerable transportation option and to strengthen national security by creating an additional, and more robust, alternative to air travel.
- I think this train would provide more travel options to Iowans, and could promote visits by people from out of state.
- There's clearly a demand for travel between Chicago and Omaha and along that route as evidenced by the Greyhound and Megabus services provided by those respective companies. Furthermore, passenger rail will also reduce traffic accidents as it will allow travelers to use a safe and alternative method for travel during harsh winter conditions.
- A convenient form of transportation between Omaha and Chicago would be an excellent stimulus to business in the Omaha area by facilitating work with companies with a presence in Chicago, and making Omaha a more attractive place to live because of passenger rail opportunities.
- Rail passenger service was decimated when our government subsidized freeways and air travel with a vengeance, to the exclusion of privately-owned rail transportation. Trains are more comfortable, more roomy, and frequently are more suited to community access than other forms of transportation. Even buses create a problem with accessibility that trains have traditionally not caused.
- Only 10% of Grinnell College's students are from within Iowa, so a sustainable system, like passenger rail, would greatly alleviate the overburdened I-80.
- Iowa City, has the University Hospitals and Clinics which many people from both Illinois and Iowa go to for state-of-the-art medical treatment; many people are on limited incomes and don’t own cars and can’t afford airfare, but should be able to afford a rail/train ticket.
- Driving with young children is also inconvenient so if it was much more affordable than flying I think people would really take advantage of it.
- Reliable, quick train service would eliminate thousands of commutes on I-80, which is notoriously difficult to travel on in central Iowa during inclement weather. It would make it far

easier to be carless and still have access to the region's urban areas. If we are thinking 10, 20, 50, even 100 years out in to the future, passenger rail is going to be our most reliable, energy efficient mode of transportation.

- As an Iowa Film Professional, I have an increasingly demanding need to travel to Chicago as the Iowa Film Infrastructure continues to build. Having an alternative travel method will prove to be invaluable to our Iowa Film Industry.
- Instead of van travel with students and worrying about driving, some school trips could occur by rail allowing instructors to interact with their students.
- I attend college in Iowa but I'm from Chicago and it's too expensive to fly if I want to go home for the weekend but if I take a Greyhound I only get to be home for 24 hours because I spend so much time traveling. I would definitely use a train from Chicago to Iowa City.
- The passenger rail train would bypass all the hassles of the tollways and expressways. The main problems with bus travel that I have noticed are that the bus is rarely on schedule and the time options are very limited. If a passenger rail system were able to offer several trips within a day, stick to scheduled arrival and departure times, or decrease the travel time, we would most definitely opt to travel by rail over bus.

Train Ammenities

- Trains are more comfortable, more roomy, and frequently are more suited to community access than other forms of transportation. I think people are only willing to pay extra for this type of transportation if there is the prospect of a more luxurious ride, allowing them to relax and enjoy their trip.
- I have ridden Amtrak service without working restrooms, so the proposed system should not have that occur.
- I traveled on an Amtrak train, and was disappointed at the seating arrangements because they were more like a bus than trains in Europe.
- People should be able to take more luggage on a train compared to an airplane.
- Preferred amenities include multiple departure times, on-time service, food service on the train, short travel times, tables, and wi-fi for Internet users.
- Consider four across seating in coach class and three across in business class, with occaisonal two facing seating for four people at a table in both classes. For business class, consider adjustable seating to a flat position similar to that class for international airline travel.
- Another consideration to incorporate in any new rail service is the ability to bring bikes because many potential station areas are very bike-friendly for riding locations.

Transportation - General

- Invest funding in something that people will actually use, like highway improvement.
- People in the Midwest usually drive cars or fly on a plane. They are not likely to think about taking a train like people on the east or west coast.
- More rail is not needed because it isn’t used much now.

- Other inter-urban rail or bus rapid transit could connect other population centers to this main line. I hope we eventually implement this and provide travelers and passenger car users an alternative to negotiating the interstate along with the heavy trucks.
- We don't need a 10 lane-wide Interstate 80.
- In addition to passenger rail, I'd like to see some additional forms of transit to help students get more cheaply to and from the airports as well.
- Those of us who live in Clinton have no bus, train, or air service at all for passengers, and highway service is constricted. Consequently, the town is widely considered to be suffering economically due to lack of transportation opportunities. Even if the route didn't go through Clinton, it would help if there was a link to a central Iowa route through the Quad Cities.
- I would like a high speed alternative using an electrified rail system.
- I have traveled to Europe and utilized the train system via a Eurorail pass; their transportation system makes us look very backward. After my trip, I was looking to travel to California from Iowa and I was extremely disappointed to find the availability so limited and the prices so high. After traveling over seas, the first thing I would like to see in public transit in the Midwest is more trains, preferably one that makes stops at all the major cities. What an efficient, pleasant way to travel.
- I do not believe that this would cut down on interstate commerce (i.e. I-80) due to the regional nature of this rail line.

Transportation - Bus Service

- Funds for passenger rail would be better spent on upgrading our busing system to make it more attractive. Invest in more energy-efficient buses that would be able to alter their routes and utilize the existing public roads.
- Buses are crowded and uncomfortable, and are really for those not in a hurry to get to their destination because of the buses frequent stops.
- Megabus service is half the cost and runs pretty efficiently and will make choosing any passenger train much less likely.
- Bus connections (both incoming and outgoing) with reasonable schedules tied to the passenger train's schedules should be added to other nearby cities (especially with those having colleges or universities) and tourist destinations for whatever route is selected.
- As a comparison to costs and times of existing travel modes between Omaha and Chicago, the Megabus makes a one-way trip from Omaha to Chicago in just under 9 hours for varying costs as low as say $30. Greyhound and Trailways make the run in just over 9 hours for about $50 one way. Airlines fly the route in an hour and a half for around $400. Adding arrival time of two hours prior, that lengthens air travel to close to 4 hours without getting to downtown Chicago. According to GoogleTravel, travel time for driving 475 miles is under 8 hours and at 20 mpg at $4 per gallon; it would cost one person $100 for the one way trip.
- The Megabus service works just fine, with four express trips per day along Route 4. The travel time would likely be similar for rail to complete the trip. Buses have a better on time record than

Amtrak. There is also less carbon dioxide (CO_2) output with buses. Finally bus services are self-sufficient.

- The Project will hurt the existing, faster, cheaper bus service that manages to survive without public subsidy. Rail costs are underestimated, rail ridership is overestimated and the only ones to benefit are a group of riders "too good" to ride the bus. The rail option would also be too expensive, especially for families with children.
- The Megabus is proof that people are willing to use a better form of mass transit if it is available.
- My husband and I also use the Megabus service several times a year. If there were a train option with convenient arrival and departure times, we would go by rail, as it is much more comfortable.
- The Iowa City metro area consistently has the highest bus ridership in the state and Des Moines is a close second. The ridership for most transit systems in Iowa is limited to transit-dependent riders. The Iowa City metro area, and Des Moines to a lesser extent, has a high number of "choice" riders—People who can afford and have alternatives to riding a bus but chose to take the bus. These are the same people who are going to chose to take a train rather than drive and are going to provide the ridership to sustain the passenger rail route (both financially and politically) once it is established.
- Bus service between Cedar Rapids and Iowa City and between Ames and Des Moines through Ankeny is recommended.

Transportation - Current Train Traffic

- When are the current railroads brought into the picture? Will the railroads be asked to fund any up-grades to their trackage to enable passenger rail?
- The ongoing conflict between Amtrak passenger service on freight routes suggests a certain incompatibility and inefficiency between passenger and freight services.
- The Iowa City area can't handle more train service near the old train depot due to a switching train blocking Dubuque Street anywhere from 15 minutes up to 1-½ hours. We have an Amtrak stop South of Iowa City. Why not spend the millions of dollars and help improve their service?
- There already is a service from Chicago to Omaha; the Amtrak service for the California Zephyr runs along BNSF track (Route Alternative 5).
- At the Omaha station, I would like a convenient connection to the California Zephyr.
- Amtrak is unreasonably priced, takes too long (upwards to 12 hours), is not reliable, and does not serve the hub communities. The decision back in 1970 to select the (now) BNSF mainline across southern Iowa was flawed and Iowans have been paying for it ever since. For out-of-town travelers, the distance to the stations is a disincentive. The costs of tolls, gas, and parking can exceed the price of a ticket. Southern Iowa is the only portion of the state that has passenger rail when the bulk of the state's populations lives in cities in the northern portion.
- The biggest problem with the current Amtrak system is that there are no tracks dedicated solely to passsenger lines.
- What will happen to the California Zephyr line if that route isn't the one chosen for the high speed passenger rail service? Will it continue unchanged? Will it be discontinued? Although

expansion of passenger rail is desirable in the State of Iowa, it should be accomplished while maintaining the existing California Zephyr route through southern Iowa. Many of the poorest counties in Iowa are located across southern Iowa and losing passenger rail would be economically detrimental to the area and its residents.

- Adding another track to the Amtrak route would help improve Amtrak trains priority in use.
- If any of the proposed routes would result in eliminating the California Zephyr service through Galesburg, then I wouldn't support any of them.

Transportation - Highway Congestion

- This would be big help with easing the traffic flow and congestion on I-80.
- Road congestion and urban sprawl have caused extended driving times throughout Iowa. Iowa and Nebraska would also get some more visitors that are now stymied by the westward traffic on I-80.
- High speed rail is something that should have been promoted equally with Interstate Highways!! We wouldn't be in this mess with all the automobiles and trucks on our highway systems if the country had maintained and improved the rail system. It would reduce traffic on I-80, potentially reducing accidents and injuries as well.
- We frequently travel by car to both Chicago and Des Moines for personal reasons, but this is becoming increasingly less enjoyable and obviously more hazardous as the traffic density, particularly of long-haul tractor-trailers, rapidly increases on I-80 through Iowa and on I-88 east of the western suburbs of Chicago.
- The majority of college students in Iowa are from out-of-state, so a sustainable system, like passenger rail, would greatly alleviate the overburdened I-80. Many students only have automobilies for traveling between school and home. I travel to Chicago occasionally and the Metra is a very nice system. As with I-80, I would much rather take a train than battle roads and parking in Chicago.
- This would be especially convenient for those that live in the City of Chicago since traffic congestion is so terrible by car. Thus, having to make the onerous journey by car out of the city probably discourages many from traveling to Iowa.
- Route 4 also parallels I-80, the major interstate highway crossing the state, which would increase the probability that the railroad link would serve to lighten the traffic load on that often-overcrowded road. There is currently a lot of daily commuter traffic on I-80 between Des Moines, Newton, Grinnell, and Iowa City, some of which might be absorbed by the rail line if the timing of trips was right.
- With this proposed rail route though Des Moines, many will partake in using it and most will find it much more relaxing than the 5 to 6 hour drive to Chicago fighting traffic.
- My wife and I live in Iowa City and we seldom visit Chicago, not because we don't want to, but because we take no pleasure in getting there and navigating Chicago streets with an automobile.
- The Study should include detail of the volume of auto transportation along these various routes today as an indication of which route is the most promising from a ridership standpoint. I

believe the routes of Omaha to Des Moines, Des Moines to Iowa City, and Iowa City to Davenport will show a clear advantage in potential ridership. Just as the population growth followed the rivers in the 1800's, the population growth has followed the interstate highways in the last three decades.

- The I-80 Route is already the most heavily traveled route through the State of Iowa and is deteriorating based on its use. Along this corridor you have a greater population to draw from to increase the ridership of this passenger rail route while in the meantime; the Interstate Highway System will be preserved by decreasing the number of passenger vehicles that travel this route daily.
- Larger masses of people could be transported thereby reducing the number of vehicles on the highways, interstates and provide future generations the opportunity to experience the beauty of the rural communities and environment.
- Lots of students go home on weekends, crowding the highways with young inexperienced drivers. A rail alternative would relieve congestion, improve safety on the connecting roads, and also reduce parking problems. It could also cut down on incidences of drinking and driving, for those who choose to imbibe on game day.
- This rail connection is important because Iowa is over-paved, and more roads/autos are not a sensible solution.

Use of the Project

- The Study should review the demographics for each station node, review the population located on each line (including towns which the train passes through), and identify the potential ridership considering students, senior citizens, sports fans, tourists, and businessmen).
- The rail system could be used most regularly by commuters, but also often by college students and seniors as a main transportation system connected to other transportation hubs, businesspeople attending meetings (and being able to work on trains), relatives and friends visiting each other, patients visiting hospitals, and also by tourists and people attending sporting events and traveling on holidays.
- Travelers would use the passenger rail system more often the faster, more convenient (based on access and timeliness), and cheaper it would be compared to alternative transportation modes.
- The system will get more use in the future as additional passenger rail connections through Chicago and other cities are established.
- I would like more of Nebraska to be included in this service, but would drive to Omaha to catch this train.
- Travel to Chicago would likely increase based on many commentors noting that they would travel more often if a reasonably priced rail option was available.
- The passenger rail service could be used by fans attending Nebraska, Iowa, and Illinois football games and other sporting events. Ridership would spike during major sporting events.
- Although the Megabus is an option of travel along the corridor, I would prefer being on a train rather than a crowded bus.

- Amtrak users noted that a route through Iowa City and Des Moines would likely get more passenger use.
- I could see this being particularly useful in the winter when drives to Chicago and/or Omaha can be uncertain and sometimes hazardous affairs.
- Ridership would appear to be highest along Route 4 because it serves major populations (Quad Cities/Iowa City/Des Moines) and is close to several colleges and universities (for example University of Iowa, Drake, Grinnell are very close to the route and Iowa State is only about 45 minutes from the route). Students, faculty, and staff would likely at the schools would likely be regular users of the rail system. These major population centers have research centers, medical facilities, tourist attractions, and businesses that would encourage ridership. There are many businesses that have different branches along this route, thus attracting business ridership.
- Given that RAGRAI is a nationally known bike event, it might help attract ridership if folks know that they can bring along their bikes on the passenger trains.
- Please be sure, as much as possible, to calculate the potential Amish usage of the train; they are a hidden demographic, and will be heavy users.
- Many students that go to Iowa City are from the Chicago area, thus there is a high demand for affordable transportation service for the students, as well as parents, other family members, and friends that visit them. In inclement weather, it would provide another option for those students who might otherwise drive. Train service would be a good recruiting tool for the colleges. The rail option might also reduce parking problems at the schools.
- If the travel time, costs, and stops aren't reasonable, don't build it because it won't get enough use.
- Based on Denver's experience, they have great equipment and free rides, but inadequate ridership. The system won't get enough ridership to pay for its operation and maintenance.
- I drive 4 hours to Chicago for business a few times each year and have considered taking a train, but the hour drive to a station, the train ride, and travel to my business destination and the return trip would take longer than driving, and the cost is comparable, so I would likely continue to drive even with the rail service option.
- Using an estimated round trip ticket price of $100 from Omaha to Chicago, and estimated ridership, it doesn't appear that the system would be economically feasible without massive subsidies.

Water Quality

- The nation's transportation system needs to be reconsidered and restructured as the population grows and energy sources are stretched to the limits for cost and availability and cause impacts on air and water quality. The passenger rail transportation system would be a wonderful environmental and economic move.

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APPENDIX E

TRIBAL CORRESPONDENCE

WINNEBAGO TRIBE OF NEBRASKA

Tribal Historic Preservation Office * P.O. Box 687 Winnebago, NE 68071 smith_deleon77yahoo.com
402-878-2380 x 113

May 29, 2012

RE: Chicago to Omaha Regional Passenger Rail System Planning Study Tier 1 EIS

Dear Mr. David Valenstein,

Thank you for your recent letter to the Tribal Cultural Preservation Office of the Winnebago Tribe of Nebraska. The Preservation Office would like to inform you that the Winnebago Tribe of Nebraska has cultural properties in the area of your proposed construction. According to oral tradition, the tribe lived in the area in the prehistoric period. The tribe lived in the area in the early years of the historic period before the depopulation of the tribe.

You may proceed with your proposed construction, but if there are any burial sites or other cultural properties found we would like for your your office to notify us right away at 402-878-2380 x113 Thank you.

Sincerely

Emily Smith-DeLeon

Tribal Historic Preservation Office

Winnebago Tribe of Nebraska

smith_deleon77@yahoo.com

Ms. Martin:

Due to budget cuts, the Kickapoo Tribe in Kansas does not have NAGPRA/THPO staffing. This limits the ability of the tribe to consult on certain issues. The Kickapoo Tribe in Kansas defers to other tribes with similar historical ties.

We acknowledge your compliance with Section 106 of the NHPA.

Nellie Cadue-KTIK Land Office
1107 Goldfinch Road
Horton, KS 66439
Phone 785-486-9636 Ext. 3
Fax: 785-486-2445
Email: nellie.cadue@ktik-nsn.gov

Email from Yankton Sioux

Thank you for your notice of intent for the proposed railroad. All of the proposed lines fall within our ancestral lands. Therefore, the Yankton Sioux is requesting that a TCP study be conducted by the Sioux tribes, this can be further discussed at the meeting, just want to give you heads up as the cost of the TCP will need to be considered now during the early stages to progress smoothly with this project, and of course you have sent this letter to the other 8 sioux tribes of the region?? email me if you should have further questions. Thank you
Yankton Sioux THPO, Lana M. Gravatt

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