



Appendix F – FRA Categorical Exclusion Worksheet

Upper Midwest Transportation Hub

Iowa Department of Transportation

**Federal Railroad Administration (FRA)
CATEGORICAL EXCLUSION WORKSHEET**

The purpose of this worksheet is to assist Project sponsors in gathering and organizing materials for environmental analysis required under the National Environmental Policy Act (NEPA), particularly for projects that may qualify as Categorical Exclusions. Categorical Exclusions are categories of actions (i.e. types of projects) that the FRA has determined, based on its experience, typically do not individually or cumulatively have a significant effect on the human environment and which generally do not require the preparation of either an environmental impact statement (EIS) or an environmental assessment (EA). Decisions to prepare EAs and EISs are made by FRA.

Submission of the worksheet by itself does not meet NEPA requirements. FRA must concur in writing with the Categorical Exclusion recommendation for NEPA requirements to be met.

The Project sponsor is responsible for providing FRA with a sufficient level of documentation and analysis to help inform FRA's determination that a Categorical Exclusion is the appropriate NEPA class of action. Documentation and analysis may include background research, results of record searches, field investigations, field surveys, and any past planning or studies.

Instructions for completing this worksheet are available on the FRA website at: <http://www.fra.dot.gov/eLib/Details/L02708>. Please complete this worksheet using compatible word processing software and submit and transmit the completed form in MS Word electronic format.

The following documents must be submitted along with this worksheet:

1. Include maps or diagram of the Project area that identifies locations of critical resource areas, wetlands, potential historic sites, or sensitive noise receptors such as schools, hospitals, and residences.
2. Include maps or diagrams of the proposed modifications to existing railways, roadways, and parking facilities.
3. Copies of all agency correspondence particularly with permitting agencies.
4. Representative photographs of the Project area.

I. PROJECT DESCRIPTION

Project Sponsor Tamara Nicholson	Date Submitted to FRA 6/3/2013	FRA Funding (TIGER, HSIPR, Rail Line Relocation, RRIF, etc.) or other FRA Action TIGER
Contact Person Diane McCauley	Phone 515-239-1670	E-mail address Diane.Mccauley@dot.iowa.gov
Proposed Project Title Upper Midwest Transportation Hub		
Location (Include Street Address, City or Township, County, and State) Manly, Iowa		
NEPA Contact Janet Vine	Phone 515.239.1467	E-mail Address janet.vine@dot.iowa.gov

Description of Proposed Action (Project): Fully describe the Project including specifics that may be of environmental concern such as: *widening an embankment to stabilize roadbed; repairing or replacing bridge pier foundations, extending culverts, including adding rip-rap in a waterway; earthwork and altering natural (existing) drainage patterns and creating a new water discharge; contaminated water needing treatment; building a new or adding on to a shop building; fueling or collection of fuel or oil and contaminated water; building or extending a siding; and building or adding on to a yard. Where applicable fully describe the operational characteristics of the facility to be improved by the proposed action and any anticipated operational changes that may result.*

An approximately 350-acre campus in rural Manly, Iowa is the site of an existing freight rail/truck transportation hub. Three sections, Manly Yard (90 acres), Manly Terminal (100 acres), and Manly Logistics Park (160 acres), comprise the overall Upper Midwest Transportation Hub (UMTH) facility. Currently the facility includes a major rail support and classification yard; a grain terminal; an area designed for handling heavy dimension shipments, particularly wind turbine components; a large liquid transload facility with over 5 million gallons of storage capacity; and an initial intermodal facility. Expansion of the liquid infrastructure is underway, and ground has been broken for a large steel distribution facility. A single-track loop, nearly 15,000 feet long, and connection tracks are under construction. Refer to the TIGER Grant application for a detailed description of the existing facility.

The proposed project for which this CE is being submitted involves the work described in items 1 through 3 below, all contained within the existing 350-acre transportation campus. The project will not involve utility relocations, closures or detours of public roads or accesses, or disruption of current business practices or operations. All staging areas will be on site. All borrow material will be obtained and stockpiled on site. There will be no changes in existing rail service. See Additional Work Description attachment for a more complete description of these activities and proposed drainage and storm water management activities.

- 1) Manly Yard - Rehabilitate tracks 10-11-12 by replacing all ties and rails and construct an administration building for crew locker rooms, administrative staff, and supervisory tower. Manly Yard is comprised of existing right-of-way.
- 2) Manly Terminal - Improve the existing 28-acre wind component area and track 51, including installation of storm water drainage, placement of granular sub-base stone, installation of reinforced concrete slab intermodal pad, roadbed grading, construction of track, construction of gate house and control point, and installation of lighting and fencing. Manly Terminal is also comprised of existing right-of-way.
- 3) Manly Logistics Park - Complete the entire MLP intermodal project and container yard. Specific work would include grading and site preparation, installation of storm water drainage and storm sewer, construction of an intermodal pad, construction of an inner loop track and four intermodal tracks, construction of access roads and parking lots, and installation of fencing, potable water, and communication and security systems.

The proposed work would be phased. Phase I-A would include the work described in Manly Terminal, Phase I-B for the work described in Manly Yard, and Phases II, III, and IV for the work in Manly Logistics Park.

Purpose and Need of Proposed Action (Project).

The purpose of the proposed Project is to create a major regional transportation hub, the Upper Midwest Transportation Hub (UMTH), that will provide the infrastructure for staging, transloading (stuffing), and loading/unloading domestic and international shipping trailers and containers. The proposed project would address the following problems (needs):

- 1) A regional container imbalance. Iowa has a 1:3 imbalance of inbound versus outbound shipping containers, which creates a shortage of empty containers available to Iowa producers for loading. Empty containers must be shipped (drayed) into Iowa to meet demand, which dramatically increases costs. Minnesota has the reverse situation with a 6:5 inbound to outbound imbalance.

- 2) A lack of intermodal service. The greatest volumes of commerce for both Iowa and Minnesota are with the U.S. eastern seaboard, Texas/Mexico, and California. Because direct, competitive, time sensitive intermodal service to these points from the region is not currently available, the primary movement of goods to and from these states and adjacent states generally requires truck moves of containers and trailers to Chicago to enter the international intermodal market. For a shipper in northern Iowa or southern Minnesota, this means an expensive \$800-\$1400 dray move for a container to be brought out empty, loaded, and returned to an appropriate Chicago area terminal.

- 3) Capacity issues and new regulations on the trucking industry. Driver quality regulations such as the Compliance Safety Accountability program will remove some truck drivers from the industry. The upcoming hours-of-service regulations are expected to reduce the productivity of the remaining drivers, and the madatory overnight rest periods will take trucks off the road during the least congested times of the day. As a result, truck capacity is at a four-year low, which is expected to encourage shippers to shift more freight away from trucks to truck-rail intermodal service, even for shorter haul distances than in the past.

II. NEPA CLASS OF ACTION

Please check the category or categories that the Project best fits. If no category applies, contact FRA as an EA or EIS may need to be prepared.

- Changes in plans for a Project for which an environmental document has been prepared, where the changes would not alter the environmental impacts of the action. *(Describe the full consequences of the changes only in part III)*

- Maintenance of: existing railroad equipment; track and bridge structures; electrification, communication, signaling, or security facilities; stations; maintenance-of-way and maintenance-of-equipment bases; and other existing railroad-related facilities. *("Maintenance" means work, normally provided on a periodic basis, which does not change the existing character of the facility, and may include work characterized by other terms under specific FRA programs)*

- Temporary replacement of an essential rail facility if repairs are commenced immediately after the occurrence of a natural disaster or catastrophic failure.

- Operating assistance to a railroad to continue existing service or to increase service to meet demand, where the assistance will not result in a change in the effect on the environment.

- Financial assistance for the construction of minor loading and unloading facilities, provided that proposals are consistent with local zoning, do not involve the acquisition of a significant amount of land, and do not significantly alter the traffic density characteristics of existing rail or highway facilities.

- Minor rail line additions *including construction of side tracks, passing tracks, crossovers, short connections between existing rail lines, and new tracks within existing rail yards*, provided that such additions are consistent with existing zoning, do not involve acquisition of a significant amount of right of way, and do not substantially alter the traffic density characteristics of the existing rail lines or rail facilities.
- Acquisition of existing railroad equipment, track and bridge structures, electrification, communication, signaling or security facilities, stations, maintenance of way and maintenance of equipment bases, and other existing railroad facilities or the right to use such facilities, for the purpose of conducting operations of a nature and at a level of use similar to those presently or previously existing on the subject properties.
- Research, development and/or demonstration of advances in signal, communication and/or train control systems on existing rail lines provided that such research, development and/or demonstrations do not require the acquisition of substantial amounts of right-of-way, and do not substantially alter the traffic density characteristics of the existing rail line.
- Improvements to existing facilities to service, inspect, or maintain rail passenger equipment, *including expansion of existing buildings, the construction of new buildings and outdoor facilities, and the reconfiguration of yard tracks.*
- Alterations to existing facilities, locomotives, stations and rail cars in order to make them accessible for the elderly and persons with disabilities, *such as modifying doorways, adding or modifying lifts, constructing access ramps and railings, modifying restrooms, and constructing accessible platforms.*
- Bridge rehabilitation, reconstruction or replacement, the rehabilitation or maintenance of the rail elements of docks or piers for the purposes of intermodal transfers, and the construction of bridges, culverts, or grade separation projects, predominantly within existing right-of-way, that do not involve extensive in-water construction activities, *such as projects replacing bridge components including stringers, caps, piles, or decks, the construction of roadway overpasses to replace at-grade crossings, construction or reconstruction of approaches and/or embankments to bridges, or construction or replacement of short span bridges.*
- Acquisition (including purchase or lease), rehabilitation, or maintenance of vehicles or equipment that does not cause a substantial increase in the use of infrastructure within the existing right-of-way or other previously disturbed locations, *including locomotives, passenger coaches, freight cars, trainsets, and construction, maintenance or inspection equipment.*
- Installation, repair and replacement of equipment and small structures designed to promote transportation safety, security, accessibility, communication or operational efficiency that take place predominantly within the existing right-of-way and do not result in a major change in traffic density on the existing rail line or facility, *such as the installation, repair or replacement of surface treatments or pavement markings, small passenger shelters, passenger amenities, benches, signage, sidewalks or trails, equipment enclosures, and fencing, railroad warning devices, train control systems, signalization, electric traction equipment and structures, electronics, photonics, and communications systems and equipment, equipment mounts, towers and structures, information processing equipment, and security equipment, including surveillance and detection cameras.*
- Environmental restoration, remediation and pollution prevention activities in or proximate to existing and former railroad track, infrastructure, stations and facilities conducted in conformance with applicable laws, regulations and permit requirements, *including activities such as noise mitigation, landscaping, natural resource management activities, replacement or improvement to storm water oil/water separators, installation of pollution containment systems, slope stabilization, and contaminated soil removal or remediation activities.*
- Assembly or construction of facilities or stations that are consistent with existing land use and zoning requirements, do not result in a major change in traffic density on existing rail or highway facilities and result in approximately less than ten acres of surface disturbance, *such as storage and maintenance facilities, freight or passenger loading and unloading facilities or stations,*

parking facilities, passenger platforms, canopies, shelters, pedestrian overpasses or underpasses, paving, or landscaping.

- Track and track structure maintenance and improvements when carried out predominantly within the existing right-of-way that do not cause a substantial increase in rail traffic beyond existing or historic levels, *such as stabilizing embankments, installing or reinstalling track, re-grading, replacing rail, ties, slabs and ballast, installing, maintaining, or restoring drainage ditches, cleaning ballast, constructing minor curve realignments, improving or replacing interlockings, and the installation or maintenance of ancillary equipment.*

III. PROJECT INFORMATION

Potential impacts from both construction and changes to operations (where applicable) should be analyzed and identified for each resource type below. Where appropriate, the Project sponsor may commit to mitigation measures to avoid, reduce, or minimize impacts, including the use of Best Management Practices (BMP). Mitigation measures necessary to comply with other laws or regulations (e.g. Clean Water Act Section 404) should also be identified and the impacts from mitigation considered.

- A. *Affected Environment: Briefly describe the ecosystems and environmental conditions in the area affected by the Project (defined as broadly as necessary to evaluate potential impacts and address Project area habitats).***

The project site is located in a rural area of north central Iowa approximately 0.5 mile north of the city of Manly, Worth County. Nearly all of the land surrounding the site is in row crops. Land that is not in agricultural production is either isolated farm residences, the Manly facility itself, Beaver Creek with its wooded riparian area, roadways, railroad tracks, and the Tostenson Wildlife Area, a Worth County Conservation facility. See attached Location Map and USGS Quad Map.

- B. *Location & Land Use: Briefly describe the existing land use of the Project site and surrounding properties and resources and identify and discuss any potential inconsistencies the Project might have with local land use plans and policies.***

The proposed Project is located in rural, north central Iowa. Existing land uses are row crop agriculture surrounding the Manly facility, and light industrial for the facility itself. Beaver Creek flows from northwest to southeast through the existing facility. The Tostenson Wildlife Area is located west, approximately 2,200 feet from the existing Manly facility. The undeveloped portion of the facility, Manly Logistics Park, is currently in row crops. The Project is consistent with local land use plans and policies. See attached Aerial Map.

- C. *Cultural Resources: Is the Project of the type where there is no potential to affect historic properties? Check yes or no depending on whether resources have been identified in the immediate vicinity of the Project (Area of Potential Effect)***

Yes, explain how Project has no potential to affect historic properties. (Continue to D)

No, there is potential to affect historic properties. Describe identification procedures to determine the existence of cultural resources in the Project area.

A review of the statewide archaeological database indicated that no archaeological sites have been recorded on the site (Manly Logistics Park), and that no survey of the site has been done. LiDAR and

historic aerial images of the site suggest typical row crop agriculture on the the site. Historic atlases (Anderson 1913; Huebinger 1904) confirm this. Based on the desktop analysis, the site is considered to have moderate potential for archaeological resources. A Phase 1 archaeological survey will be conducted during the Summer 2013 to determine the presence or absence of these resources. The survey results will be coordinated with the State Historic Preservation Office and reported as part of preparation of the final CE if the TIGER grant is awarded for the project. There are no historic architectural resources within the project site.

Describe any resource(s) identified in the project area and then describe any potential effect of the Project on the resource(s).

Has consultation with the State Historic Preservation Office occurred?

No, contact FRA

Yes, describe and attach relevant correspondence

What resources of interest to Federally-recognized Native American Tribes are known to be present in the Project area?

There are no known resources. Coordination with the Tribes would be conducted during the Summer 2013 and the results reported as part of preparation of the final CE if the TIGER grant is awarded for the project.

D. Parks and Recreational Facilities: *Are there any publicly owned park, wildlife and waterfowl refuge, or recreational area of national, state, or local significance within or directly adjacent to the Project area?*

No, include a short statement describe efforts to identify parks and recreational facilities in the Project area.

County and state park maps and Google Earth maps of the project vicinity were reviewed to determine whether parks, recreational facilities, and wildlife and waterfowl refuges are located within or adjacent to the site. The Tostenson Wildlife Area, owned by Worth County Conservation, is located approximately 2,200 feet west of the project site and would not be impacted by the project. See attached Aerial Map.

Yes, include a detailed description of the property, including map or drawing, describe the recreational uses of the property, any unique characteristics of the property, any consultations with the entity with legal jurisdiction over the property, and the potential impact on the property.

E. Transportation: *Would the Project have any effect (beneficial or adverse) on transportation including but not limited to other railway operations, road traffic, or increase the demand for parking?*

No, explain why the Project would have no effect (beneficial or adverse) on transportation

- Yes, describe potential transportation, traffic, and parking impacts, and address capacity constraints and potential impacts to existing railroad and highway operations. Also, summarize any consultation that has occurred with other railroads or highway authorities whose operations this Project will impact.

State and local highway authorities have already improved roadway infrastructure in anticipation of this project. The State of Iowa has invested approximately \$1 million in incremental costs for road improvements on Iowa highway 9 and U.S. highway 65 directly related to increased truck traffic at the facility, and Worth County has invested \$215,000 in road improvements, including turning lanes, increased pavement strength, and access roads for the facility.

F. Noise and Vibration: *Are there any sensitive receptors in the Project area?*

- No, describe why there are no sensitive receptors (residences, parks, schools, hospitals, public gathering spaces) in or near the Project area. (Continue to G)

- Yes, will the Project change the noise and/or vibration exposure of the sensitive receptors when applying the screening distances for noise and vibration assessment found in FRA and Federal Transit Administration's noise impacts assessment guidance manuals? Such changes in exposure might include changes in noise emissions and/or events, or changes in vibration emissions and/or events.

There are 5 residences in the vicinity of the site. Two, on the west side of the site are within a range of approximately 135 to 265 feet of the existing and proposed facilities. The other three residences are located on the east side of the site and range from approximately 650 to 1000 feet from the existing and proposed facilities. See attached Aerial Map.

If the Project is anticipated to change the noise or vibration exposure of sensitive receptors, complete and attach a General Noise and/or Vibration Assessment. Describe the results of the Assessment and any mitigation that will address potential impacts.

The Project may increase the noise or vibration exposure of the 2 residences on the west side of the site. A General Noise and Vibration Assessment will be conducted during the Summer 2013 and the results will be reported as part of preparation of the final CE if the TIGER grant is awarded for the project.

G. Air Quality: *Is the Project located in a Non-Attainment or Maintenance area?*

No, identify any air emissions increases or benefits that the project will create.
(Continue to H)

Yes, for which of the following pollutants:

- Carbon Monoxide (CO) Ozone (O₃), volatile organic compounds or Nitrous Oxides (NO_x)
 Particulate Matter (PM₁₀ and PM_{2.5})

Will the Project, both during construction and operation, result in new emissions of criteria pollutants including Carbon Monoxide (CO), Ozone (O₃), volatile organic compounds, or Nitrous Oxides NO_x, Particulate Matter (PM₁₀ and PM_{2.5})?

No Yes, Attach an emissions analysis for General Conformity regarding CO, O₃, PM₁₀, and NO_x.

Based on the emissions analysis, will the Project increase concentrations of ambient criteria pollutants to levels that exceed the NAAQS, lead to the establishment of a new non-attainment area, or delay achievement of attainment?

No Yes, Describe any substantial impacts from the Project.

H. Hazardous Materials: *Does the Project involve the use or handling of hazardous materials?*

No (continue to I)

Yes, describe the use and measures that will mitigate any potential for release and contamination.

Large volumes of ethanol were handled through the Manly Terminal section of the existing facility from 2007 through 2011. Manly Terminal also stores and transfers corn oils, liquids and chemicals used in manufacturing bio-fuels, and animal feed ingredients. Hazardous materials will not be used or handled on the other two sections of the facility (i.e. Manly Yard and Manly Logistics Park).

I. Hazardous Waste: *Is the Project site in a developed area or was previously developed or used for industrial or agricultural production,*

No, describe the steps taken to determine that hazardous materials are not present on the Project site. (Continue to J)

Yes. *If yes, is it likely that hazardous materials will be encountered by undertaking the Project? (Prior to acquiring land or a facility with FRA funds, FRA must be consulted regarding the potential presence of hazardous materials)*

Yes, complete a Phase I site assessment and attach.

No, explain why it is unlikely that hazardous materials will be encountered.

Review of US EPA and Iowa Department of Natural Resources databases did not identify any hazardous materials issues with the property to be acquired (Manly Logistics Park).

If a Phase I survey was completed, is a Phase II site assessment recommended?

No, explain why a Phase II site assessment is not recommended.

Yes, describe the mitigation and clean-up measures that will be taken to remediate any hazardous materials present and what steps will be taken to ensure that the local community is protected from contamination during construction and operation of the Project.

J. Property Acquisition: *Is property acquisition needed for the Project?*

No (continue to K)

Yes, indicate how much property and whether the acquisition will result in relocation of businesses or individuals. **Note:** *acquiring property prior to completing the NEPA process and receiving written FRA concurrence in the NEPA recommendation may jeopardize Federal financial participation in the Project.*

Approximately ninety acres of property is currently optioned for the Manly Logistics Park. There would be no relocations of businesses or residences.

K. Community Impacts and Environmental Justice: *Is the Project likely to result in impacts to adjacent communities? Impacts might be both beneficial (e.g. economic benefits) or adverse (e.g. reduction in community cohesion).*

No, describe the steps taken to determine whether the Project might result in impacts to adjacent communities. (Continue to L)

Yes, characterize the socio-economic profile of the affected community, including the presence of minority or low-income populations.

The affected community is a rural farming population of approximately 1,313. The Project is expected to increase direct employees engaged in working on the Manly site, as well as indirect employees engaged in driving trucks to and from the facility. See the TIGER Grant application for a table of the direct and indirect jobs estimated to be created if the TIGER Grant is awarded.

Describe any potential adverse effects to communities, including noise, visual and barrier effects. Indicate whether the Project will have a disproportionately high and adverse effect on minority or low-income populations. Describe outreach efforts targeted specifically at minority or low-income populations.

L. Impacts On Wetlands: *Does the Project temporarily or permanently impact wetlands or require alterations to streams or waterways?*

No, describe the steps taken to determine that the Project is not likely to temporarily or permanently impact wetlands or require alterations to streams or waterways.

A desktop review of National Wetland Inventory maps, soil survey maps, and aerial photography of the area shows that the only waters of the U.S., including wetlands, located on the site is Beaver Creek, which flows from northwest to southeast through the Manly Yard portion of the site. The Project is not expected to impact Beaver Creek. See attached Aerial Map.

Yes, show wetlands and waters on the site map and classification. Describe the Project's potential impact to on-site and adjacent wetlands and waters and attach any correspondence with the US Army Corps of Engineers.

Is a Section 404 Permit necessary?

Yes, attach all permit related documentation

No

M. Floodplain Impacts: *Is the Project located within the 100-year floodplain or are regulated floodways affected?*

No

Yes, describe the potential for impacts due to changes in floodplain capacity or water flow, if any and how the Project will comply with Executive Order 11988. If impacts are likely, attach scale maps describing potential impacts and describe any coordination with regulatory entities.

N. Water Quality: *Are protected waters of special quality or concern, or protected drinking water resources present at or directly adjacent to the Project site?*

No, describe the steps taken to identify *protected waters of special quality or concern, or protected drinking water resources present at or directly adjacent to the Project site.*

Yes, describe water resource and the potential for impact from the Project, and any coordination with regulatory entities.

O. Navigable Waterways: *Does the Project cross or have effect on a navigable waterway?*

No (continue to P)

Yes, describe potential for impact and any coordination with US Coast Guard.

P. Coastal Zones: *Is the Project in a designated coastal zone?*

No (continue to Q)

Yes, describe coordination with the State regarding consistency with the coastal zone management plan and attach the State finding if available.

Q. Prime and Unique Farmlands: *Does the Project impact any prime or unique farmlands?*

No, describe the steps taken to identify *impacts to prime or unique farmlands*.

Yes, describe potential for impact and any coordination with the Soil Conservation Service of the US Department of Agriculture.

Manly Logistics Park, the section of the facility where land will be acquired encompasses 8 parcels, totaling approximately 148 acres, that are classified as agricultural land. See attached Aerial Map. The Farmland Conversion Impact Rating form will be completed during the Summer 2013 and coordinated with the Natural Resources Conservation Service. The results of the coordination will be reported as part of preparation of the final CE if the TIGER grant is awarded for the project.

R. Critical Habitat and Endangered Species: *Are there any designated critical habitat areas (woodlands, prairies, wetlands, rivers, lakes, streams, and geological formations determined to be essential for the survival of a threatened or endangered species) within or directly adjacent to the Project site?*

No, describe the steps taken to identify critical habitat within or directly adjacent to the Project site.

Yes, describe them and the potential for impact.

Are any Threatened or endangered species located in or adjacent to the site?

No, describe the steps taken to identify the presence of endangered species directly adjacent to the Project site.

Review of state and federal species lists for Worth County indicates that there are no known occurrences of threatened or endangered species in the project area. The entire site has been disturbed by agriculture and railroad activities; therefore, suitable habitat would not be expected to be present. Field reviews of the property will be conducted during the Summer 2013 to determine the presence or absence of habitat and the results will be reported as part of preparation of the final CE if the TIGER grant is awarded for the project.

Yes, describe them and the potential for impact. Describe any consultation with the State and the US Fish and Wildlife Service about the impacts to these natural areas and on threatened and endangered fauna and flora that may be affected. If required prepare a biological assessment and attach it and any applicable agency correspondence.

S. Public Safety: *Will the Project result in any public safety impacts?*

No, describe method used to determine whether the Project results in any safety or security impacts

Yes, describe the safety or security concerns and the measures that would need to be taken to provide for the safe and secure operation of the Project during and after its construction.

- T. Cumulative Impacts:** A "cumulative impact" is the impact on the environment that results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts may include ecological (such as the effects on natural resources and on the components, structures, and functioning of affected ecosystems), aesthetic, historic, cultural, economic, social, or health, whether direct, indirect, or resulting from smaller actions that individually have no significant impact. Determining the cumulative environmental consequences of an action requires delineating the cause-and-effect relationships between the multiple actions and the resources, ecosystems, and human communities of concern.

Are cumulative impacts likely? No Yes, describe the impacts:

Although the proposed project has the potential to result in minor impacts to transportation, noise and vibration, and farmland, the overall cumulative impact of the proposed action and the consequences of subsequent related actions are not expected to be collectively significant.

- U. Indirect Impacts:** "Indirect impacts" are those that are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect impacts may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.

Are Indirect impacts likely? No Yes, describe the impacts:

The majority of indirect impacts are expected to be beneficial. Implementation of the UMTH has the potential to induce development of truck warehousing and distribution centers in the area near Manly, which would bring new jobs to the area. Access to UMTH could benefit economic activity, job creation, and job retention within a 150-mile radius of Manly, which would include the Des Moines, IA and Minneapolis/St. Paul, MN metropolitan areas, as well as Rochester, MN, La Crosse, WS, and Cedar Rapids, Waterloo, Dubuque, and Iowa City, IA, affecting a total population of approximately 7.4 million people. This would also enhance the region's ability to attract new industry.

- V. Mitigation:** Describe all mitigation measure commitments which address identified impacts that have been incorporated into the Project, if any.

- W. Public Notification:** Briefly describe any public outreach efforts undertaken on behalf of the Project, if any. Indicate opportunities the public has had to comment on the Project (e.g., Board meetings, open houses, special hearings).

The proposed project has been discussed at several local government Board meetings.

Has the Project generated any public discussion or concern, even though it may be limited to a relatively small subset of the community? Indicate any concerns expressed by agencies or the public regarding the Project.

- X. Related Federal, State, or Local Actions:** Does the Project require any additional actions (e.g., permits) by other Agencies? Attach copies of relevant correspondence. It is not necessary

to attach voluminous permit applications if a single cover Agency transmittal will indicate that a permit has been granted. Permitting issues should be described in the relevant resource discussion above.

- Section 106** *Historic Properties*
- Section 401/404 of the Clean Water Act;** *Wetlands and Water Quality*
- Section 402 of the Clean Water Act**
- USCG 404** *Navigable Waterways*
- Migratory Bird Treaty Act**
- Endangered Species Act** *Threatened and Endangered Biological Resources*
- Magnuson-Stevens Fishery Conservation and Management Act** *Essential Fish Habitat*
- Safe Drinking Water Act**
- Section 6(f) Land and Conservation Act**
- Other State or Local Requirements** (Describe)

ADDITIONAL WORK DESCRIPTION

Storm Water Runoff for Manly Terminal

There will be several storm water intakes and drainage systems installed within the intermodal center at Manly Terminal LLC. These intakes and culverts will drain surface water runoff from newly constructed paved areas. This water shall be routed to an existing storm water retention basin lying on the southern portion of the property. Water is then outleted to the local creek stream at a rate no higher than the pre-developed site.

The storm sewer culverts are sized and placed to receive the 25-year storm event falling on and draining through the site. All water not being collected into the storm intakes shall be transported over the surface to the same storm water retention basin on the site as described. The basin is monitored and maintained per existing agreements and will not disrupt said agreements in place and executed.

Storm Water Runoff for Manly Logistic Park

Storm sewer culverts shall be installed at four locations along the diagonal intermodal tracks. Two culverts will be installed on the northerly end and the others at the southerly end. These culverts shall drain surface storm water runoff from east to west through the site. Storm water shall be routed to a storm water detention basin located on the southwestern part of the proposed MLP Intermodal Center. Storm water is then deposited into the existing State of Iowa Highway 65 drainage ditch at a rate no higher than what is currently being deposited. Pavement storm water intakes and storm water culverts shall be installed as well as, surface water to be routed to the same detention basin.

The storm sewer culverts are sized to receive the 25-year storm event. All water not being collected into the storm intakes shall be transported over the surface to the same storm water detention basin on the site.

The detention basin shall be constructed at the time of grading and site preparations. This basin shall be used during construction as a sedimentation basin also. Upon completion of site work, the basin shall be seeded with either native grasses or approved Department of Transportation seeding.

Storm Water Runoff for Manly Yard

Storm water intakes and drainage piping will be installed at the Yard Office site. This storm water shall be routed to an existing storm water drainage system which runs easterly across the Manly Yard property. All other work within the Manly Yard site will not require disturbing of existing drainage structures or require additional work. The additional storm water runoff of the Yard Office site will not have impact on the existing drainage system and the system is equipped to control the slightly increased flow rate.

Disposal and Borrow for Manly Terminal

The Manly Terminal is an existing graded site with an excellent rolled stone base in place. The site has been previously used as a receiving and laydown yard for wind tower components coming off rail cars and loaded onto transport trucks. Minimal grading is required and granular stone shall be used to finish grade and prepare the site for portland concrete cement pavement.

Silt fencing and other erosion control practices shall be followed and enforced throughout the construction of the site and past completion of construction to ensure the establishment of grass seeded areas at sites which have been disturbed.

Disposal and Borrow for Manly Yard

Manly Yard is prepared to begin site construction for the Yard Office. The top 2-inches of inappropriate structural soil material shall be stripped off the site prior to any hard surface pavement or building installation. This stripped material shall be relocated on the Manly Yard site and reseeded with either American native grasses or an approved Department of Transportation rural seed mixture.

Silt fencing and other erosion control practices shall be followed and enforced throughout the construction of the site and past construction to ensure the establishment of seed at sites which have been disturbed.

Disposal and Borrow for Manly Logistic Park

All borrow material needed for the infrastructure of the Logistic Park is on site. No subgrade material shall need to be imported for the grading of the site. Material shall be collected using current approved construction standards and equipment. The majority of the material lies along the easterly side of the site and will be placed as needed. All collected topsoil shall be stripped and stockpiled. Erosion control measures shall be used to prevent the soils from migrating off site and temporary seeding of the stockpile will also be done. Topsoil shall be respreads as needed.

Silt fencing and other erosion control practices shall be followed and enforced throughout the construction of the site and past construction to ensure the establishment of seed at sites which have been disturbed. An NPDES Permit and Storm Water Pollution Prevention Plan is written and is currently in use at the Logistic Park from past and ongoing construction at this site.

Utility Relocations all Sites

No existing utilities will need to be relocated at any site throughout this project. Utility improvements which will be installed for these construction projects will be done without placing a burden on nearby property owners and existing business. Careful planning and monitoring will be done to ensure that no disruptions take place.

New electrical power and phone lines will be installed at Manly Logistic Park. Potable water and waste water shall be provided on site. 3-Phase power is available and the power company is prepared to place transformers as needed at each site.

A well will be drilled using current Department of Natural Resources standards and regulations for potable water use as well as, a septic system for waste water disposal on a per site basis. Gas shall be provided in the form of Liquid Petroleum fuel with onsite storage tanks as needed per site.

Existing Public Features and Business.

There will be no need to close, detour or disturb the existing public roadways and access areas during construction. Existing infrastructure of Manly Terminal LLC, Manly Yard and Manly Logistic Park will not have their current business practices and operations disrupted. Proposed improvements at these locations shall be done and in accordance with surrounding business on site.

Staging of Materials for Construction

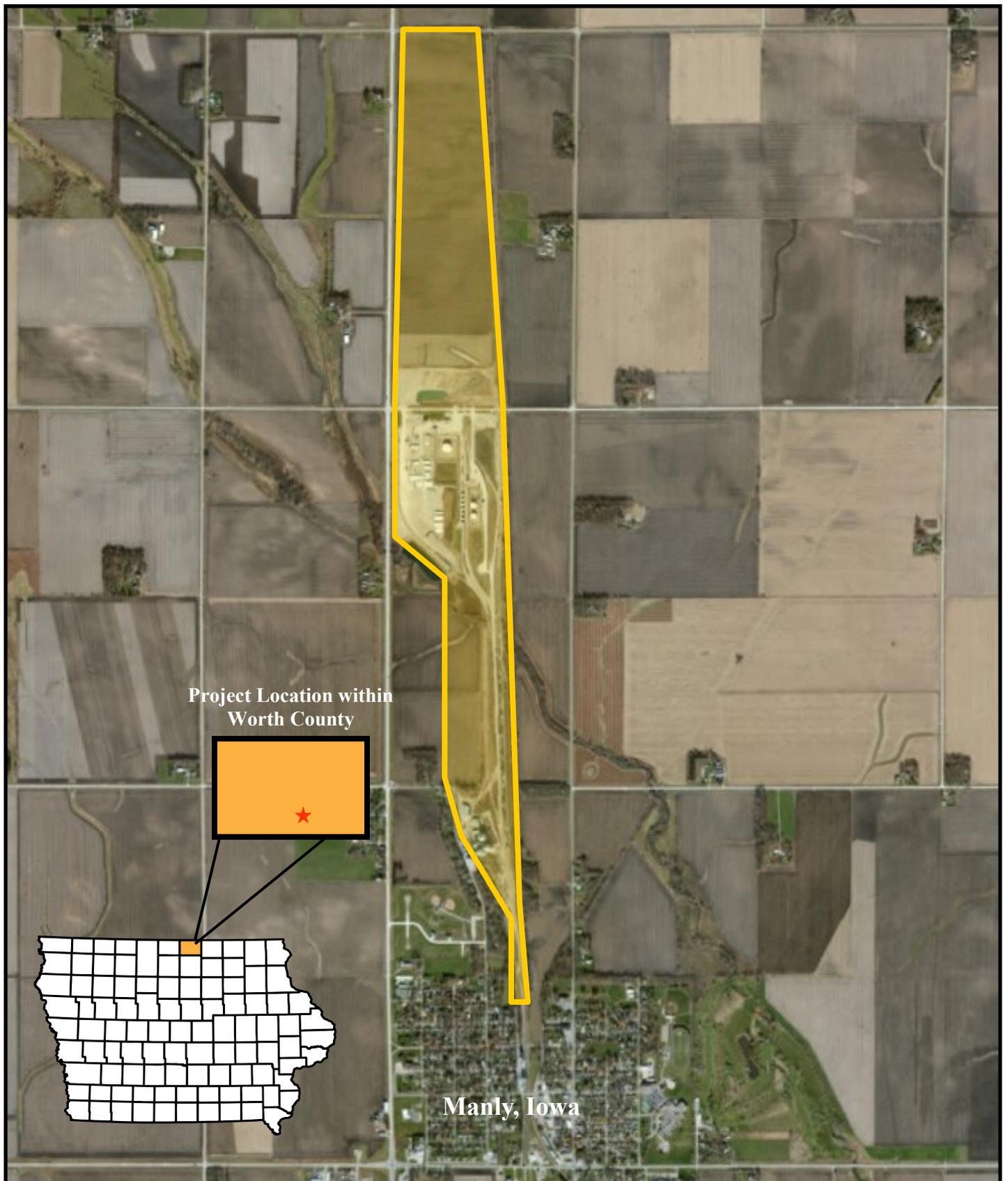
Staging of materials for each of the three sites shall be done at each location. Material handling for the Manly Yard Office will be stored at the adjacent Iowa Northern Railway Company Maintenance of Way storage lot. This area has a security fence enclosing the storage facility. Material storage at Manly Terminal is also in security enclosure which surrounds the perimeter of the facility. Material for Manly Logistic Park will be stored in the interior of the Loop Track which is currently under construction. Access to this area is restricted and shall be secured. All purchased material shall be stored as to manufacturers' recommendations until use.

Changes in Rail Service

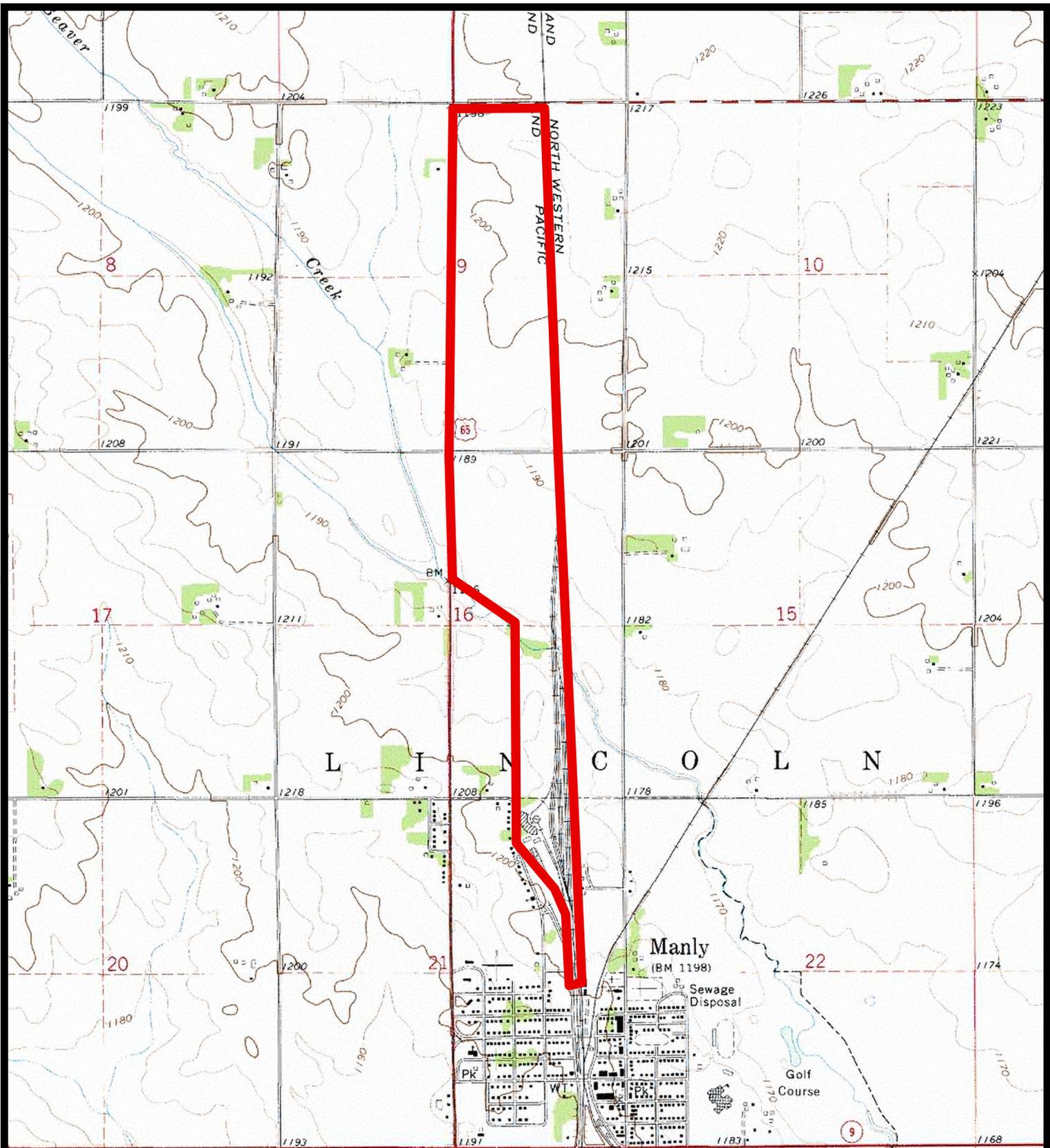
The existing rail service to customers at Manly Terminal LLC, Manly Yard and Manly Logistics Park will not be affected and operations will in no way be disrupted. No project work will be performed on any main track, as such, and there will be NO changes in rail service.

Rehabilitation of tracks 10-11-12 will require removing the tracks from service, one-at-a-time, to perform the rehabilitation work. Any overflow of traffic will be planned for and coordinated on other yard tracks.

Location Map - Upper Midwest Transportation Hub

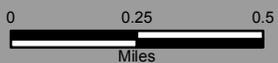


 Project Boundary



Iowa Department of Transportation

Created May 2013
Source: U.S. Geological Survey



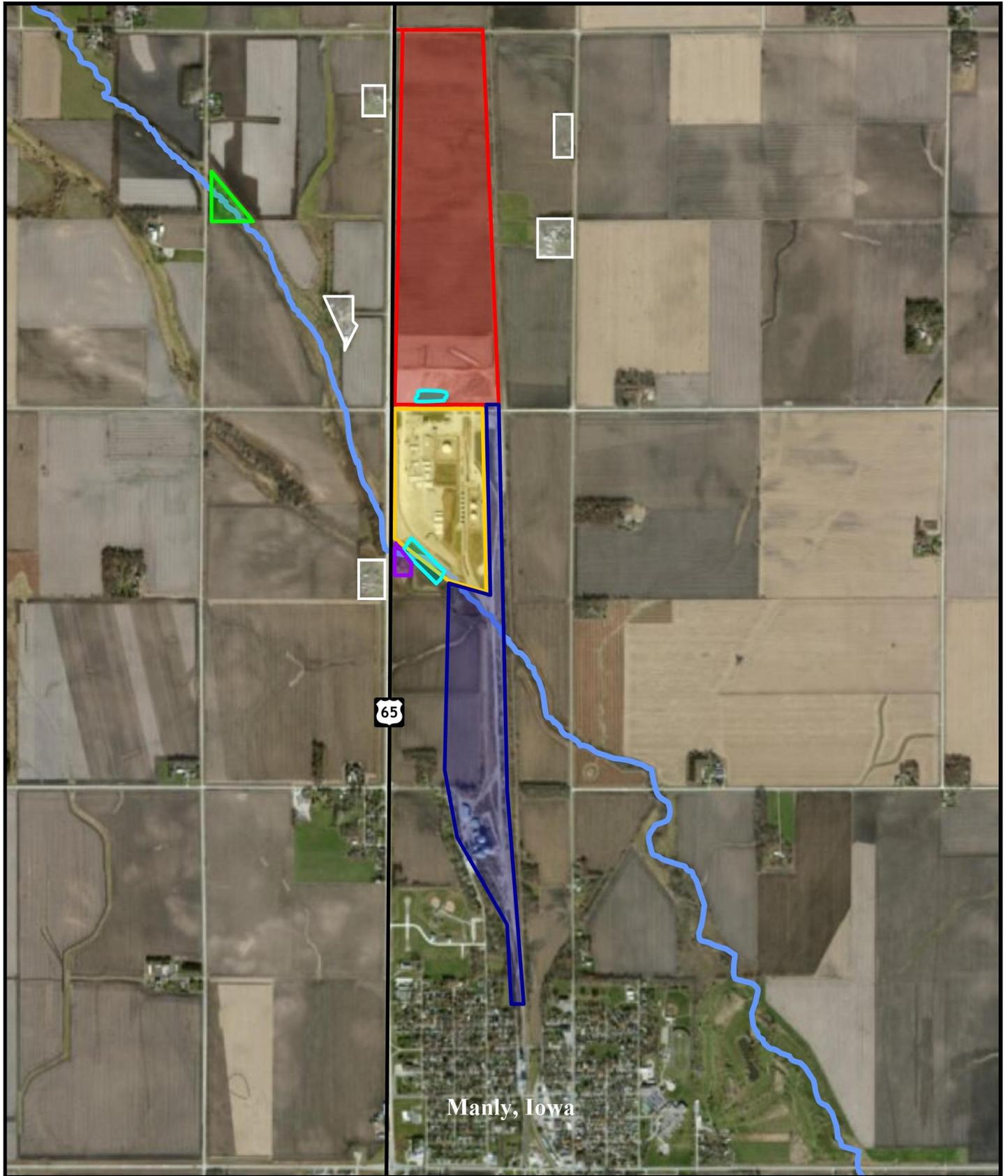
Project Area

Upper Midwest Transportation Hub

Intermodal Freight Rail/Truck Transportation Project

Manly, Iowa

Aerial Map - Upper Midwest Transportation Hub



Tostenson Wildlife Area



Manly Logistics Park



Manly Terminal



Manly Yard



Private Residential Property



US Highway 65



Beaver Creek



Retention Pond



Wetland Mitigation Area

