

Federal Railroad Administration (FRA) CATEGORICAL EXCLUSION WORKSHEET

Note: The purpose of this worksheet is to assist proposal sponsors in gathering and organizing materials for environmental analysis required under the National Environmental Policy Act (NEPA), particularly for proposals, which may qualify as Categorical Exclusions and to assist the FRA in evaluating requests from project sponsors for categorical exclusion determinations. 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 or an environmental assessment.

Submission of the worksheet by itself does not meet NEPA requirements. FRA must concur in writing with the proposal sponsor's Categorical Exclusion recommendation for NEPA requirements to be met. Please complete this worksheet using compatible word processing software and submit and transmit the completed form in electronic format.

<i>For Agency Use</i>	<i>Date Received:</i>
<i>Reviewed By:</i> <i>Date:</i>	<i>Recommendation for action:</i> <input type="checkbox"/> <i>Accept</i> <input type="checkbox"/> <i>Return for Revisions</i> <input type="checkbox"/> <i>Not Eligible</i>
<i>Comments:</i>	
<i>Concurrence by Counsel:</i> <input type="checkbox"/> <i>Accept Recommendation</i> <input type="checkbox"/> <i>Return with Comments</i>	<i>Reviewed By:</i> <i>Date:</i>
<i>Comments:</i>	
<i>Concurrence by Approving Official:</i>	<i>Date:</i>

I. PROPOSAL DESCRIPTION

Proposal Sponsor MDOT/FRA	Date Submitted 03/17/2010	FRA Identification Number (if any) HSR 2010000108
Proposal Title Chicago Hub: Chicago-Detroit: Station-Battle Creek		
Location (Include Street Address, City or Township, County, and State) Station along the Chicago-Detroit/Pontiac Corridor: Battle Creek Station, 104 Capital Ave. S. W. Battle Creek, MI 49017 (Calhoun County)		
Contact Person Al Johnson	Phone 517-335-2549	E-mail Address johnsonal@michigan.gov
Note: Fully describe the proposal including specifics that may be of environmental concern such as: widening an embankment to stabilize roadbed; repairing or replacing bridge piers foundations, including adding rip-rap in a waterway; earthwork and altering natural (existing) drainage patterns and creating 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.		
Description of Proposal Battle Creek Station: Station renovation		
Purpose and Need of Proposal The purpose of this project is to provide improved passenger lobby and restroom areas, redesign and improve employee areas, and perform exterior surface improvements impacting passenger safety.		

II. NEPA CLASS OF ACTION

Answer the following questions to determine the proposal's potential class of action.

A. Will the proposal substantially impact the natural, social and / or human environment?

YES (Contact FRA) NO (Continue)

Actions that will significantly impact the environment require preparation of an Environmental Impact Statement. These proposals typically include construction or extension of rail lines or rail facilities including passenger, high speed, or freight rail activities.

B. Is the significance of the proposal's social, economic or environmental impacts unknown?

YES (Contact FRA) NO (Continue)

C. Does Section 4(f) of the Department of Transportation Act apply? (i.e. proposal requires the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance, as determined by the Federal, State, or local officials having jurisdiction over the park, area, refuge, or site.)

YES (Contact FRA) NO (Continue)

D. Is the proposal likely to require detailed evaluation of more than a few potential impacts?

YES (Contact FRA) NO (Continue)

E. Is the proposal likely to generate intense public discussion or concern, even though it may be limited to a relatively small subset of the community?

YES (Contact FRA) NO (Continue)

F. Is the proposal inconsistent with any Federal, State, or local law, regulation, ordinance, or Judicial or administrative determination relating to environmental protection?

YES (Contact FRA) NO (Continue)

G. Is the proposal an integral part of a program of current Federally supported actions which, when considered separately, would not be classified as major actions, but when considered together may result in substantial impacts?

YES (Contact FRA) NO (Continue)

If the answer to any of the questions B through G is "YES", contact the FRA to determine whether the proposal requires preparation of an Environmental Assessment.

H. Is the proposal consistent with one of the following potential Categorical Exclusions?

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

YES (Mark category and continue as indicated) NO (Contact FRA)

Financial assistance or procurements solely for planning or design activities that do not commit the FRA or its applicants to a particular course of action affecting the environment. (*stop and submit to FRA*)

State rail assistance grants for acquisition. (*Continue to Part III*)

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. (*stop and submit to FRA*)

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. (*Complete Part III, Sections H, I, U, & V and submit to FRA*)

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 [or operational] characteristics of the existing rail line. *(Continue to Part III)*

- Temporary replacement of an essential rail facility if repairs are commenced immediately after the occurrence of a natural disaster or catastrophic failure. *(Continue to Part III)*
- Changes in plans for a proposal for which an environmental document has been prepared, where the changes would not alter the environmental impacts of the action. *(Continue to Part III describing the full consequences of the changes only)*
- 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) *(Continue to Part III)*
- 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. *(Continue to Part III)*
- 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. *(Continue to Part III)*
- 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. *(Continue to Part III)*
- Environmental remediation through improvements to existing and former railroad track, infrastructure, stations and facilities, for the purpose of preventing or correcting environmental pollution of soil, air or water. *(Continue to Part III)*
- Replacement, reconstruction, or rehabilitation of an existing railroad bridge, including replacement with a culvert, that does not require the acquisition of a significant amount of right-of-way. *(Continue to Part III)*

III. PROPOSAL INFORMATION FOR CATEGORICAL EXCLUSIONS

Complete Part III unless indicated otherwise in Part II and submit to FRA.

For work to fixed facilities, maps displaying the following, as applicable, are required to be attached for FRA review:

- Proposal vicinity
- Proposal Site Plan indicating the USGS Quadrangle and Section
- Other Information as necessary to complete Part III

A. Describe how the proposal satisfies the purpose and need identified in Part I:

The city of Battle Creek wishes to renovate their multi-modal transit station to bring it up to modern standards, making it more attractive and user friendly to the public. The station has not seen any major renovation in the past 20 years, and the interior and exterior are showing the signs of wear. Work includes renovating the existing interior public spaces of the station to provide upgraded finishes and a modern feel, renovating the back-of-house areas of the station to provide a more functional layout with upgraded finishes, mechanical, electrical, plumbing, security and technological modifications and upgrades, including ADA compliance.

B. Location & Land Use: *For fixed facilities, attach a map or diagram, at an appropriate scale, identifying the location of the proposal site and if applicable, the surrounding land uses and zoning of the site and surrounding properties. If the proposal would require many pages of maps or diagrams, include only a location map and contact FRA to determine if additional information is required. A map or diagram*

that identifies locations of critical resource areas, wetlands, potential historic sites, or sensitive noise receptors such as schools, hospitals, and residences should be included if there is the potential for impacts to these resources.

Briefly describe the existing land use of the proposal site and surrounding properties and resources.

The Battle Creek station is located on the southern side of the downtown district in a mostly industrial area. This station will consist of a rehabilitation of an existing station. The area adjacent to the existing station consists of mostly industrial and light commercial (restaurants, bars, hotels, business offices). There are a few churches, and a couple schools located in the immediate vicinity as well. A location map with aerial photo is attached for reference.

(See attachment 1 for vicinity map.)

- C. Historic Resources:** *If any cultural, historic, or archaeological resources are located in the immediate vicinity of the proposal, check and describe the resource(s) and then describe any potential effect of the proposal on the resource(s). Consultation with the SHPO is necessary when these resources are potentially affected.*

Cultural:

The state archaeological site files and site file maps at the Office of the State Archaeologist (OSA) and proposed project impacts were reviewed by the MDOT Archaeologist and OSA staff. The OSA staff agreed that the project will not affect cultural resources.

Historical:

The SHPO was informed of this application.

There are no above-ground cultural or historic resources located in the immediate vicinity of the proposal.

Archaeological: No impact. The state archaeological site files and state site file maps at the Office of the State Archaeologist (OSA) and project impacts were reviewed by the MDOT archaeologist and OSA staff. The OSA staff agreed that the project will not affect archaeological resources. (See attachment 2)

Has consultation with the State Historic Preservation Officer occurred? If so, describe and attach relevant correspondence.

Consultation with SHPO:

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

Although no public meetings have been held, the city of Battle Creek has notified various interested parties and has received many letters of support from abutting cities, local colleges, unions, transit agencies, etc. The consultant was also contracted through a public, open bidding process.

Indicate prominent concerns expressed by agencies or the public regarding the proposal, if any.

None.

- E. Transportation:** *Would the proposal have a detrimental effect on other railway operations or*

impact road traffic, or increase demand for parking?

No (continue) Yes, describe potential transportation, traffic, and parking impacts, and address capacity constraints and potential impacts to existing railroad and highway operations. Include maps or diagrams indicating any impacts and any proposed modifications to existing railways or roadways or parking facilities. Also, summarize any consultation that has occurred with other railroads or highway authorities whose operations this project will impact.

The involved railroads have voiced no problem with this project. No rail operations expect to be impeded as a result of this project.

In addition, the CN railroad is currently completing an MDOT funded train signal relocation project that will improve passenger and freight train movements through the station area.

F. Noise and Vibration: Are permanent noise or vibration impacts likely?

No (continue) Yes, describe how the proposal will involve noise impacts. If the proposal will result in a change in noise sources (number or speed of trains, stationary sources, etc.) and sensitive receptors (residences, hospitals, schools, parks, etc.) are present, apply screening distances for noise and vibration assessment found in FRA noise impact assessment guidance manual (and FTA's manual as needed) and compare proposal location with nearest receptor(s). If the screening distance is not achieved, attach a "General Noise and/or Vibration Assessment."

Noise Vibration

The station is located in an industrial and commercial district. The proposal will not result in a change of noise sources. No sensitive receivers will be impacted by the project activities.

As a result of the general assessment(s) are there noise or vibration impacts?

No (continue) Yes (Describe and provide map identifying sensitive receptors):

N/A

G. Air Quality: Does the proposal have the potential to 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 (continue) Yes, attach an emissions analysis for General Conformity regarding Carbon Monoxide (CO), Ozone (O₃), Particulate Matter (PM₁₀), Nitrous Oxides (NO_x), and Carbon Dioxide (CO₂), and include a hot spot analysis if indicated. Describe any substantial impacts from the proposal. The location is in attainment/maintenance for 8-hour ozone.

The rehabilitation and renovation of stations are exempt from air quality conformity analysis under 40 CFR 93.126. The Battle Creek Station falls under this regulation.

Is the proposal located in a Non-Attainment or Maintenance area?

No (continue) Yes, for which of the following pollutants:

Carbon Monoxide (CO) Ozone (O₃) Particulate Matter (PM₁₀)

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

No (continue) Yes, describe use and measures that will mitigate any potential for release and contamination.

Hazardous materials are not expected to be encountered during project. Construction and bulk transport of hazardous materials is not expected to occur as a result of this project. All hazardous materials will be transported in accordance with federal Hazardous Materials Regulations found in Title 49 of the Code of Federal Regulations. Additionally, the US Department of Transportation (DOT) enacts and enforces all hazardous material shipping laws. Compliance with DOT requirements will be overseen by the owners of the vehicles.

I. Hazardous Waste: *If the proposal site is in a developed area or was previously developed or used for industrial or agricultural production, is it likely that hazardous materials will be encountered by undertaking the proposal?* (Prior to acquiring land or a facility with FRA funds, FRA must be consulted regarding the potential presence of hazardous materials)

No, explain why not and describe the steps taken to determine that hazardous materials are not present on the proposal site and then continue to question I.

A preliminary assessment indicates limited quantities of contaminated media (contaminated soil, asbestos, etc.) may be encountered/generated during renovation of the terminal building. Based on past sampling of this type of media, levels of contamination are not expected to have hazardous characteristics as defined by the Environmental Protection Agency and therefore will not be classified as hazardous waste. All contaminated media generated during construction will be disposed of in accordance with state and federal laws at a licensed disposal facility.

All work will be subject to due diligence in accordance with ASTM (American Society for Testing and Materials) protocols to ensure appropriate due care is taken to protect the environment and worker health and safety.

Yes, complete a Phase I site assessment and attach.

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

No (continue) 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 proposal.

N/A

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

No (continue) Yes, indicate whether the acquisition will result in relocation of businesses or individuals. **Note:** *To ensure eligibility for Federal participation, grantees may not acquire property with either local matching or Federal funds prior to completing the NEPA process and receiving written FRA concurrence in both the NEPA recommendation and property appraisals.*

Fee ROW and/or easement(s) and/or grading permit(s) are not required.

K. Community Disruption and Environmental Justice: *Does the proposal present potentially disruptive impacts to adjacent communities?*

No (continue) Yes, provide a socio-economic profile of the affected community. Indicate whether the proposal will have a disproportionately high and adverse effect on minority or low-income populations. Describe any potential adverse effects and any community resources likely to be impacted. Describe outreach efforts targeted specifically at minority or low-income populations.

Due to the scope of work for this proposal, no impacts to the community or environmental justice populations that would be considered disproportionate are anticipated for this portion of the project. No ROW is necessary and no change in land use is proposed.

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

No (continue) Yes, show wetlands and waters on the site map and classification. Describe the proposal's potential impact to on-site and adjacent wetlands and waters and attach any coordination with the State and US Army Corps of Engineers.

No regulated features are shown on the NWI (National Wetlands Inventory), Flooplain or Topographic maps.

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

No (continue) Yes, describe the potential for impacts due to changes in floodplain capacity or water flow, if any. If impacts are likely, attach scale maps describing potential impacts and describe any coordination with regulatory entities.

The station is not located in a 100-year floodplain. This project does not impact any floodplains and does not require any permits.

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

No (continue) Yes, describe water resource and the potential for impact from the proposal, and any coordination with regulatory entities.

There are no protected waters or essential fish habitats present or directly adjacent to the station where work is proposed.

The project will not result in impacts to either shallow aquifers or deeper drinking water sources. Construction impacts will be limited to potential occurrences of sediment runoff which will not affect groundwater. Post construction impacts will be de minimus in quantity (parking lot runoff) and any minor detections of hydrocarbons or metals would attenuate in the soil before reaching groundwater.

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

No (continue) Yes, describe potential for impact and any coordination with US Coast Guard.

There are no navigable waterways present or directly adjacent to the station.

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

No (continue) Yes, describe coordination with the State regarding consistency with the coastal zone management plan and attach the State finding if available.

The station is outside of the Coastal Zone Management Boundary.

Q. Prime and Unique Farmlands: *Does the proposal involve the use of any prime or unique farmlands?*

No (continue) Yes, describe potential for impact and any coordination with the Soil Conservation Service of the US Department of Agriculture.

No ROW, grading permits or easements will be needed for this project, thus no prime or unique farmland will be impacted. Therefore, no Farmland Conversion Impact Rating form (AD-1006) will be required to be submitted to the USDA (US Department of Agriculture)/NRCS (Natural Resources Conservation Service) for review under FPPA (Farmland Protection Policy Act).

R. Ecologically Sensitive Areas And Endangered Species: *Are any ecologically sensitive natural areas, designated wildlife or waterfowl refuges, or 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 proposal site?*

No (continue) 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.

There are no impacts to any ecologically sensitive natural areas, designated wildlife or waterfowl refuges, designated critical habitat areas, or threatened and endangered fauna and flora. This determination was made based on the land use of the station and the lack of records in proximity to where work is to be performed.

S. Safety And Security: *Are there safety or security concerns about the proposal?*

No (continue) 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 proposal after its construction.

This will be a staffed station with both Amtrak and bus employees on duty. The parking lot will be well lit for the public safety and the station will be in a location with frequent police traffic/surveillance. The presence of the below-track tunnel allows for safe passenger travel from one side of the tracks to another without pedestrian or trespasser interference.

T. Construction Impacts: Are major construction period impacts likely?

No (continue) Yes, describe the construction plan and identify impacts due to construction noise, utility disruption, debris and spoil disposal, and address air and water quality impacts, safety and security issues, and disruptions of traffic and access to property and attach scale maps as necessary.

Construction of the proposed project will result in a temporary increase in the ambient noise level in the vicinity of the project. The construction contract specifications should require that the contractor adhere with all federal, state, and local noise abatement and control requirements. Construction noise on this project should be controlled by measures including, but not limited to, having construction equipment in good repair and fitted with "manufacturer recommended" mufflers.

The construction period is of short duration. Therefore, construction mitigation is not required, but measures may be taken to include strategies that reduce engine activity or reduce emissions per unit of operating time. Construction equipment should be kept clean, tuned-up, and in good operating condition. MDOT's Standard Construction Specification Sections 107.15(A) and 107.19 would apply to control fugitive dust during construction and cleaning of haul roads. All MDOT vehicles and equipment must follow MDOT Guidance #10179 (2/15/2009) Vehicle and Equipment Engine Idling.

This will be staffed station with both Amtrak and bus employees on duty. The parking lot will be well lit for the public safety and the station will be in a location with frequent police traffic/surveillance.

There are no public recreational properties located adjacent to the station. No ROW, grading permits, or easements will be required from any public recreational property and access will be maintained to any public recreational properties during construction. Therefore, no impacts will occur to any public recreational properties.

U. Cumulative Impacts: Are cumulative impacts likely?

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.

No (continue) Yes, describe the reasonably foreseeable:

(a) Direct impacts, which are caused by the action and occur at the same time and place.

The scope of work will not have any long-term impacts. Most direct impacts will be temporary and ultimately improve once the project is finished.

(b) Indirect impacts, which 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.

Indirect and/or cumulative effects resulting from known and anticipated actions in the area are expected to be minimal as it is already an existing station. Additionally, the area surrounding the station is urban and almost completely developed.

- V. Related Federal, State, or Local Actions:** *Indicate whether the proposal requires any of the following actions (e.g., permits) by other Agencies and 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 can be described in the relevant resource discussion in sections B-S above.*

- Section 106** *Historic and Culturally Significant Properties*
- Section 401/404** *Wetlands and Water*
- USCG 404** *Navigable Waterways*
- Executive Orders** *Wetlands, Floodplains, Environmental Justice*
- Clean Air Act** *Air Quality*
- Endangered Species Act** *Threatened and Endangered Biological Resources*
- Magnuson-Stevens Fishery Conservation and Management Act** *Essential Fish Habitat*
- Safe Drinking Water Act**
- Other State or Local Requirements** (Describe)

- X. Mitigation:** Describe mitigation measures which address identified impacts and have been incorporated into the proposal, if any.

The contractor will not be permitted to park any vehicles or store any materials on public recreational property and will be required to maintain access to any recreational properties to ensure no temporary impacts occur during construction.

The construction contract specifications require that the contractor adhere with all federal, state, and local noise abatement and control requirements. Construction noise on this project will be controlled by measures including, but not limited to, having construction equipment in good repair and fitted with "manufacturer recommended" mufflers.

The construction period is of short duration. Therefore, air quality construction mitigation is not required, but measures may be taken to include strategies that reduce engine activity or reduce emissions per unit of operating time. Construction equipment should be kept clean, tuned-up, and in good operating condition. MDOT's Standard Construction Specification Sections 107.15(A) and 107.19 would apply to control fugitive dust during construction and cleaning of haul roads. All MDOT vehicles and equipment must follow MDOT Guidance #10179 (2/15/2009) Vehicle and Equipment Engine Idling.

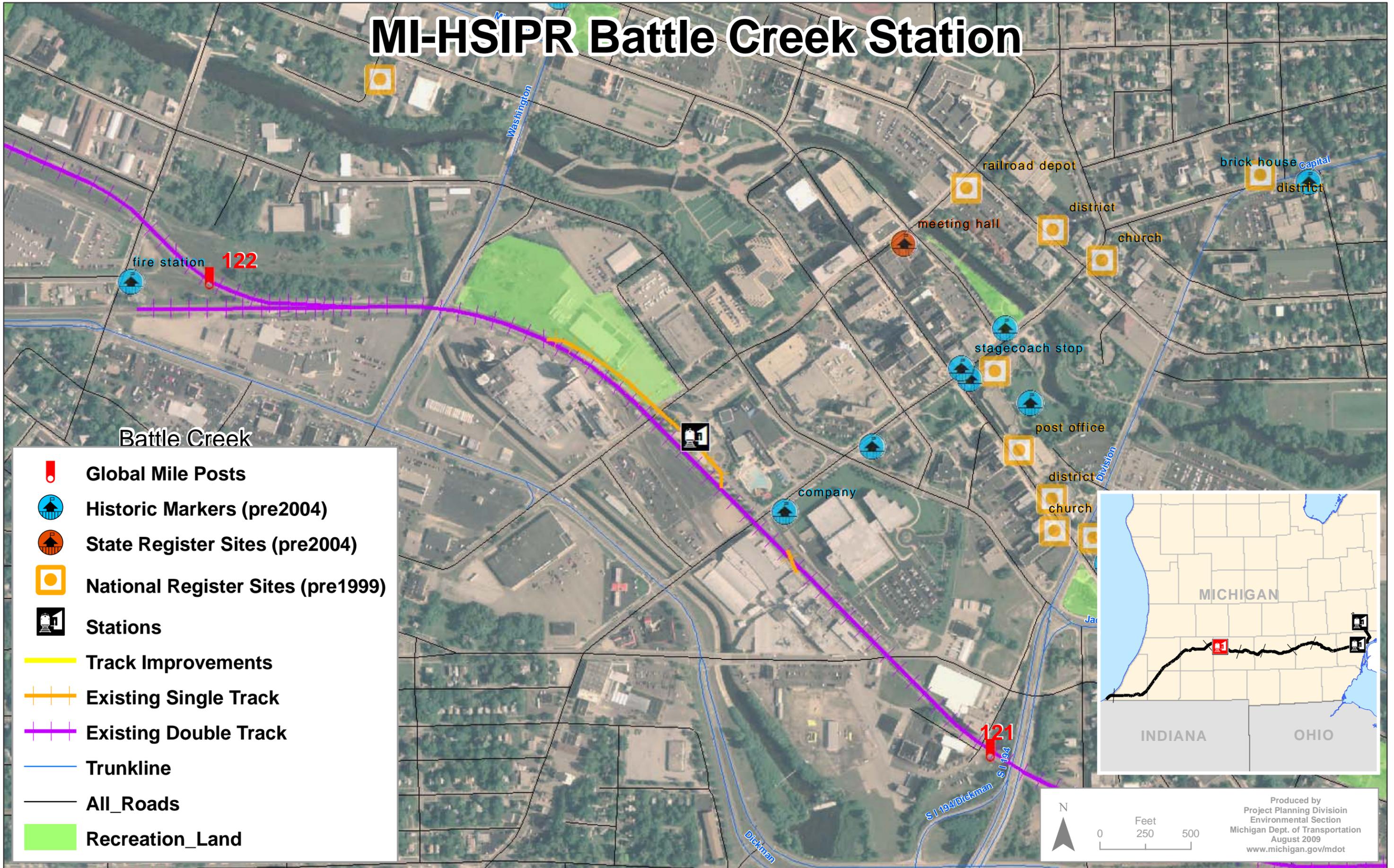
Michigan Department of Transportation (MDOT) Preparers and Reviewers of Categorical Exclusions (CEs)

Name	Education and Experience	Primary Responsibilities
Kurt Densmore	B.S. Biology 9 years agriculture experience 5 years wetlands, streams, lakes, drains, floodplains experience	Agriculture, wetlands, streams, lakes, drains, floodplains
Michael Pennington	M.S. Forestry 10 years experience as wetland ecologist	Wetland mitigation, water quality
Molly Lamrouex	B.S. Biology, Chemistry 19 years experience as DEQ regulator, hazardous waste consultant, and environmental specialist, HAZWOPER certified, licensed storm water operator, certified project manager	Contamination, airports
Bethany Matousek	B.S. Fisheries Biology 3 years experience	Water quality, storm water management
Richard Wolinski	M.S. Biology 30+ years experience with MDOT, MDEQ, consulting	Migratory birds, threatened & endangered species
David Schuen	M.A. Plant Systematics and Plant Ecology 20 years experience with MDOT, MDNR, MNFI, and Western Michigan University	Threatened & endangered species
Ulrika Zay	B.A. Natural Resources: Environmental Interpretation and Public Information 20 years experience	Coastal Zone Management Area, threatened & endangered species
James Robertson, Ph.D., RPA	Ph.D. Anthropology 29 years archaeology experience	Archaeology

Christine Stephenson	M.A. Anthropology 23 years experience	Archaeology
Dan Lauterbur	B.A. Anthropology 23 years experience	Archaeology
Duane Quates	M.A. Anthropology 10 years archaeology experience 3 years NEPA experience	Archaeology
Sigrid Bergland	M.A. Historic Preservation 7 years experience in historic architecture and Section 106 compliance	Historic resources (North, Grand, Southwest, Bay, & University Regions)
Lloyd Baldwin	M.S. Historic Preservation 14 years historic preservation experience	Historic resources (Superior and Metro Regions)
Richard Bayus	B.S. Resource Planning 7 years in land use and transportation planning	Social, indirect & cumulative, controversy, detour
Thomas Hanf	M.A. Geography 6 years experience, NEPA review, GIS, planning	Air quality and noise
Ann Lawrie	B.A. Political Science, Environmental Studies 10 years experience with MDOT, NEPA review	Project coordinator (Southwest Region), Section 4f & 6f lands
Jill Holmes	B.S. Wildlife Biology 9 years experience with NEPA review of transportation projects	Project coordinator (Metro Region)
Sheila Upton	B.S. Environmental Biology/Zoology 5 years experience with MDEQ, MDOT, and NEPA review of transportation projects	Project coordinator (Bay & University Regions)

John Bugg	M.U.P. Urban Planning 2 years experience in NEPA review	Project coordinator (Superior & North Regions)
Kim Holmes	B.S. Civil/Environmental Engineering B.S. Hazardous Materials Management 11 years experience	Project coordinator (Grand Region), contamination

MI-HSIPR Battle Creek Station



Attachment 2:
State Historic Preservation Office and
Office of State Archaeologist Coordination

From: Dean Anderson
To: James Robertson
Date: 8/13/2009 2:07PM
Subject: Re: JN 28 Rail Stations Statewide

Jim,

I agree with your meeting notes. Thanks.

Dean

Dean L. Anderson, Historical Archaeologist
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PLEASE NOTE that my email address has changed.
My new address is: AndersonD15@michigan.gov.

Take time this summer to relax and discover your connections to Michigan's past in the pages of Michigan History magazine. www.michiganhistorymagazine.com

>>> James Robertson 8/13/2009 10:24 AM >>>

Dear Dr. Anderson: my minutes of our consultation on 8/12/09 regarding the above referenced project are as follows:

We discussed the work proposed for 13 stations along the High Speed Rail Corridor from Chicago - Pontiac- Detroit, in Berrien, Cass, Kalamazoo, Calhoun, Jackson, Washtenaw, Wayne, and Oakland Counties. Work includes 5 new stations, rehabilitation of 7 stations, and renovation of 1 station. We agreed that the proposed work will not affect archaeological resources and no surveys are necessary.

Please reply that you concur with these meeting notes or provide me with your comments if you do not concur at this time. Thank you for your assistance on this project.

jar

James A. Robertson, Ph.D., RPA
Staff Archaeologist
Environmental Section

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