

Please stand by for realtime captions. >> Good afternoon and welcome to the webinar. To Encourage Productive and Enjoyable Harmony Between Man His Environment . Environmental Impact Statements at Northwestern University s Transportation Library . My name is Laura Fleming, our presenter today is Rachel Cole. Rachel is a public services librarian for Northwestern universities Transportation Library which provides reference instruction and research support to students and faculty at the University transportation Center. It is a unique role that combines her interest in cities, special collections and history as she works with technical research materials along with special collections and archives related to transportation and no modes. Through social media, online and in person exhibits, she was to make connections between historical collections and to make the library entails interesting, relative and interesting to people. Before we get started, I will walk you through a few housekeeping reminders. If you have any questions or comments on the presentation, please feel free to chat them in the chat box located in the bottom right-hand corner of your screen. I will keep track of the questions I come in and at the end of the transportation, Rachel will respond to each of them. We are recording today's session and will email a link to the recording and slides to run who register for the webinar. We'll send you a certificate of participation using the email you used to register for today's webinar. If anyone needs additional certificates because multiple people watch the webinar with you, please email us and include the title of today's webinar along with the names and email addresses of those who need certificates. Finally, at the end of the session, we will share a webinar satisfaction survey with you. Let Joe, we would appreciate your feedback after the session is finished. And now, I will high-end the microphone to Rachel who will take it from here. >> All right, thank you, Laura. Hi everybody. I name is Rachel and I'm the public services librarian for Northwestern universities Transportation Library. We are not an official repository of environmental impact statements but we do have the largest collection of EIS' in the country. We can you to collect electronic EIS' as well. I will tie this into a case study looking at ESS from 1976, the amendment of Lake Michigan car very service to see what sort of information we can find in an EIS. A little bit more about what we are going over today, first as I mentioned I will be handling a case study based on one particular EIS is curbing materials from her special collections to talk about the information that one can expect to find in a EIS as well is telling a story of car ferry travel on the Great Lakes. The EIS that will be covered today is the Chesapeake-rental company abandonment of Lake Michigan car ferry service and the environmental impact statement from 1976. Then we will get into national environmental policy act which mandates policy statements. I'll talk about what a EIS is and what it contains. How we begin to collect in an area that is not really core to transportation, how we can lock and process EIS' and how the collection is used and made available to northwestern students and faculty and the general public. >> A little bit about the transportation library, is me in the photo on the right. We are part of Northwestern University Library and we are one of the largest transportation information centers in the world. We have a collection that numbers over 500,000 items. Our primary users in our course constituency is a students and faculty of the transportation sector at the University. Our collections and services are designed to support them primarily but we have users from all over the world and we serve an international audience. The large majority of our patrons at Northwestern are in the Department of civil and environmental engineering. They're working on fascinating research and current transportation. So things like economists and electric vehicles. The sharing economies with things like Uber, sharing companies and infrastructure. A wide range of fascinating topics. It has to do with the environment but none of it, the environment isn't really core to the collection necessarily. Our EIS collection came to us as a donation in 1992 of over 20,000 titles from a retiring faculty member. He was a leader in the bipedal movement was instrumental in developing the universities program and environmental policy and culture. Since the initial donation, the library collects EIS and we hold over 33,000 titles in print , microfilm, CD-ROM and electronic formats. People can access those imprints as well as electronically, I will get into more this later. So, to start off a little bit about

one of those EIS'. This map is from the Paramount Railroad 1904 annual report. It illustrates rail and ferry routes in the Great Lakes region. Rural construction began in Michigan in the 1830s with railroads trying to establish the shortest most efficient and profitable routes possible. By the 1890s, in addition to the geographic boundaries, roadway seeking to connect these natural resources in Wisconsin with markets in these faced a barrier with a rail hub in Chicago. Trains passing through Chicago faced delays of up to a week passing through the cities congested rail network. Companies are seeking an alternative to that. Ferry service on the lake has been in place for some time curing goods across the lake. These included metal, grains and other foodstuffs. Passengers on the steamers were mainly lumberman and passenger accommodations were limited. Passenger travel was secondary to freight. In 1890, the Paramount company introduced a new technology, the roll-on and roll off service, if it varies with railroad tracks so wrote cars could be shipped on the boats directly. It would roll from the road onto the ferry correctly and reloaded to the railroad once a cross. The route across Lake Michigan connected Manitoba and other areas. These routes were in 1940 when the Chesapeake and Ohio Road absorbed the Paramount Road. These are still in operation in 1976. Passenger travel on the lakes really came to its own in the 1920s. This was alongside resorts in the upper Great Lakes region during the era. Travelers were promised an escape to fresh air and sunshine both on board the boat and that resorts are sometimes their destination, sometimes the journeys were all about just staying on board and enjoying a cruise on the lakes. Passengers could take these Lake long trips. There were 2000 miles of blue sky and water traveling from Chicago to Mackinac Island, Niagara Falls or to Buffalo for example. Ships hosted bands and offered fine dining and onboard entertainment, many of the same amenities found that an ocean liner. These are from 1914, 1922 in 1937. A 1922 timetable from the Chicago Knowlton rewrote illustrate some of the rail and ferry routes available to those passengers. Although the rest are concentrated in Illinois and Missouri, the Chicago and Alton connected rightly throughout the region with connections to other railroads and most partly for this conversation to ferry routes that you see over the Great Lakes. From the bottom there are photographs of some of Chicago's beaches, the Navy Pier, the magnificent mile and wonderful fish details on the slide to highlight the fabulous catch one might hope to get on a journey up north. Car very service up to this point meant railcars. Auto fairies were introduced later as other travel became more popular and automobile started to represent the freedom of the open road. Companies continue to promote onboard amenities but is recognized that shift was happening in trouble load preferences. The Cleveland and Buffalo lines in 1938 shown on the left advertised rates beginning at \$3.95 to bring one's car on board and on the right, the Chesapeake and Ohio lines magazine from 1941 celebrating the launch of their ship, the city of Midland, which was the compass first auto fairies. It was followed a decade later by the Badger and Spartan which are the subjects of EIS I will discuss shortly. >> Shown here is a map of the Paramount system from the railroads 1940 timetable that illustrates the same routes across Lake Michigan we saw in that first light from the Paramount from 1904 connecting Manitowoc and Milwaukee to Michigan. This is the same route the boroughs are still operating in the 1950s when they launched the badger and the Spartan. The routes were in operation in 1947 for the Paramount was a floor by the Chesapeake and Ohio Railroad which took control of those routes. The CNL was probably no as a free chipper with coal being a big part of their trade. As your operations were minimal but it is illustrated here in the CNL line's 1940 timetable showing the railroads mascot. >> So crosley trouble can you do to be popular into the 1950s when the CNL launch the badger and its fellowship the Spartan. They were named after the mascots of university's and the states they serve. They were operated each by two coal-fired steam engines, each with burned 70 tons of coal . day. They carried freight, passengers and automobiles between Ludington and Manitoba and Milwaukee. The photos shown here are from an internal company problem from the ships launch. And, we see the badger's first cargo, the maiden cargo for Milwaukee, a ship load of cars and beer from Milwaukee, the capital of beer in the world. >> The RAID volume on the lakes begin to

deteriorate in the mid-1960s for the CNL passenger service, it continued to be strong rising of it between 1961 and 1975. Freight decreased to about a third of its 1961 volume in the same period. The C-note claimed losses of \$4 million a year on his freight operations. Because of increasing costs, decreasing traffic and the availability of other writing to Chicago, the CNL applied for abandonment of their entire ferry service on Lake Michigan on March 18, 1975 which was months apart from proposals from the Ann Arbor railroads to do the same for the cross lake routes. This meant that Lake Michigan would have any Crosslake very service and so the interested commerce commission, the ICC, did you see that offer soft transportation between states was an required to create a EIS. The law that requires the ACC to create this is the national environmental policy act or NEPA. It was signed into law into the 1970s and was the first major federal environmental law in the United States. It was in response to the growing public concern about the 1960s over the human role in environmental degradation and increasing pollution. The act ensured that federal agencies consider the environmental impact of their actions as well as all tentative actions during the early planning stages for project. The language of the act read that it was enacted to declare a national policy which will encourage productive and enjoyable harmony between man and his environment him about efforts to prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of man. To reach the understanding of the ecological systems and natural resources important to the nation and to establish a counsel on environmental quality. It recognized six specific responsibilities found among, which were fulfilling the responsibility of each generation for succeeding generations. And preserving important historical, cultural and natural aspects of our national heritage. Maintaining whenever possible an environment which supports diversity and a variety of individual choices. He required that every agency in the executive branch of federal government had a responsibility to implement NEPA. And EIS's were required for any proposals or federal actions that could significantly affect the quality of the human environment. It is not just railroads that produce EIS, is a wide variety of different agencies which include NASA which has EIS to go for the Overland transport of the NASA space shuttle orbiter among its EIS's and the National Park Service which has EIS's on things like the Yosemite fire management plan and the master plan for the lakeshore and many of these are due to transportation including the Federal Highway administration's EIS for the West Seattle Freeway. Oversight of NEPA is a conducted by the Council on environmental quality which was established in the office of the president under NEPA. The EPA's office of federal activities reviews EIS's and some I-8's in fundamental assessments and provides comments in the federal register and any conflicts arise are handled by the U.S. Institute for environmental conflict resolution. So what's in a EIS? In the case of car very service, we are covering a case study, history makes up a portion of the EIS, the history of the ferry service was an important part of the total impact of the discontinuation of the service. Most of the history of the badger and shipping on the Great Lakes in this presentation comes directly from the EIS. Next, a EIS contains a description of the proposed action and the relationship to land-use plans and policies and the controls. In the case of Lake Michigan ferry service, this included serving local planning departments and looking at impacts and harbors and ports. Also, impacts on tourism and the economy. The authors also looked at local industries, what goods are produced in the vicinity of each port, how would those markets be affected by the discontinuation of service? >> It was recognized that existing operations did have an impact on air and water quality. This is acknowledged in the report with recommendations to add filters to minimize that impact as a service continue. I will get that. But, the bulk of the statement deals with environment impacts for the proposed action as well as alternative considered. The proposed action was discontinuation of service and if service was discontinued, what would happen. In that case, 92% of the existing freight traffic from the fairies would be rerouted through Chicago. This would result in an additional 60,000 railcars. your or Turner City one daily. Put into context of the entire annual traffic volume of Chicago's railroad, it is a significant number but not deemed to be significant and enough to make a significant environment

will impact. Passenger traffic would be split between Chicago and the upper Peninsula. 240 for cars daily would be rerouted through each route as passengers were taking off from one of the lower, more southern ports like Milwaukee, they would go through Chicago if they were leaving through one of the more northern parts, their goal in the northern Michigan route. 240 for cars daily through each route would be expected which represents about a 1.5% increase over the Mackinac Bridge up north or a very small increase through Chicago's traffic volume which is 244,000 vehicles at the time. >> The existing situation saw burning about 70 tons . boat . day , rewriting freight and out of traffic resulted in an additional million gallons of oil being burned annually in places. Operative automobiles are averaging around 18 miles . gallon. This occurred during the energy crisis during the mid-1970s making this a unique situation. Reports author does have a between essential sources and on the social courses. This is demonstrated in a postcard to President Jimmy Carter that served as a basis for local groups arguments for keeping the ferry. The postcard shown here was from the save the very me of Ludington. Its authors argued that we as passengers are major factor in the reduction of oil consumption and taking a coal burning vessel. Please intervene to stop the abandonment. Car fairies makes sense during the energy crisis. >> CIS often take a list of approach to environmental impact. That means measuring passenger attitudes. For the 84% of travelers who took Crosslake fairies for pleasure trips, the ferry trip was an important part of the vacationing in experience. The fear of job losses and impact to communities was an important factor, this is true in Ludington were 7.5% of the jobs were tight to Raylynn fairies directly and that made up about temper 5% of parallel thought it was estimated that limiting the fairies would result in a loss of about \$2.5 million and of about \$500,000 in payroll. Other considerations included the ships historical importance on it was suggested by the authors that it be considered for inclusion on the national registry. Yes's look at irreversible commitments. If commitment is made what can happen? In this case the job losses would never be recovered and the authors also named a permanent shift in fuel sources. If a cold ferry was eliminated, it was unlikely that a ferry operated by that energy would be likely to return and finally, EIS 's include information on alternatives and their impact to the environment. In this case there were three alternatives, denial of all abandonments. Making the companies continue the car ferry service the other two were extension of routes to optimize freight operations and second to optimize passenger operations. The EIS looks at how this impacts the environment as well. EIS's are required to go through draft and final stages, following the publication of a draft, the report is open for public comment. The producing agency must address all relevant public comments and publish those responses in the final EIS. To those comment letters are shown here from the city of Ludington and the West Michigan regional planning commission. The letter from Ludington included in the comments to hold hearings for the elimination of car ferry service in Ludington as well as requests for more detailed analysis of the economic impact on the Ludington area and the potential tax base loss was a felt were not significantly addressed in the statement. They noted the failure of the CNO and other railroads who consider what they saw as invaded with business practices to make their operations more competitive. >> Responses to those other comments are made available and published in the final EIS. That summarizes what we can expect to find in a EIS. I think their fascinating documents and worth getting to know. So I talked a little earlier about how we acquired a collection at the beginning and I wanted to go into detail on the collection in general. Like I mentioned in 1992, we accepted a donation of over 20,000 print titles from the Northwestern faculty member in the Department of environmental policy and culture. He was looking for a home for the collection and it had been stored and averted places on campus and off, and grudges in closets and desk drawers. Really all over the place. It was technically out of scope for collection since we do focus on transportation. And many EIS are field from transportation as this one I show here from the Bureau of land Benjamin. It is a a management plan for the great injection resource area. Although they are not closely tied to transportation, they had laboring at the time in 1992, saw the collection as a benefit to

the public good and agree to accept it. We've continued to expand the collection in the years sense. We are collecting draft and final EIS's and supplements in all forms including print, record from, CD-ROM electronic formats. We do not collect environmental assessments reports or publications in the environmental impact Rome outside of Environmental Impact Statements. That gets us into the different types of publications under NEPA and state laws. This chart is copied from a useful publication from the EPA that I recommend for anyone seeking to learn more about this title, it is the guide to tran42. Under NEPA, if a proposed action on the vermin is not significant, it can fall under the category of categorical exclusion. This is a category of actions the agency has determined does not have significant impact on the quality of the human environment. Examples of categorical exclusions include administrative personal procedures and minor facility renovations such as lighting changes. Mech if it is not certain whether inaction will significant impact the environment, the agency can develop an environmental assessment. This is a, this is intended to be a concise document to provide brief evidence and analysis for determining whether to produce a EIS while keeping in compliance with NEPA. If it is determined through the NA process there will be a significant environmental impact, a EIS must be produced. The NA which has been produced will facilitate preparation of the EIS when one is necessary. We don't hold NA in our collection but agencies make them available on their website as in the case of the Department of Energy. If, however, is found through the EA process that there is no significant environmental impact, the producing agency prepares mining of no significant impact. We don't collect these at Northwestern for patrons looking, I recommend searching signs.gov or the NTIS. Environmental impact reports are prepared by state agencies and we don't collect those at Northwestern. They don't fall under the national environmental policy act but usually under state law. Many states that produce environmental impact reports have databases of those reports in the web presence somewhere and I've linked to a few of those at the end of this presentation as well. >> Finally, and vinyl impact statements are published in draft and final versions, we click both as well as any supplements. Our collection is housed at the Transportation Library in a section dedicated to EIS's. Any agencies exist today are held on site but agencies that have been discontinued such as the ICC had their EIS's moved to off-site storage and patrons can request delivery within 24 hours. Since 2012, EIS's have been produced electronically, following a conversation with the EPA where it was made known there was not a federal retention policy for EIS's, our libraries current director who recognize the public importance of these documents are due have our library serve as a custodian of EIS's going forward. We are not an official repository but we make up effort to retain all EIS's. Have a library assistance whose job is searching for newly published Yes on the EPA website. Our library collaborates with her repository and the digital team here at Northwestern Library to download EIS's and host them on our local server so they are preserved for the future. We provide minimal cataloging table. The call number includes the publishing agency and state. If that is relevant. As well as an acquisition number and F for final and D for draft. Shown on the screen here is BLM for Bureau of land management and is followed by F for final. Our print EIS's were digitized through a Google books project so users are able to access the full text of these statements through Google books. We provide links directly up from her catalog from these records to electronic copies of the EIS's which includes both EIS's which are digital as well as EIS's that were scanned as part of the Google books project which are available in Google books. >> Went challenge of the scanning project involved the scanning technology itself. So, some fold outs and larger items were unable to be scanned because of the restrictions on scanning technology. So, where EIS's to have items that were oversize, we were not able to make faithful reproductions of those EIS's and there are gaps where those large items existed. When users are using our digital EIS's we sure to make them refer back to the print copies if there are gaps that might exist in a EIS's that is been digitized. Another thing is discoverability, because of the large member, the resume library wanted to include this mental cataloging data, EIS's are searchable in our catalog I title and issuing agency and they can present a challenge. But they are not searchable

for tax which runs into an issue for our patrons who we referred to Google books to run a tech church. >> EIS's are used for faculty and students primarily in the Department of environmental policy and culture. They are one of the collections about which we receive the most questions from users outside the University from state agencies, from community organizations who might be working on environmental projects in their areas and want to get more information on what may have happened in the past. And other requesters. And also just the general public. Our print EIS's sickly to Northwestern patrons and are available to the general public. >> We have a discovery tool as part of our catalog for EIS's. It searches just the EIS part of the collection so you can look at that title or an agency and do a search, if you click on that search, that gives you the option for your search as well or choosing what fields to search and so you can search for the Bureau of land management for example. >> We have also developed a live guide to direct users into using this collection so there's more information about EIS's in general or information about our collection. And also how to find EIS and links out to books and additional resources. That can be accessed at the live guide website. >> I wanted to share a few more links to outside resources. For the citizens guide to the NEPA is a viable introduction to the process. The Department of Energy publishes it on its website which is the Lincare but it is on the EPA website as well. You can access the Transportation Library catalog directly through our website or by going to the one shown here. And then there is also a link here to the EPI's EIS database which contains records of all EIS's receipt by the EPA since 1987, the EPA comment letters on EIS's since 2001. PDF versions of the EIS's received by the EPA since October, 2012. Also agency stated territory. Summer resources. Use Google books to find her digitized EIS's. Some examples of state environmental import databases from California, Massachusetts, Colorado, New York and Washington state. That is New York City, my apologies. And then finally, in 1978, the ICC a permission to the Chesapeake and Ohio to abandon the ferry routes and a few years later, the CNO sold the assets to an investor in Ludington who established a private company called the Michigan-Wisconsin transportation company to continue car ferry service operations. This coming operated for 7 years before facing bankruptcy 1990. With that, wrote car ferry service on Lake Michigan was ended after 98 years. However, Ludington native Charles Conrad was a son of a car ferry worker and who later went on to find a company that made test chambers for aircraft and satellites. He conducted a major overhaul of the Badger for passenger traveler. It is still in operation as the last coal-fired passenger steamship on the Great Lakes. It runs from mid-May to mid-October connecting U.S. Highway 10 between Ludington and Manitoba. It still uses a cold burning engine and it came under fire in 2008 from the EPA for dumping untreated coal ash into the lake, runs by 50 tons of gold daily. It did have an exemption due to its historical significance but it did become retrofitted to maintain ash on board with a new combustion control system and a new ash retention system to burn less coal and generate less ash and reduce the Badger's environmental impact. Today, the Badger is a national historic landmark and listed on the national register of historic places. That is what I have for you today. If you have questions, there'll be time for questions now. You can contact me over email. You can visit the Transportation Library online and you can find us on Twitter. You can find us on instagram for special collections material and archives and books about Transportation Library. Thank you. >> Thank you so much, Rachel. This is Lori. That was a really fascinating webinar. Here are some questions. Do you collect foreign national EIS's? Especially Canadian or federal EIS's? Mech that is a great question. Something I neglected to mention was that NEPA was the inspiration for other countries to produce loss similar to NEPA. But, that is not something we collect here. I'm sorry. >> We will take another couple of minutes, we have time. Does anybody else have questions? Please check them into the chat box, here. Ashley has sent out the webinar survey. If you have to leave, please fill out the survey before you go. Question from Kristin. Also a lot of things. If there are technical dependencies, to collect those? >> We do. We will collect anything that is related directly to and EIS when it is produced. That's right. And supplements. >> There also may discoverable in our catalog. If you search

for the Lake Michigan car ferry service, if that dependencies or supplements, if you search for it in the catalog, you'd see the records listed in the same catalog record. If you discovered that the final statement, if you discovered they are related, they would be listed as well. >> Okay. Do we have any other questions for ritual? I think we we looking at our collections and seeing if you have any these. >> Rachel did provide her contact information. Thank you for that. As I said, take the survey. Thank you to Rachel for really interesting and compelling webinar. We hope you check out the past webinars and you'll join us for future webinars. Thank you again for everyone. >> Thank you so much for having me. It was a fun webinar. >> Good. All right, goodbye everyone. >> Goodbye.