



To Encourage Productive and Enjoyable
Harmony Between Man and His
Environment: Environmental Impact
Statements at Northwestern University's
Transportation Library

Rachel Cole

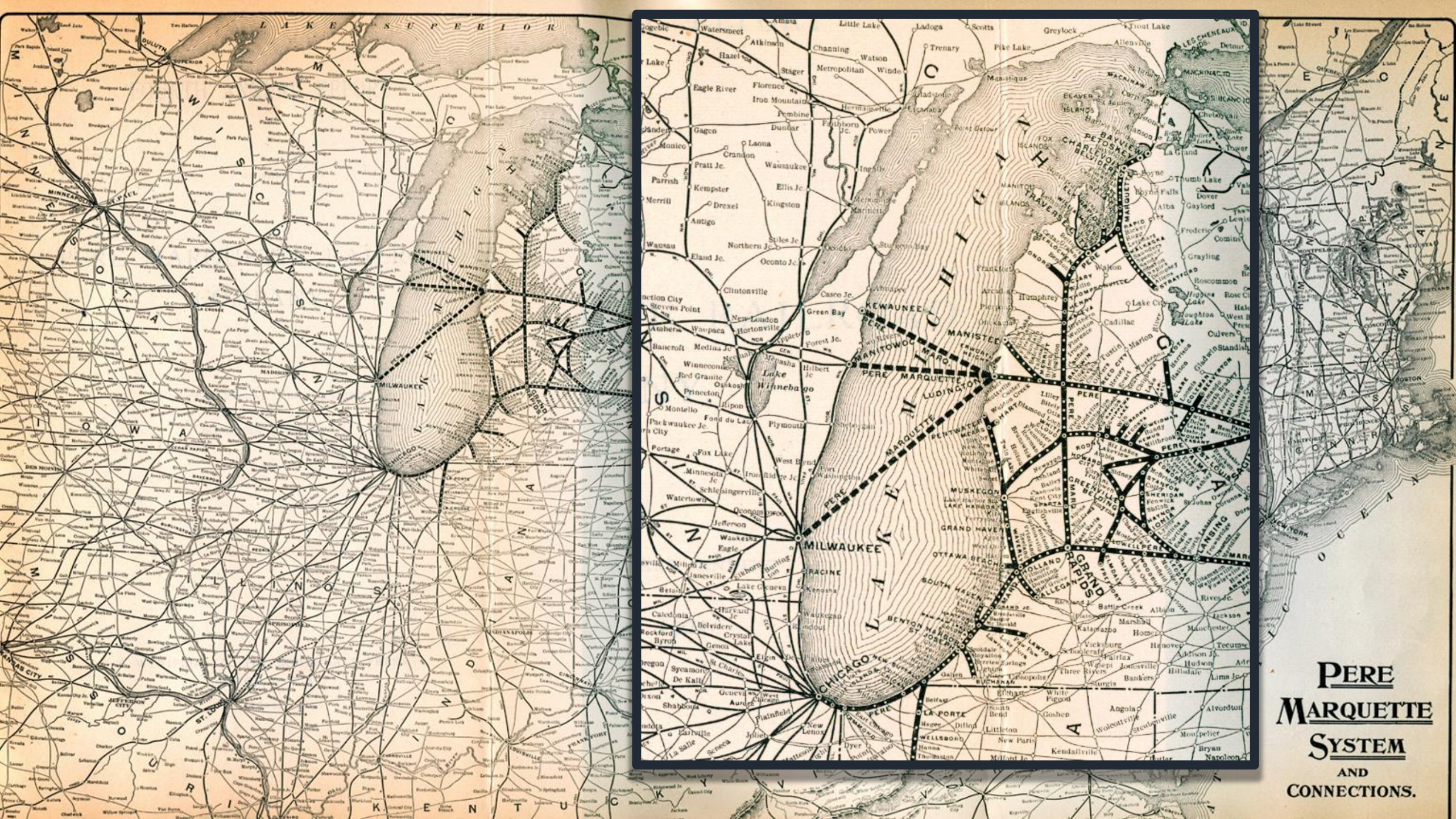
Northwestern University Transportation Library

Today's Webinar

- Case study:
 - Chesapeake and Ohio Railway Company and Grand Trunk Western Railroad Company Abandonment of Cross Lake Michigan Car Ferry Service (WI,MI) : Environmental Impact Statement.
 - *What can we learn from an EIS?*
- *What is NEPA?*
- *What is an EIS?*
- Collections at Northwestern University's Transportation Library
 - Locating an EIS
 - How we process and catalog EISs
 - How this collection is used by Northwestern students, faculty, and the general public

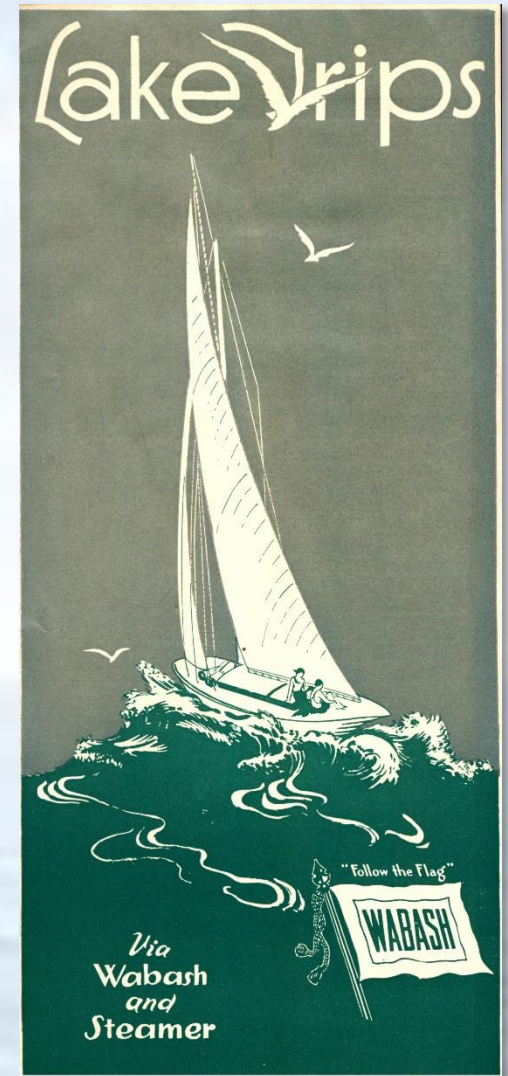
Northwestern University's Transportation Library

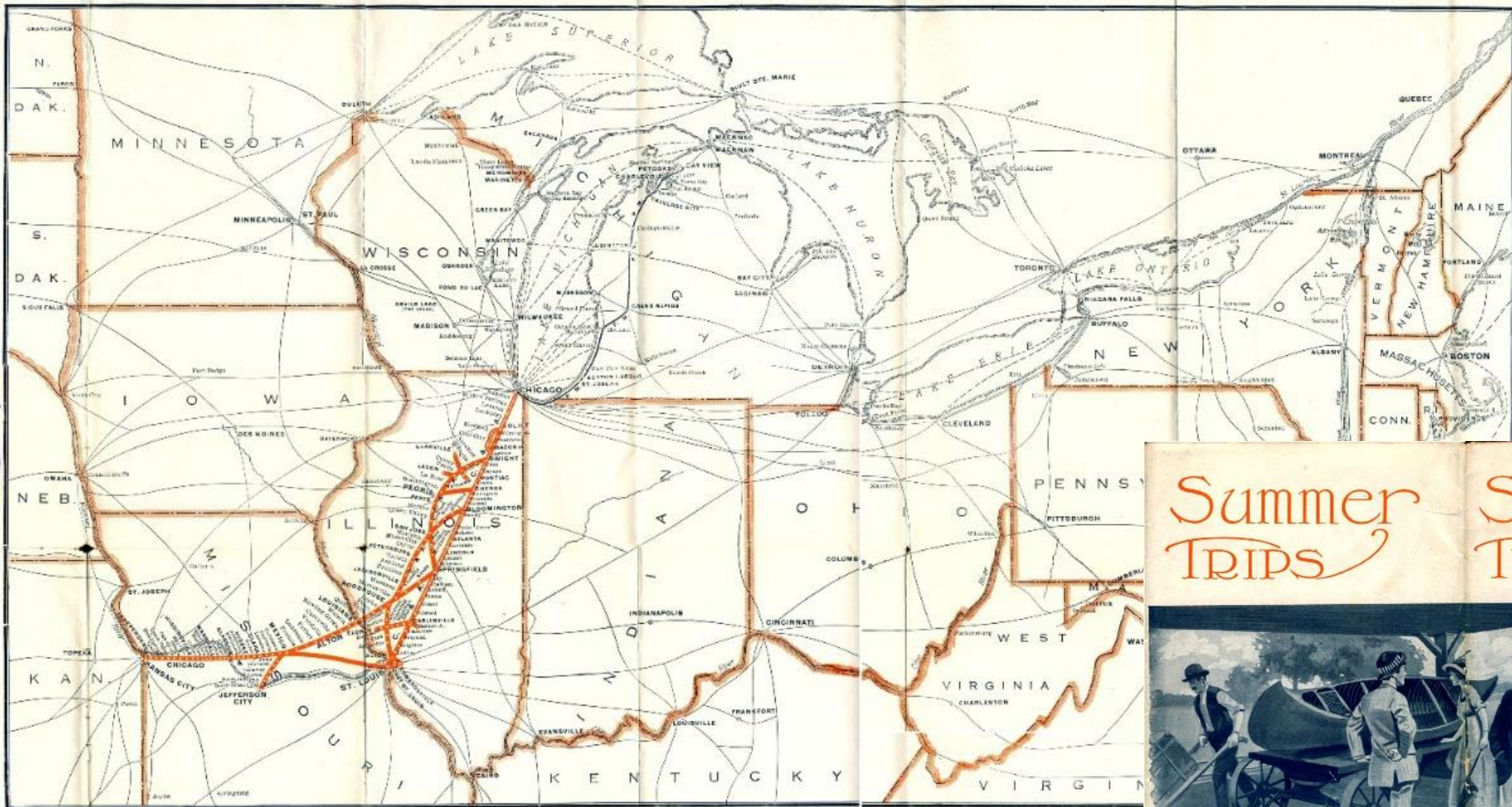




**PERE
MARQUETTE
SYSTEM
AND
CONNECTIONS.**

Passenger Travel: “2000 Miles of Blue Sky and Water”





Summer TRIPS Summer TRIPS

CHICAGO & ALTON R.R. KANSAS CITY

1922 1922



BATHING BEACH, JACKSON PARK



CHICAGO'S GRAND MUNICIPAL RECREATION PIER



CHICAGO'S GRAND BRICKLAYER WATERFRONT, SHOWING A PORTION OF GRAND ST. AND WABASH AVENUE

CHICAGO'S GRAND BRICKLAYER WATERFRONT, SHOWING WABASH BUILDING AND BRICKLAYER ISLAND BRIDGE

BATHING BEACH, WILSON PARK, CHICAGO

Auto Ferries



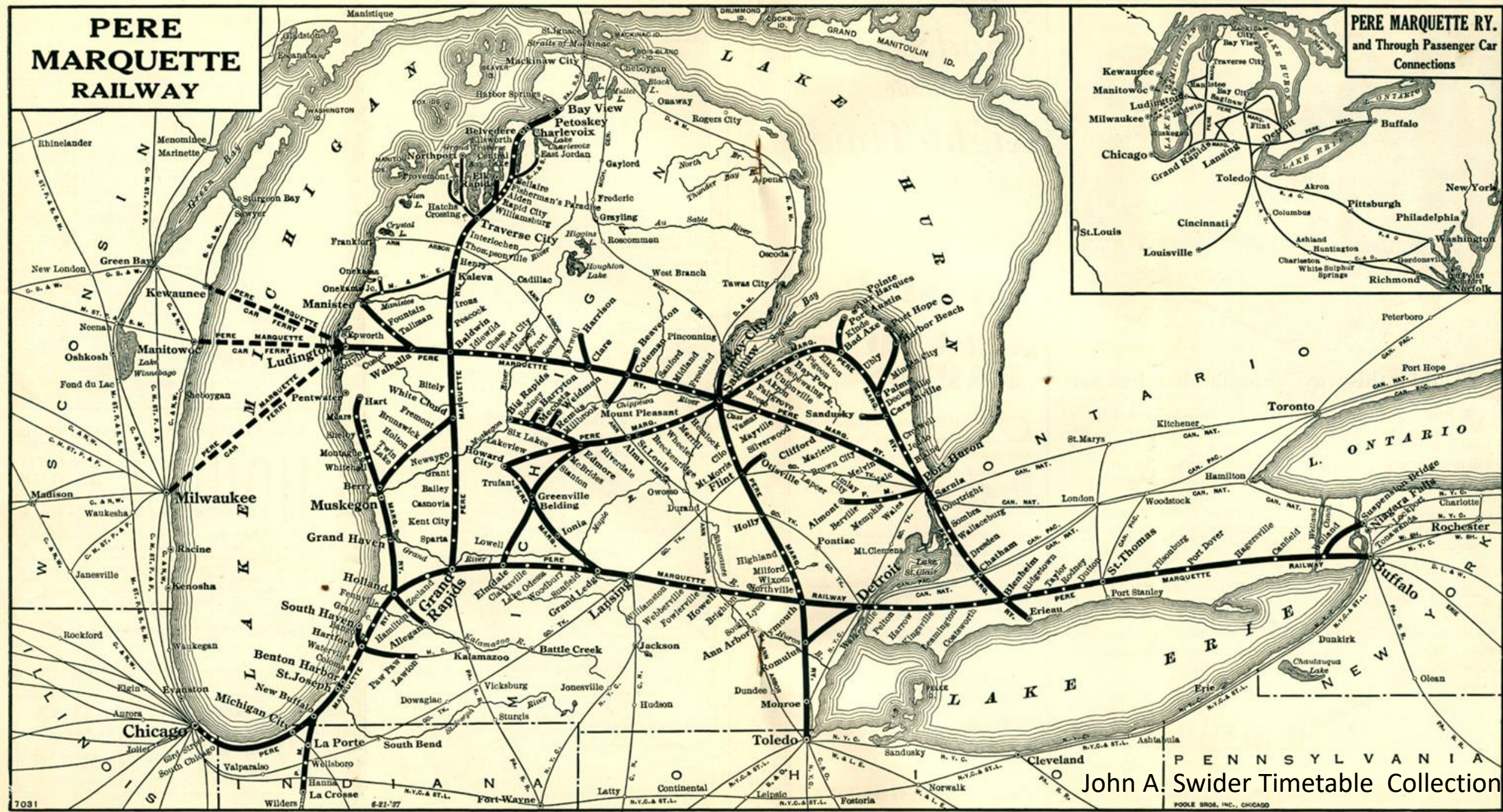
Inland Water Pamphlets Collection



Chesapeake & Ohio Lines Magazine April, 1941

PERE MARQUETTE RAILWAY

PERE MARQUETTE RY. and Through Passenger Car Connections

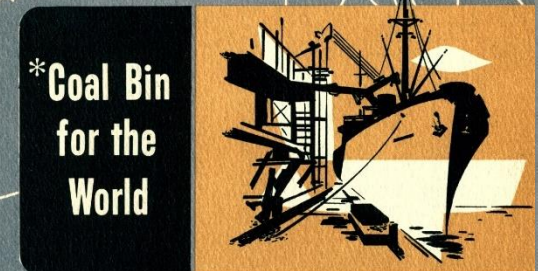
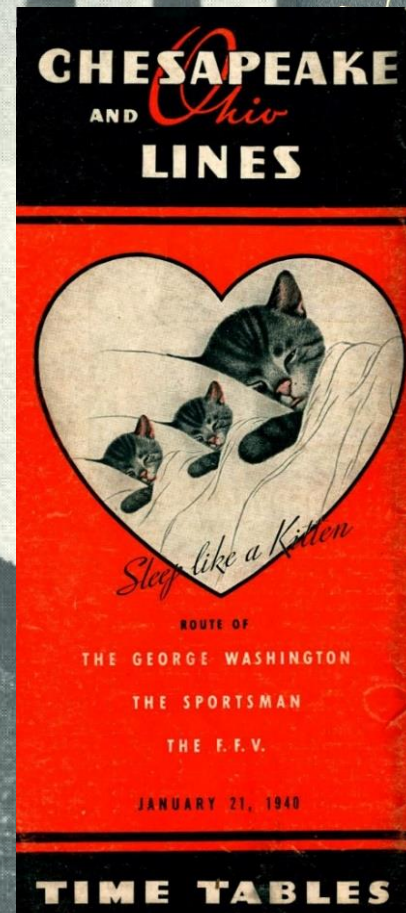


John A. Swider Timetable Collection

POOLE BROS. INC., CHICAGO

Coal and the C&O

- The Pere Marquette was merged into the Chesapeake & Ohio Railroad System in 1947.
- C&O was known for shipments of coal

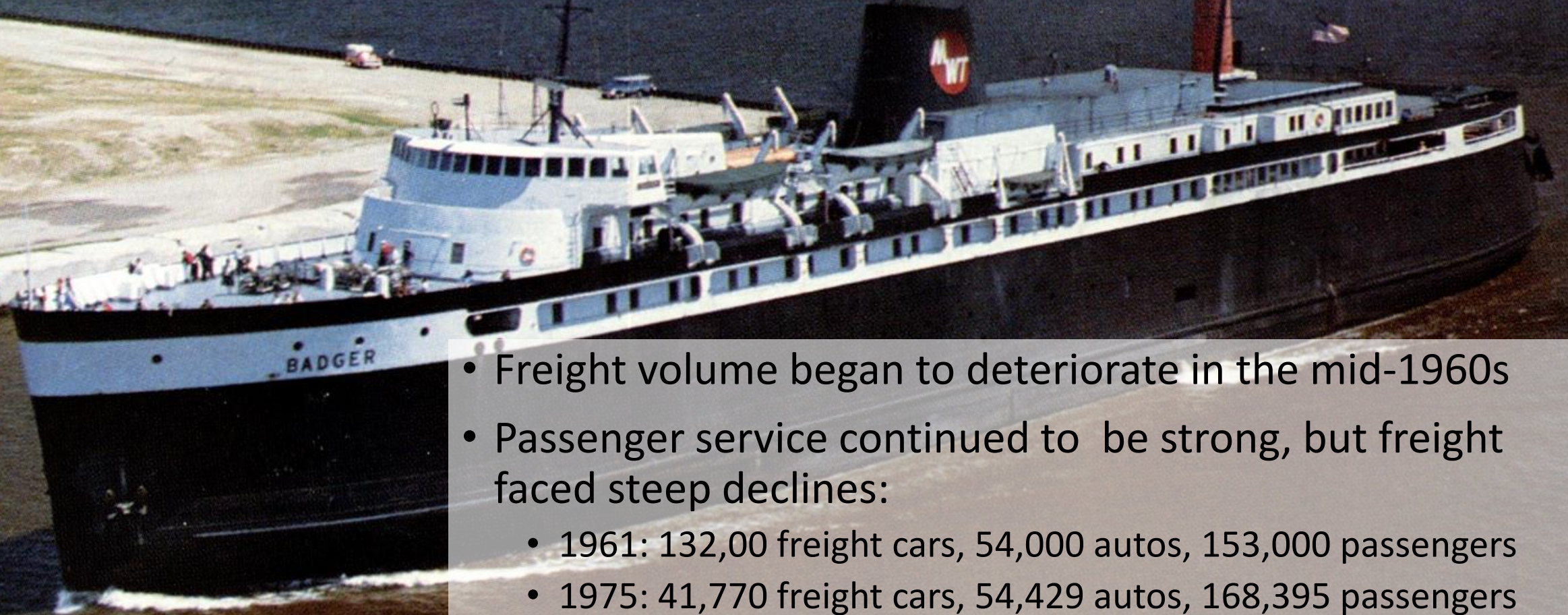


C&O Launches the S.S. Badger



Internal company file photograph folder produced by the C&O Railroad for the SS Badger and SS Spartan

The Decline of C&O Cross-Lake Service



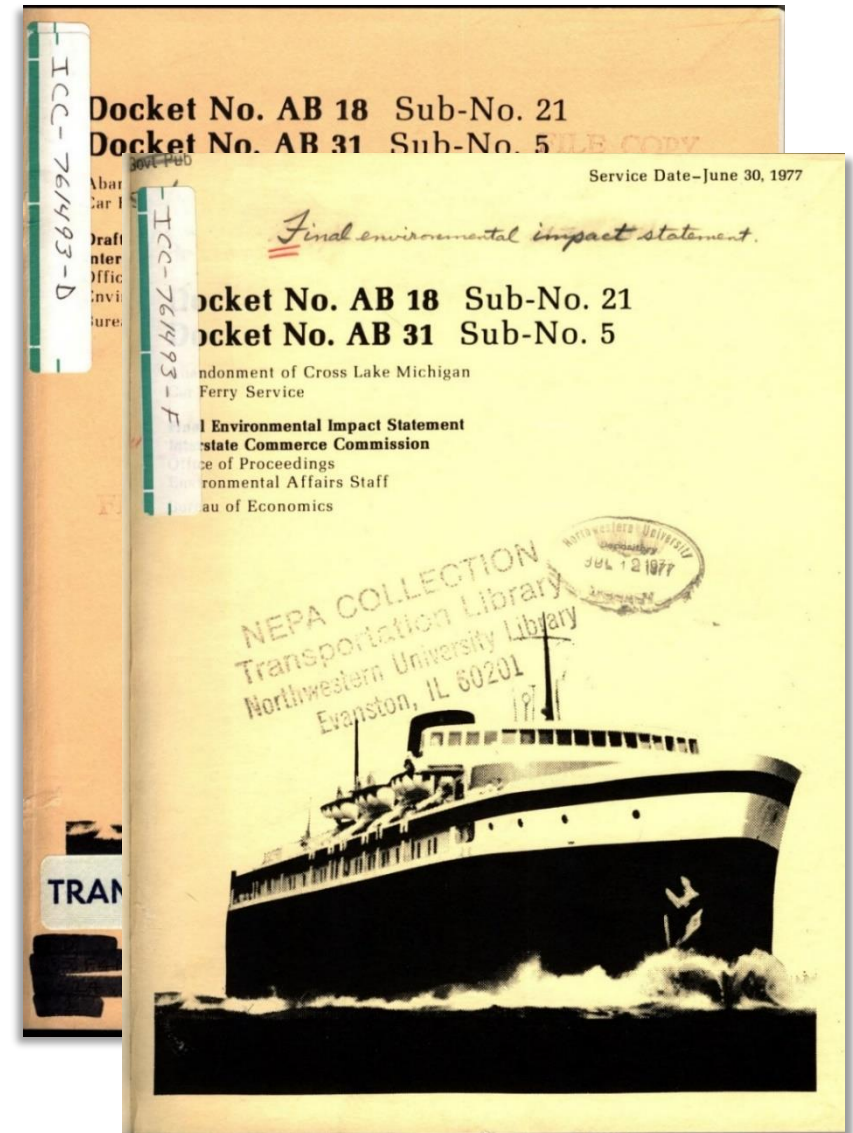
- Freight volume began to deteriorate in the mid-1960s
- Passenger service continued to be strong, but freight faced steep declines:
 - 1961: 132,00 freight cars, 54,000 autos, 153,000 passengers
 - 1975: 41,770 freight cars, 54,429 autos, 168,395 passengers
- Losses of \$4 million/year

National Environmental Policy Act (NEPA)

- Signed in 1970
- First major federal environmental law in the United States
- EISs are required for any proposals for legislation and other major federal actions significantly affecting the quality of the human environment

The Act recognized six specific responsibilities. Among those were:

1. Fulfill the responsibilities of each generation as trustee of the environment for succeeding generations;
2. Preserve important historic, cultural, and natural aspects of our national heritage, and maintain, wherever possible, an environment which supports diversity and variety of individual choice



Draft and Final Environmental Impact Statements

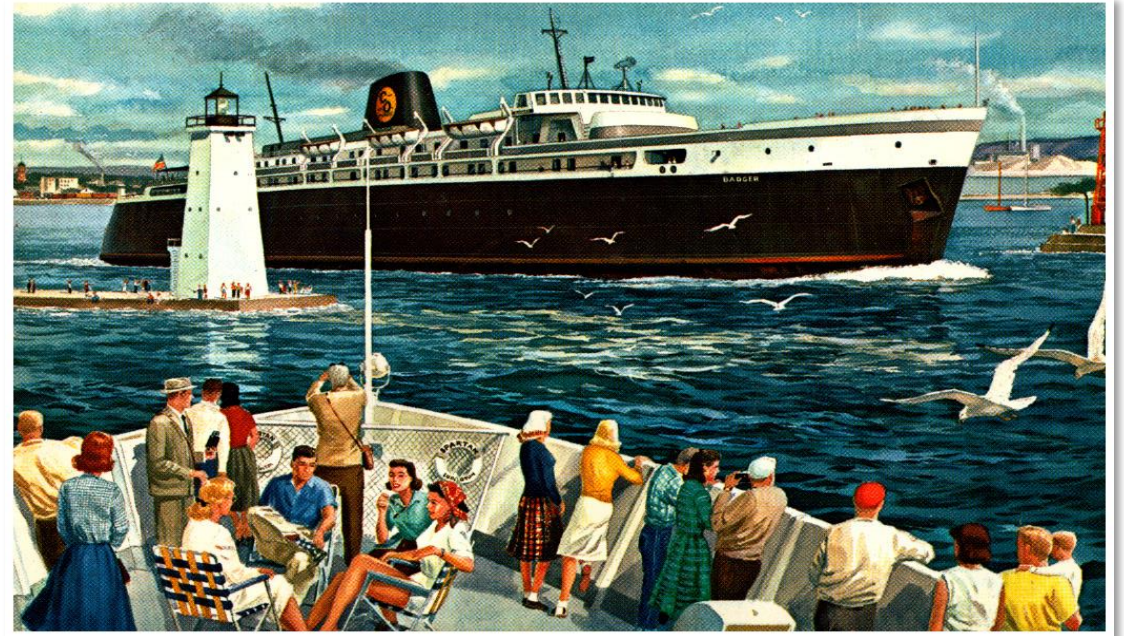
NEPA Oversight

- NEPA Process

- The process is overseen primarily by the **Council on Environmental Quality (CEQ)**, established in the Office of the President under NEPA
- The EPA's **Office of Federal Activities** reviews EISs and some EAs, provides comments in the Federal Register
- Any conflicts that arise are handled by the **U.S. Institute for Environmental Conflict Resolution**.

What's in an EIS?

- History
 - Description of the proposed action and its relationship to land use plans, policies, and controls
 - Summary of environmental impacts
 - Recommendations: filters to improve air and water quality with existing service
- If service was discontinued:*
- Freight traffic: 92% rerouted through Chicago
 - Additional: 68,000 rail cars/year (271/day)
 - vs. 4.5 million annual traffic volume
 - Passenger traffic split between Chicago and the Upper Peninsula
 - 244 cars daily rerouted through each route
 - About a 1.5% increase over the Mackinac Bridge
 - Chicago's traffic volume was 244,000 vehicles

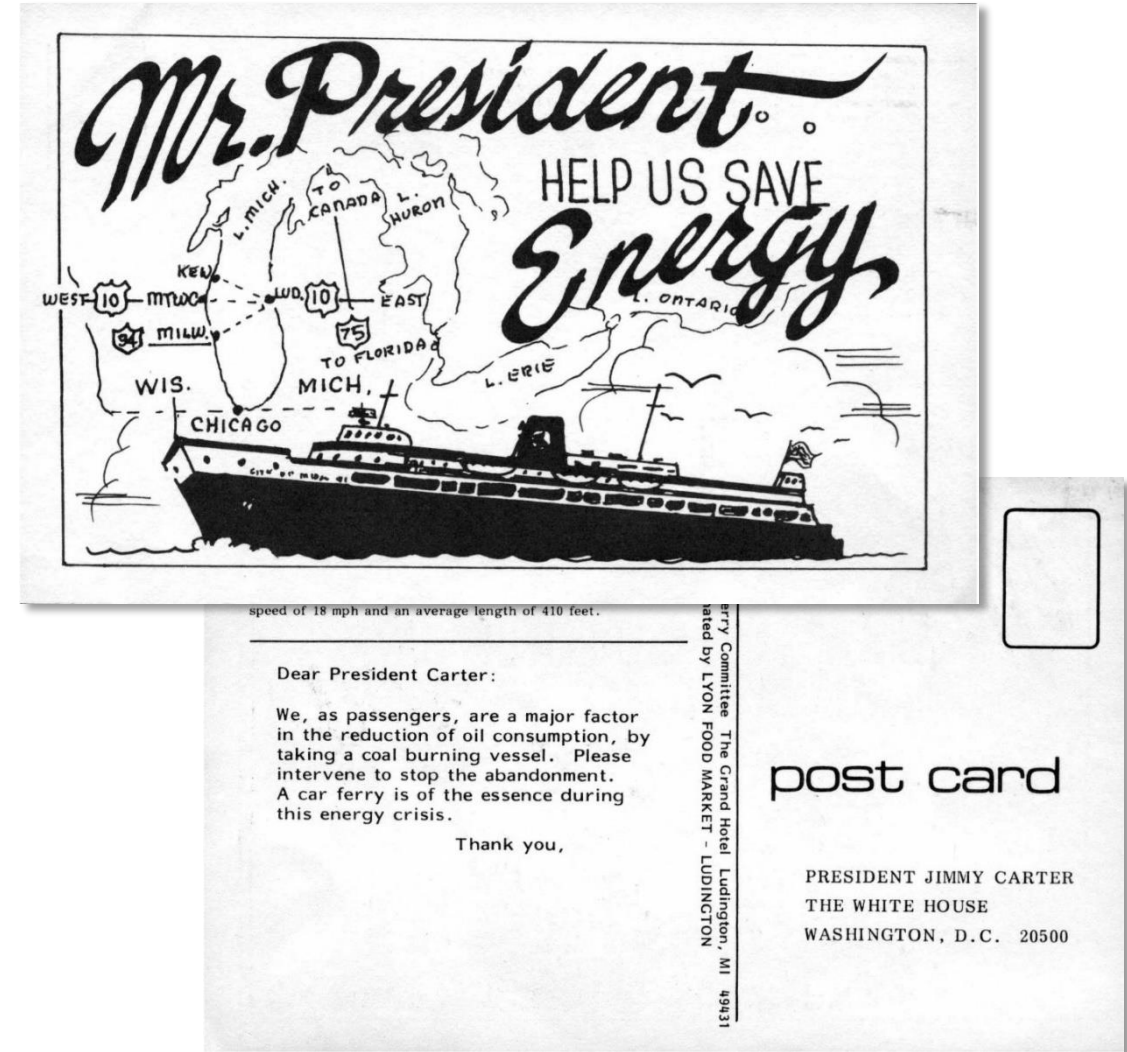


Environmental Impacts, Continued: Oil vs. Coal

- The existing situation saw the burning of around 70 tons of coal per boat per day, or 57,000 tons annually
- Rerouting freight and auto traffic would have resulted in nearly an additional million gallons of oil annually, with automobiles averaging 18 MPG.

Unique situation: the energy crisis of the mid-1970s

- “Essential” energy vs. “non-essential” energy sources
- This served as the basis for arguments for keeping the ferry



Environmental Impacts, Continued: A Holistic Approach to “Environmental Impact”

- Public Attitudes
 - Passengers: the ferry trip was part of the vacation experience.
 - Impacted communities: fears of job losses
 - Railroads’ operational philosophies
- Impact on economy, employment
- Historical considerations
- Irreversible and Irretrievable Commitments
 - Job losses
 - Permanent shift in fuel sources
- Alternatives Considered
 - Denial of Abandonments
 - Retention of Routes to Optimize Passenger Operations
 - Retention of Routes to Optimize Freight Operations





City of Ludington

LUDINGTON, MICHIGAN 49431

November 30th, 1976

J12

Interstate Commerce Commission
Washington, D.C. 20423

November 30th, 1976
Page -2-

Interstate Commerce Commission
Washington, D.C. 20423

Reference: Docket No. AB 18 Sub-No. 21
Docket No. AB 31 Sub-No. 5

Dear Sirs:

The City of Ludington wishes to submit the following
for your consideration with reference to the above dockets:

(12.4)

(c) The safety factor provided to
other shipping and pleasure
boats on Lake Michigan. One
third of the Lake is covered
by the car ferries, which are
the quickest and ablest vessels
on the Lakes.

5. We wish to be informed as to the time and
place of the hearings, if they are not to be
in Ludington. It is our intent to appear
as a community.

(12.6)

entails its own expenditure multiplier (page 2-22). It concludes that
potentially 73 tourist-based jobs may be lost to Ludington from the
cessation of car ferry passenger service.

Our own survey last March concluded that 95 jobs would be jeopardized
in motels and restaurants alone. In addition, there would be
impact on other tourist-oriented businesses (eg., gift shops) as well
as on general business as affected by tourist trade. This latter must
be considered significant in that car ferry passengers are traveling
principally by personal auto and thus can be expected to patronize
a broad range of general retail outlets.

To appreciate the full potential of this loss, it is essential to
recognize the role of tourism in the economy of the Ludington area.
Area tourists are predominantly of two groups: campers at a near-by
state park, and car ferry users -- with, obviously, some overlap.
Attached as Appendix B is one effort to show the importance of these
tourists. There, certain categories of spending are shown relative to
Mason County personal income in 1972, the latter being taken as a
measure of local spending power. As a ratio to personal income, total
retail sales are half again as great as for the whole of Michigan, with
restaurant and motel expenditures being relatively even greater. There

(12.8)

Another objection we have to the failure to utilize a general multiplier
method is that such an omission loses sight of many derivative
jobs. The presence of a basic industry such as the car ferry entails
indirect employment of two types. As discussed above, one type derives
from users of the car ferry -- tourists, for example, who also spend in
the area for things other than ferry tickets. Commercial users of the
car ferry can also be expected to spend on other things in the area,
spending which would not occur near-by if the car ferry were not present.

But a second type of derivative employment and spending must be
recognized. This relates to what is needed to support the ferry operation --
eg., a local laundry -- or to support the employees of the car
ferry. The method used in the impact statement essentially ignores
such employment losses.

Yet, these jobs are more numerous than are those directly tied to
the tourist industry, and certainly must be added. Our own estimate
suggests some 870 jobs -- direct and indirect -- will be jeopardized by
loss of the car ferries, based on a loss of 300 direct jobs. Although
it is not argued that this figure is precise -- which it is not -- it
seems much more realistic than the total of about 470 cited in the
impact statement.

In conclusion, then, we wish to reiterate our concern that the draft

Public Comments

INTERSTATE
COMMERCE COMMISSION
(12.3) DIVISION
OA 1002 776
ADMINISTRATIVE SERVICES
MAIL UNIT

(b) The failure of the companies to
look at alternate or innovative
business procedures or practices,
which may increase the ability
to compete; Example:
(Tug and barge operations,
auxiliary terminal services,
effective advertising and
scheduling.)

Page 1 of 3

DRAFT ENVIRONMENTAL IMPACT STATEMENT:
ABANDONMENT OF CROSS LAKE MICHIGAN CAR FERRY SERVICE
(I.C.C. DOCKET NO. AB 18, SUB-NO. 21; AND AB 31, SUB-NO. 5)

COMMENT BY
CITY OF LUDINGTON, MICHIGAN
NOVEMBER 30, 1976

In examining the impact statement we have been impressed by its
comprehensive scope and the detail in which it evaluates the many impacts
of car ferry service -- and of possible abandonment. We have noted
with particular concern the analysis of adverse economic impact to be
suffered by the City of Ludington should ferry service be abandoned.

Having previously examined in detail the potential loss of employ-
ment and income to which Ludington would be subjected, we wish to
take issue with the findings of your impact study on grounds that they
seriously understate the losses to be suffered by Ludington.

The impact statement itself recognizes the problem, of course.
On page 2-18, for example, it states: "At Ludington...the estimate...
is low, and the actual impact on county employment and earnings would
very likely be substantially higher." Further reference to the severity
of passenger service loss to Ludington and Mason County is made on
page 2-32. Our comments here seek to suggest what appear to us to be
more realistic estimates of employment and income loss.

(12.9)

Our specific reservation focuses on the estimate of indirect loss.
Our previous work, submitted in March 1976 (copy attached for refer-
ence as Appendix A), indicated a much greater figure of job loss than
does your draft impact statement. Before turning to that issue, however,
it bears noting that our total job loss estimate was premised on a
direct loss of 300 jobs in the ferry operations themselves. This
figure was considered a realistic, though conservative, estimate from
sources available at that time. Your impact statement (page 2-17)
cites 395 employees associated with the car ferry operation at
Ludington. If this base and our methodology are valid, the total job
loss in our earlier estimate should be proportionately increased. Our
intent, however, is not to hold to precise numbers, but to emphasize
orders of magnitude.

The impact statement (page 2-18) cites the difficulty of applying
general multipliers to estimate indirect job loss. It then estimates
indirect job loss to be 570 jobs, based on a multiplier of 1.9. This

STATE OF ILLINOIS
EXECUTIVE OFFICE OF THE GOVERNOR
BUREAU OF THE BUDGET
SPRINGFIELD, ILLINOIS

December 2, 1976

Mr. Robert L. Oswald
Secretary
Interstate Commerce Commission
Washington, D. C. 20423

RE: Draft Environmental Impact Statement - Docket No. AB 18 (Sub-No. 21)
Docket No. AB 31 (Sub-No. 5), Abandonment of Cross Lake Michigan
Car Ferry Service, EIS #76-10-261

Dear Mr. Oswald:

Pursuant to the National Environmental Policy Act (NEPA) and the estab-
lished rules and procedures for its implementation and in accordance
with OMB Circular A-95 (revised) and the administrative policy of the
State, the Illinois State Clearinghouse has no comment concerning the
referenced subject.

It is requested that a copy of the final Statement be sent to the State
Clearinghouse. Thank you for your cooperation.

Respectfully,

T. H. Borchardt
T. H. Borchardt, Director
Illinois State Clearinghouse

TERMIN

ILLINOIS
COMMERCE COMMISSION
RECEIVED
DEC 2 1976

ADMINISTRATIVE SERVICES
MAIL UNIT



West Michigan Regional
Planning Commission



"A Voluntary Association of Local Governments"

December 6, 1976

Comment on: Draft Environmental Impact Statement:
Abandonment of Cross Lake Michigan Car
Ferry Service
(I.C.C. Docket No. AB 18, Sub-No. 21; and
AB 31, Sub-No. 5)

Interstate Commerce Commission
Robert L. Oswald, Secretary
Washington, DC 20423

Gentlemen:

This office has assisted the City of Ludington in evaluating
the potential impact on the community of losing the C&O car
ferry service. Our concern has focused on job losses that will
likely be suffered by an economy so dependent on derived
tourist traffic. Such concern relates directly to this
office's responsibility to address issues of local and
areawide economic development.

(14.1)

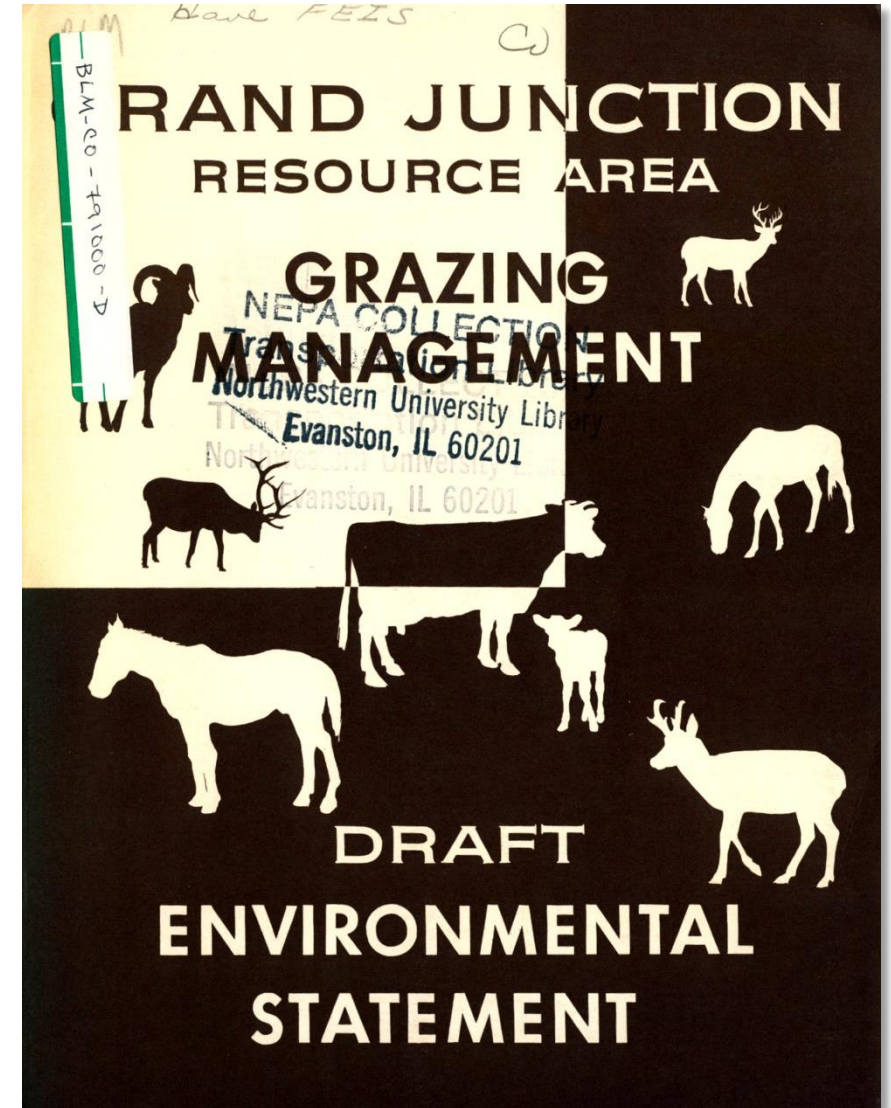
In examining your draft impact statement, the staff particu-
larly noted your omission of detailed estimates of potential
indirect job losses. There is no need to elaborate here on
the details of our position on that, because this office's
estimates have been submitted previously to your office.
We find that indirect losses would number several hundred,
and along with direct losses, the total would exceed 800
persons.

Although we agree in general with your expressed position
that employment multipliers are not precise, we are con-
vinced that failure to apply them does far more damage to
the final accuracy. Your own estimate of 73 indirect jobs
(14.2) lost is acknowledged in your report to be low. By our
calculation it severely understates the potential loss.
Such a deliberate understatement seriously distorts, in
our opinion, an essential element in evaluating the total
impact of car ferry abandonment. Economic impact is a
fundamental factor in such matters, and for Ludington, the
car ferry is a principal economic factor.

8-11

EIS Collection at Northwestern

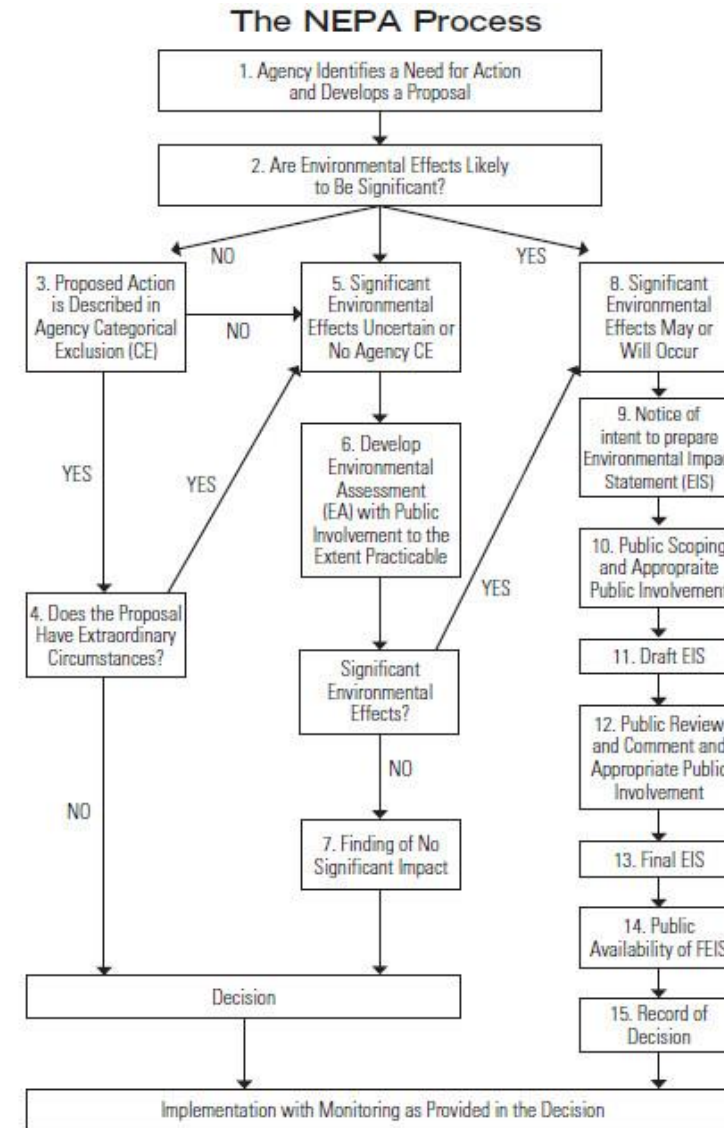
- 1992: donation of over 20,000 EIS titles from Northwestern faculty H. Paul Friesema
- A collection for the public good
- The collection now numbers over 33,000 titles
- What do we collect?
 - Draft and Final EISs, no Environmental Assessments, Reports.
- Formats
 - Print, microfilm, CD-ROM, electronic formats



Environmental Impact

Assessments
Reports
Statements

What's the difference?



**Significant new circumstances or information relevant to environmental concerns or substantial changes in the proposed action that are relevant to environmental concerns may necessitate preparation of a supplemental EIS following either the draft or final EIS or the Record of Decision (CEQ NEPA Regulations, 40 C.F.R. § 1502.9(c)).*

Collection Maintenance and Use

- Since 2012, EISs have been published electronically.
- EISs are downloaded and hosted on our server at Northwestern
- Minimal cataloging data: publishing agency, title, date
- Call numbers are agency, state, acquisition number, D (draft) or F (Final).
 - Example: BLM-CO-780753 F
- Google Books project: statements are made available in HathiTrust and Google Books
- Used by students, faculty, researchers from government, community organizations, and industry.
- EISs circulate to Northwestern patrons and via interlibrary loan.

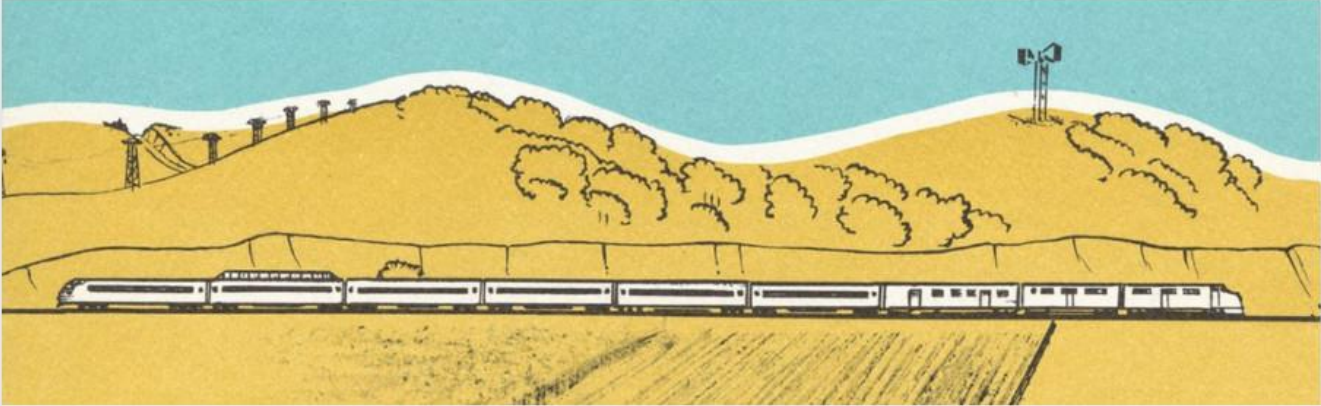


EIS Discovery Tool

Enter your search terms here

Environmental Impact Statements

ADVANCED SEARCH



Transportation Library

The Northwestern University Transportation Library is one of the largest transportation information centers in the world, encompassing information on all transportation modalities, including: air, rail, highway, pipeline, water, urban transport and logistics. It includes significant collections on law enforcement, police management and traffic enforcement. Its collection of environmental impact statements is one of the most complete in the country.

[Find out more about the Transportation Library](#)

EIS LibGuide

Library / LibGuides / Environmental Impact Statements / Getting Started

Environmental Impact Statements: Getting Started

Search this Guide Search

Getting Started Finding an EIS Books and Additional Resources

Our Collections

What we do collect: Environmental Impact Statements (EISs), dating to the beginning of the NEPA program, including Draft and Final versions. While we do have one of the nation's largest collections, we do not own every EIS.

We do not collect Categorical Exclusions (CEs), Environmental Impact Assessments (EAs), and Environmental Impact Reports (produced by states).

Resources for EISs

- Environmental Impact Statements at Northwestern University
Search for titles held by Northwestern University's Transportation Library.
- HathiTrust
Over 33,000 Environmental Impact Statement (EIS) reports digitized from our collection by Google are available in full text through HathiTrust.
- Google Books
EISs from our collection digitized by Google can be accessed through Google Books.

Key Resources

The Transportation Library has one of the largest collections of Environmental Impact Statements in the nation, dating back to the onset of the environmental impact assessment program. Environmental Impact Statements are available to members of the Northwestern University community and to outside researchers, via Interlibrary Loan. Search our collections using the EIS tab in our catalog.

For more information on the National Environmental Policy Act (NEPA), EIS filing guidance, and more, visit the Environmental Protection Agency's [NEPA page](#).

A Citizen's Guide to the NEPA, published by the Council on Environmental Quality, provides a good overview of NEPA for individual citizens, private sector applicants, and other interested researchers.

- Environmental Impact Statements at Northwestern University
Search for titles held by Northwestern University's Transportation Library.
- EIS Database - Environmental Protection Agency
Records of all EISs received by the EPA since 1987, EPA comment letters on EISs since 2001, and electronic (PDF) versions of EISs received by EPA since October 2012.
- Full-text Environmental Impact Statements
Over 33K Environmental Impact Statement (EIS) reports digitized from our collection by Google, available in full text through the HathiTrust. Full text access is available to all single and multi-volume titles as well as to all parts. Please note that not all of our EIS titles were digitized by Google and that all hard copy titles are still available in the library and through interlibrary loan. It is also important to note that due to physical limitations in the scanning bed used by Google, they were unable to digitize oversized materials within the volumes such as maps, foldouts, etc.
- Environmental Protection Agency
Full-text EIS reports produced or contracted for the EPA (does not cover other agencies)

Transportation



Rachel Cole

Email Me

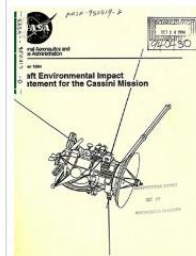
Schedule Appointment

Contact:
Northwestern University
Transportation Library
1970 Campus Drive
Evanston, IL 60208
847-467-6325

Social:

Subjects:
Law Enforcement, Transportation

Environmental Impact Statement Collection



The Transportation Library holds one of the largest collections of environmental impact statements (EISs) in the nation. The National Environmental Policy Act of 1969 requires that federal agencies prepare detailed analyses of any of their actions that significantly affect the quality of the environment. Environmental impact statements (EISs) are the result of this requirement. EISs have been produced, since 1969, on virtually every type of activity, from oil and gas development to scientific research in Antarctica, and from protection of wildlife habitat to construction of light rail lines.

The library collection began as a 1992 donation of over 20,000 EIS titles from Northwestern faculty H. Paul Friesema, a leader in the environmental movement who was instrumental in developing the university's program in Environmental Policy and Culture.

Since the initial donation, the library has continued to collect EISs and currently holds over 33,000 titles in print, microfilm, CD-ROM, and electronic formats. EIS titles from our collection digitized by Google are available in full text through HathiTrust and through the library's discovery tools NUTran and NUSearch.

Resources

- Citizen's Guide to the NEPA https://ceq.doe.gov/get-involved/citizens_guide_to_nepa.html
- Transportation Library catalog https://search.library.northwestern.edu/primo-explore/search?vid=TRANNEW&lang=en_US&sortby=rank
- EPA EIS Database
 - Records of all EISs received by EPA since 1987
 - EPA comment letters on EISs since 2001
 - Electronic (PDF) versions of EISs received by EPA since October 2012

Search by title, publication or comment letter date, agency, state or territory.

<https://cdxnodengn.epa.gov/cdx-enepa-public/action/eis/search>

Additional Resources

- HathiTrust <https://www.hathitrust.org/>
- Google Books <https://books.google.com/>
- State Environmental Impact Report Databases
 - [California Environmental Quality Act CEQAnet Database](#)
 - [Massachusetts Environmental Protection Agency \(MEPA\) Database](#)
 - [Minnesota Pollution Control Agency \(MPCA\) Environmental Review Archive](#)
 - [New York City Environmental Quality Review Act \(CEQR\) Access](#)
 - [Washington State Environmental Policy Act \(SEPA\) Register](#)

What's Become of the Badger?



Image credit: SS Badger website

Contact

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Transportation Library

www.library.northwestern.edu/transportation

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