



Great Lakes Basin Rail Line

ENVIRONMENTAL IMPACT STATEMENT

Additionally, OEA will host an online public scoping meeting on Wednesday, April 27, 2016 from 1:00 p.m. to 3:30 p.m. (Central Time). To register to attend this online public scoping meeting, please visit the Board-sponsored project website at: www.greatlakesbasinraileis.com

Keys to making effective comments:

- Focus your comments on reasonable alternatives and potential environmental issues.
- Let us know what environmental and community issues you consider important for analysis in the EIS.
- Suggest methods for analysis of environmental and community impacts.
- Provide comments on ways to avoid, minimize, or mitigate potential environmental impacts.
- Submit comments that are clear, concise, and relevant to the project.
- Comments that provide specific examples, to which we can respond, are more effective than comments simply stating opposition, support, or making broad statements.

How to submit comments?

Scoping comments may be submitted electronically on the Board's website, www.stb.dot.gov, by clicking on the "E-FILING" link on the home page and then selecting "Environmental Comments." Log-in accounts are not needed to file environmental comments electronically, and comments may be typed into the text box provided or attached as a file. If you have difficulties with the e-filing process, please call 202-245-0350. Please refer to Docket No. FD 35952 in all correspondence, including e-filings, addressed to the Board.

Scoping comments submitted by mail should be addressed to:
Dave Navecky
Surface Transportation Board
Docket No. FD 35952
395 E Street SW
Washington, DC 20423-0001

Scoping Comments are due by May 16, 2016.

FOR FURTHER INFORMATION CONTACT:

Dave Navecky
Surface Transportation Board
Docket No. FD 35952
395 E Street SW
Washington, DC 20423-0001

For more information, please visit the Board-sponsored project website at:
www.greatlakesbasinraileis.com



Welcome to the Public Scoping Meeting

for the
Great Lakes Basin Rail Line
Environmental Impact Statement

What is scoping?

The Surface Transportation Board's (Board) Office of Environmental Analysis (OEA) has determined that an Environmental Impact Statement (EIS) is appropriate to satisfy the Board's obligations under the National Environmental Policy Act of 1969 (NEPA). Scoping meetings are part of the NEPA process and are an opportunity to learn more about the proposed project and provide input on the environmental review process. Comments received during scoping help OEA identify and issue a Final Scope of Study that defines the range of actions, alternatives, and impacts to be considered in the EIS.

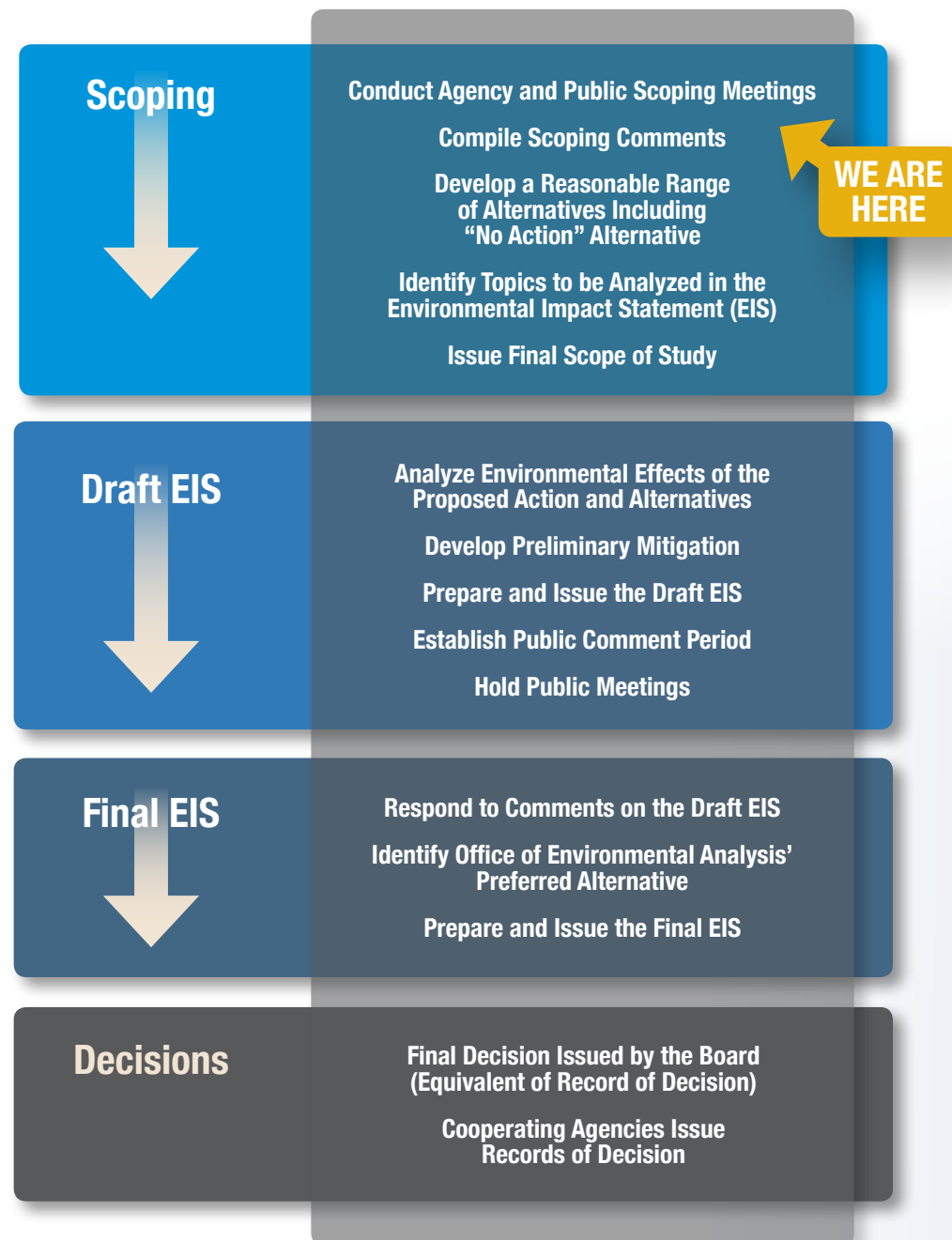
All public scoping meetings will have the following agenda:

- Open House
- Presentation
- Public Comments

What impact categories will be analyzed?

- Transportation Systems
- Safety
- Land Use
- Recreation
- Biological Resources
- Water Resources
- Navigation
- Geology and Soils
- Air Quality and Climate Change
- Noise and Vibration
- Energy Resources
- Socioeconomics
- Cultural and Historic Resources
- Visual Resources
- Environmental Justice

The Board's Environmental Review Process



What is the Proposed Action?

Great Lakes Basin Transportation, Inc. (GLBT) plans to construct and operate an approximately 278-mile rail line. According to GLBT, the proposed rail line would extend generally from La Porte, Indiana through Illinois to Milton, Wisconsin and would connect with existing Class I railroads. GLBT would also construct and operate an approximately 15,056-acre rail terminal (railport) near Manteno, Illinois to provide switching, servicing, and rail car and locomotive repair to GLBT's railroad customers.

What is the Purpose and Need?

According to GLBT, the purpose and need of the proposed rail line is to:

- Provide Class I railroads and a regional railroad that utilize the Chicago metropolitan rail network with more efficient rail operations by enabling freight rail traffic not destined for or originating in Chicago to bypass the congested Chicago rail network; and
- Add capacity to the regional rail network to accommodate existing and anticipated future rail traffic while avoiding major population centers.

