

APPENDIX F

Tribal Consultation Letters



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

April 24, 2020

Apache Tribe of Oklahoma
Bob Komardley, Chairman
P.O. Box 1330
Anadarko, OK 73005

**Re: Des Moines Transloading Facility
200 SE 15th Street, Des Moines, Polk County, Iowa
Initiation of Section 106 Consultation with Native American Tribal Government
and Finding of No Adverse Effect**

Dear Chairman Komardley:

The Federal Railroad Administration (FRA) has selected the Des Moines Industrial – Transload Center to receive grant funding for the construction of a multi-modal transloading facility including trackage, docks, and warehousing within the Des Moines Metropolitan Area. Pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations (36 Code of Federal Regulations [CFR] Part 800) “Protection of Historic Properties” (Section 106), this letter is being transmitted: 1) to initiate the Section 106 consultation process for the undertaking, 2) to determine if there are any historic properties of religious or cultural significance to the Tribe that may be affected by the project, and 3) to seek concurrence from your office with FRA’s findings.

FRA, in coordination with Des Moines Industrial, LLC., is preparing an Environmental Assessment for the Project in accordance with the National Environmental Policy Act (NEPA) and is coordinating the NEPA process with consultation pursuant to Section 106.

Project Background

The concept of a transload facility, where cargo is delivered and transferred between rail and trucks, was developed over a decade of study on goods movement in Central Iowa. Several studies have concluded that a market exists in Des Moines to support the development of a transload facility.

In July 2018, the Des Moines Area Metropolitan Planning Organization (DMAMPO) submitted an INFRA (Infrastructure for Rebuilding America) Grant Application to the U.S. Department of Transportation (DOT) seeking a Better Utilizing Investments to Leverage Development (BUILD) Grant for this project. The application was selected for award of Federal funds in November 2018. In April 2019, Des Moines Industrial was formed to design, construct, operate and own the transload facility.

Current Undertaking

FRA's current undertaking involves the construction of a transloading facility north of Martin Luther King Parkway in the area of SE 14th Street. The site covers approximately 40-acres and is located in the SE ¼ of Section 3 and the SW ¼ of Section 2, Township 78 North, Range 24 West in Des Moines, Iowa. The proposed project involves the construction of a railroad transload facility, which includes an office/warehouse, a transloading pad, proposed bulk materials building, stormwater detention ponds, and an outdoor storage area.

The purpose of the project is to improve the overall freight capacity and railroad options in the Des Moines metropolitan area; develop rail centric transportation options for existing businesses; expand existing transportation options to attract new industries to the region and support economic development in Central Iowa.

Area of Potential Effects

As defined in National Historic Preservation Act (NHPA) § 800.16(d), the Area of Potential Effects (APE) means "the geographic area or areas within which an undertaking may directly or indirectly cause alteration in the character of use of historic properties, if such properties exist. The area of potential effects is influenced by the scale and nature of the undertaking and may be different for different kinds of effects caused by the undertaking."

The APE for archaeology was the limits of disturbance (LOD) for the project, while the APE for the built environment was the immediate viewshed of the project site location. The Project boundary and the APE are shown on Exhibit 1.

Identification and Evaluation of Historic Properties

Archaeology

A records search request was submitted to the Iowa Office of the State Archaeologist (OSA) for information regarding previously identified archaeological sites within or near the proposed project area (Iowa Site File Search No. 2020017, August 5, 2019). The records search reported that no archaeological sites have been previously recorded within the APE or within 328 feet (100 Meters) of the APE. The site file search did note that 45 archaeological sites have been identified within one mile of the APE.

Numerous archaeological sites are known to be in the general vicinity, which suggested there was a high level of archaeological potential within the APE. This area is within a former river channel of the Des Moines River, and exhibits complex depositional conditions. Because of these factors, a desktop assessment was not sufficient to make a recommendation on the possibility of cultural resources being present within the project area. Therefore, a geoarchaeological survey was recommended, which was used to guide a targeted Phase I archaeological survey of the proposed project area. A copy of the Archaeology Cultural Resources Desktop Assessment is enclosed.

A Geoarchaeological Study was conducted on September 26, 2019. A total of 12 cores were extracted and examined, which found that the geomorphological conditions and landforms identified within the limits of disturbance (LOD) for the project would not be conducive to long

term human settlement or occupation of the project area. A copy of the Geoarchaeological Study can be found within the enclosed Phase IA Cultural Resources Survey described below.

A Desktop Survey was finalized on November 7, 2019. No cultural resources have been previously recorded within the LOD, though it indicates that the western portion of the APE potentially contained resources related to a Sauk and Meskwaki Camp from 1841 (HILD 1108).

A Phase IA Cultural Resources Survey was finalized on November 8, 2019. The survey found evidence of extensive ground disturbances throughout the LOD. Such disturbances included the continued use of the project area by modern railroads; prior construction and demolition of structures; utility and rainwater control infrastructure construction and expansions; and a large junkyard, which occupied the eastern half of the project area. The lack of integrity seen at the ground surface was determined to extend into subsurface conditions by the geoarchaeological report, which found extensive fill deposits overlying the natural soils within the project area. This report also found that conditions within the LOD, both in the prehistoric and historical periods, would not have been conducive to human occupation, as the landscape was primarily wetlands or marsh. The disturbances documented in both the Phase IA and geoarchaeological examination of the LOD suggest that it is unlikely for intact cultural deposits to be present which can be encountered or identified through standard survey methodologies. If extant archaeological resources are present, they are deeply buried and only accessible through extensive mechanical excavation of the fill soils within the LOD. As such, a determination of no historic properties affected is recommended for archaeology in the APE. A copy of the Phase IA Cultural Resources Survey is enclosed.

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An informal search of the historical structural inventory maintained by the State Historic Preservation Office was conducted by the Iowa SHPO records manager for information regarding previously recorded historic properties within or near the project area. This inventory reported information on hundreds of previously-recorded historic properties within one mile of the project area but did not identify historic properties within the APE.

In March 2020, Environmental Services Inc., a Terracon Company (ESI) conducted a Historic Structures Survey of the APE. The APE is located east of the Des Moines and Racoon River confluences, south of Interstate 235 and east of Highway 69/E 14th Street. The area was historically known as “Southeast Bottoms” and Chesterfield.

The Historic Structures Survey consisted of a pedestrian survey and historic architectural analysis of all buildings fifty years or older within the APE. Other research included an examination of the Sanborn Fire Insurance Company maps, available plat maps, historical aerials and United States Geological Survey (USGS) topographic maps, as well as recent past and current street-view images.

The survey identified fourteen historic resources within the APE for this undertaking. Nine of the properties have previous recommendations from SHPO; FRA has agreed with those previous recommendations after reviewing the resources, as detailed in the report. For the remaining five properties that were not previously recorded, FRA has made determinations of eligibility for

inclusion in the National Register of Historic Places (NRHP).

Detailed descriptions of all fourteen properties are included in the Historic Structures Report and Iowa Site Inventory Forms which are included with this consultation letter. The table below summarizes the properties and FRA's determinations of eligibility.

Table 1. Potential Historic Properties within the APE

Site Inventory No.	Property Name	Property Address	Year Built	Previous Recordation	FRA Determination of Eligibility
77-03870	Vestal House	601 SE 14th Court	1938	Yes – SHPO Recommended Ineligible	Ineligible
77-03895	14th Street Viaduct	SR 69, between Scott Avenue and Vine Street	1936	Yes - SHPO Recommended Eligible	Eligible
77-07486	House	1108 Scott Avenue	1882	Yes – SHPO Recommended Ineligible	Ineligible
77-07491	House	1401 Scott Avenue	1901	Yes – SHPO Recommended Ineligible	Ineligible
77-09469	Heartland Co-Op	118 SE 18th Street	1930	Yes – SHPO Recommended Ineligible	Ineligible
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77-12160*	Iowa Interstate Railroad	Northern APE boundary	Estimated mid-1800	No	Ineligible
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***Newly recorded resources within the APE.**

Site Inventory ID 77-12160 is for the Iowa Interstate Railroad (IAIS), which was established in the mid-nineteenth century. The IAIS is located along the northern part of the APE. A full evaluation of the railroad was outside the scope of this project. The Historic Structures Report states that there was no information found to suggest that IAIS is eligible for the NRHP, either individually or as contributing to a district. Even if the IAIS were to be determined eligible for the NRHP, the proposed undertaking would not impact any aspects of integrity of the railroad.

The proposed undertaking will be visible from two historic properties within the APE: the 14th Street Viaduct and the C. Amend & Sons Meat Packing Plant. However, the purpose of the project is to construct a new industrial facility within an area historically used for industrial activity, and therefore the overall character of the area and the viewsheds will remain unchanged. As such, FRA has determined that no historic properties will be adversely affected. A copy of the Historic Structures Survey is enclosed.

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Given the information described above, FRA has determined that the proposed undertaking results in **No Adverse Effect**. FRA would like to invite your Tribe to participate in this project as a consulting party in the Section 106 process. Additionally, FRA requests your input regarding any historic properties that have religious and cultural significance to your Tribe that may be affected by the project. FRA respectfully requests your concurrence with this determination. If you have any questions or concerns, please contact FRA's Environmental Protection Specialist for this project, Amanda Ciampolillo at either 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,



Katherine Zeringue
Federal Preservation Officer
Environment and Project Engineering Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Des Moines Industrial, LLC
Amanda Ciampolillo, FRA

Enclosures:

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Iowa Tribe of Kansas and Nebraska
Lance Foster, THPO
3345 B Thrasher Road
White Cloud, KS 66094

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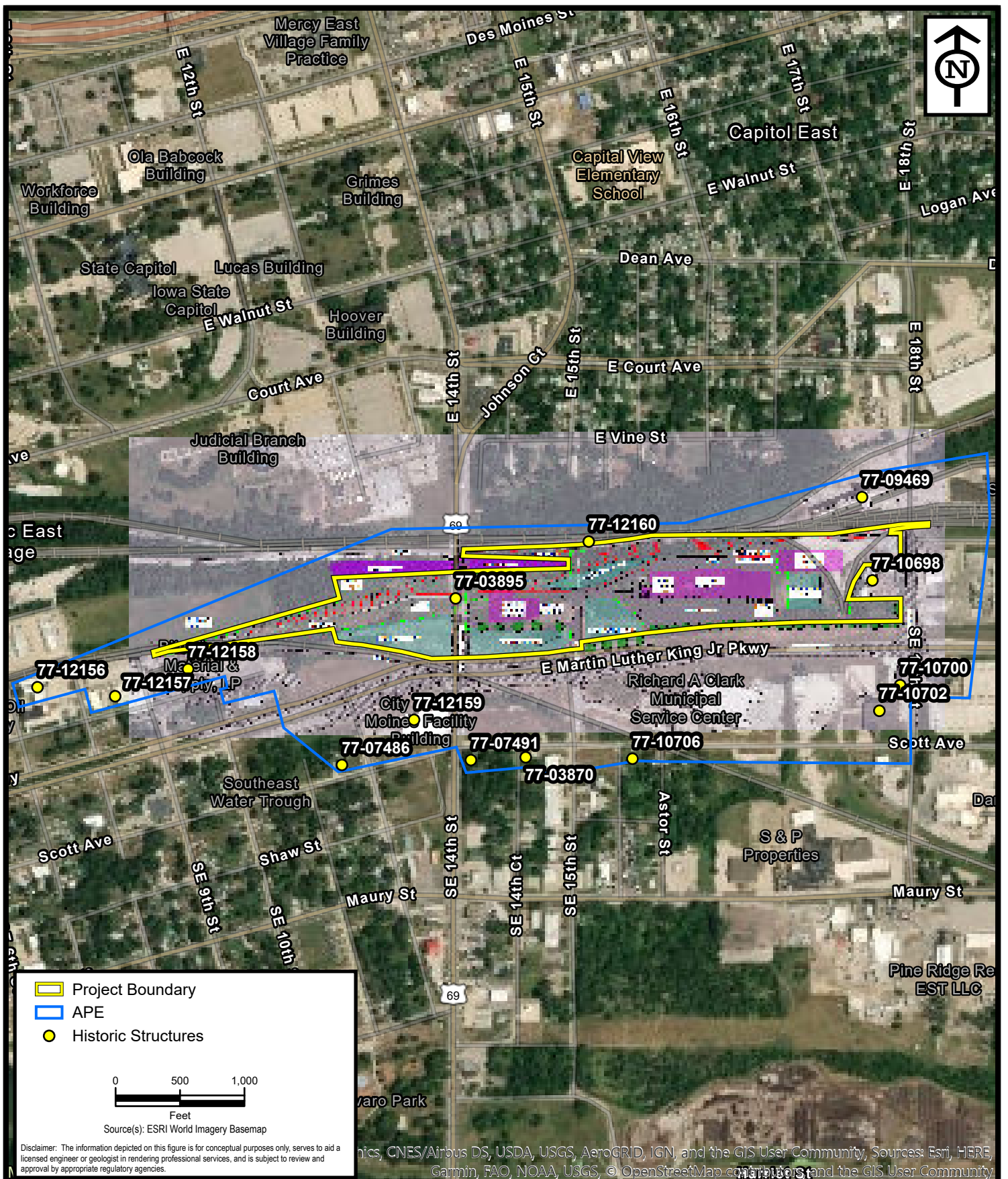


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ENVIRONMENTAL SERVICES, INC.
A Terracon COMPANY

7220 FINANCIAL WAY, SUITE 100 JACKSONVILLE, FL 32256
PH. (904) 470-2200 FAX (904) 470-2112

Site Plan

Historic Structures Survey Proposed Railroad Transload Facility

Polk County, Iowa

Project No.	HK207101
Date	Apr 2020
Drawn By	AA
Checked By	JRN
Approved By	PDJ
Exhibit No.	1



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
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April 24, 2020

Iowa Tribe of Oklahoma
Tribal Chairperson
335588 E. 750 Road
Perkins, OK 74059

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Given the information described above, FRA has determined that the proposed undertaking results in **No Adverse Effect**. FRA would like to invite your Tribe to participate in this project as a consulting party in the Section 106 process. Additionally, FRA requests your input regarding any historic properties that have religious and cultural significance to your Tribe that may be affected by the project. FRA respectfully requests your concurrence with this determination. If you have any questions or concerns, please contact FRA's Environmental Protection Specialist for this project, Amanda Ciampolillo at either 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,

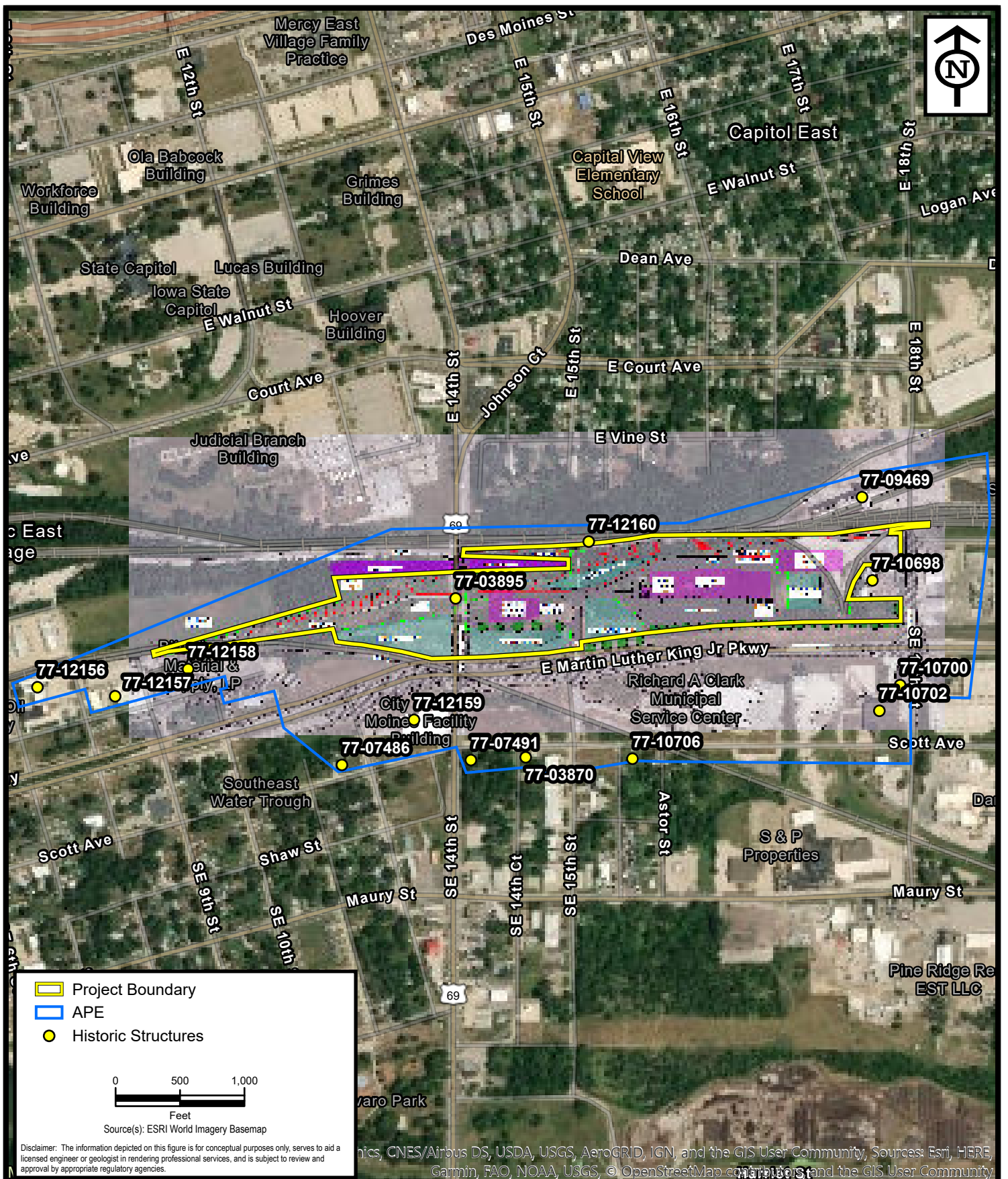


Katherine Zeringue
Federal Preservation Officer
Environment and Project Engineering Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Des Moines Industrial, LLC
Amanda Ciampolillo, FRA

Enclosures:

- Exhibit 1: APE Map
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- Phase IA Cultural Resources Survey
- Historic Structures Report



ENVIRONMENTAL SERVICES, INC.
A Terracon COMPANY

7220 FINANCIAL WAY, SUITE 100 JACKSONVILLE, FL 32256
PH. (904) 470-2200 FAX (904) 470-2112

Site Plan

Historic Structures Survey Proposed Railroad Transload Facility

Polk County, Iowa

Project No.	HK207101
Date	Apr 2020
Drawn By	AA
Checked By	JRN
Approved By	PDJ
Exhibit No.	1



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

April 24, 2020

Menominee Indian Tribe of Wisconsin
David Grignon, THPO
P.O. Box 910
Keshena, WI 54135

**Re: Des Moines Transloading Facility
200 SE 15th Street, Des Moines, Polk County, Iowa
Initiation of Section 106 Consultation with Native American Tribal Government
and Finding of No Adverse Effect**

Dear Mr. Grignon:

The Federal Railroad Administration (FRA) has selected the Des Moines Industrial – Transload Center to receive grant funding for the construction of a multi-modal transloading facility including trackage, docks, and warehousing within the Des Moines Metropolitan Area. Pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations (36 Code of Federal Regulations [CFR] Part 800) “Protection of Historic Properties” (Section 106), this letter is being transmitted: 1) to initiate the Section 106 consultation process for the undertaking, 2) to determine if there are any historic properties of religious or cultural significance to the Tribe that may be affected by the project, and 3) to seek concurrence from your office with FRA’s findings.

FRA, in coordination with Des Moines Industrial, LLC., is preparing an Environmental Assessment for the Project in accordance with the National Environmental Policy Act (NEPA) and is coordinating the NEPA process with consultation pursuant to Section 106.

Project Background

The concept of a transload facility, where cargo is delivered and transferred between rail and trucks, was developed over a decade of study on goods movement in Central Iowa. Several studies have concluded that a market exists in Des Moines to support the development of a transload facility.

In July 2018, the Des Moines Area Metropolitan Planning Organization (DMAMPO) submitted an INFRA (Infrastructure for Rebuilding America) Grant Application to the U.S. Department of Transportation (DOT) seeking a Better Utilizing Investments to Leverage Development (BUILD) Grant for this project. The application was selected for award of Federal funds in November 2018. In April 2019, Des Moines Industrial was formed to design, construct, operate and own the transload facility.

Current Undertaking

FRA's current undertaking involves the construction of a transloading facility north of Martin Luther King Parkway in the area of SE 14th Street. The site covers approximately 40-acres and is located in the SE ¼ of Section 3 and the SW ¼ of Section 2, Township 78 North, Range 24 West in Des Moines, Iowa. The proposed project involves the construction of a railroad transload facility, which includes an office/warehouse, a transloading pad, proposed bulk materials building, stormwater detention ponds, and an outdoor storage area.

The purpose of the project is to improve the overall freight capacity and railroad options in the Des Moines metropolitan area; develop rail centric transportation options for existing businesses; expand existing transportation options to attract new industries to the region and support economic development in Central Iowa.

Area of Potential Effects

As defined in National Historic Preservation Act (NHPA) § 800.16(d), the Area of Potential Effects (APE) means "the geographic area or areas within which an undertaking may directly or indirectly cause alteration in the character of use of historic properties, if such properties exist. The area of potential effects is influenced by the scale and nature of the undertaking and may be different for different kinds of effects caused by the undertaking."

The APE for archaeology was the limits of disturbance (LOD) for the project, while the APE for the built environment was the immediate viewshed of the project site location. The Project boundary and the APE are shown on Exhibit 1.

Identification and Evaluation of Historic Properties

Archaeology

A records search request was submitted to the Iowa Office of the State Archaeologist (OSA) for information regarding previously identified archaeological sites within or near the proposed project area (Iowa Site File Search No. 2020017, August 5, 2019). The records search reported that no archaeological sites have been previously recorded within the APE or within 328 feet (100 Meters) of the APE. The site file search did note that 45 archaeological sites have been identified within one mile of the APE.

Numerous archaeological sites are known to be in the general vicinity, which suggested there was a high level of archaeological potential within the APE. This area is within a former river channel of the Des Moines River, and exhibits complex depositional conditions. Because of these factors, a desktop assessment was not sufficient to make a recommendation on the possibility of cultural resources being present within the project area. Therefore, a geoarchaeological survey was recommended, which was used to guide a targeted Phase I archaeological survey of the proposed project area. A copy of the Archaeology Cultural Resources Desktop Assessment is enclosed.

A Geoarchaeological Study was conducted on September 26, 2019. A total of 12 cores were extracted and examined, which found that the geomorphological conditions and landforms identified within the limits of disturbance (LOD) for the project would not be conducive to long

term human settlement or occupation of the project area. A copy of the Geoarchaeological Study can be found within the enclosed Phase IA Cultural Resources Survey described below.

A Desktop Survey was finalized on November 7, 2019. No cultural resources have been previously recorded within the LOD, though it indicates that the western portion of the APE potentially contained resources related to a Sauk and Meskwaki Camp from 1841 (HILD 1108).

A Phase IA Cultural Resources Survey was finalized on November 8, 2019. The survey found evidence of extensive ground disturbances throughout the LOD. Such disturbances included the continued use of the project area by modern railroads; prior construction and demolition of structures; utility and rainwater control infrastructure construction and expansions; and a large junkyard, which occupied the eastern half of the project area. The lack of integrity seen at the ground surface was determined to extend into subsurface conditions by the geoarchaeological report, which found extensive fill deposits overlying the natural soils within the project area. This report also found that conditions within the LOD, both in the prehistoric and historical periods, would not have been conducive to human occupation, as the landscape was primarily wetlands or marsh. The disturbances documented in both the Phase IA and geoarchaeological examination of the LOD suggest that it is unlikely for intact cultural deposits to be present which can be encountered or identified through standard survey methodologies. If extant archaeological resources are present, they are deeply buried and only accessible through extensive mechanical excavation of the fill soils within the LOD. As such, a determination of no historic properties affected is recommended for archaeology in the APE. A copy of the Phase IA Cultural Resources Survey is enclosed.

Built Environment

An informal search of the historical structural inventory maintained by the State Historic Preservation Office was conducted by the Iowa SHPO records manager for information regarding previously recorded historic properties within or near the project area. This inventory reported information on hundreds of previously-recorded historic properties within one mile of the project area but did not identify historic properties within the APE.

In March 2020, Environmental Services Inc., a Terracon Company (ESI) conducted a Historic Structures Survey of the APE. The APE is located east of the Des Moines and Racoon River confluences, south of Interstate 235 and east of Highway 69/E 14th Street. The area was historically known as “Southeast Bottoms” and Chesterfield.

The Historic Structures Survey consisted of a pedestrian survey and historic architectural analysis of all buildings fifty years or older within the APE. Other research included an examination of the Sanborn Fire Insurance Company maps, available plat maps, historical aerials and United States Geological Survey (USGS) topographic maps, as well as recent past and current street-view images.

The survey identified fourteen historic resources within the APE for this undertaking. Nine of the properties have previous recommendations from SHPO; FRA has agreed with those previous recommendations after reviewing the resources, as detailed in the report. For the remaining five properties that were not previously recorded, FRA has made determinations of eligibility for

inclusion in the National Register of Historic Places (NRHP).

Detailed descriptions of all fourteen properties are included in the Historic Structures Report and Iowa Site Inventory Forms which are included with this consultation letter. The table below summarizes the properties and FRA's determinations of eligibility.

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77-12157*	Husmann Warehouse	09 SE 8th Street	1965 & 1969	No	Ineligible
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77-12159*	City of Des Moines Office & Warehouse	1300 Scott Avenue	1967 & 1973	No	Ineligible

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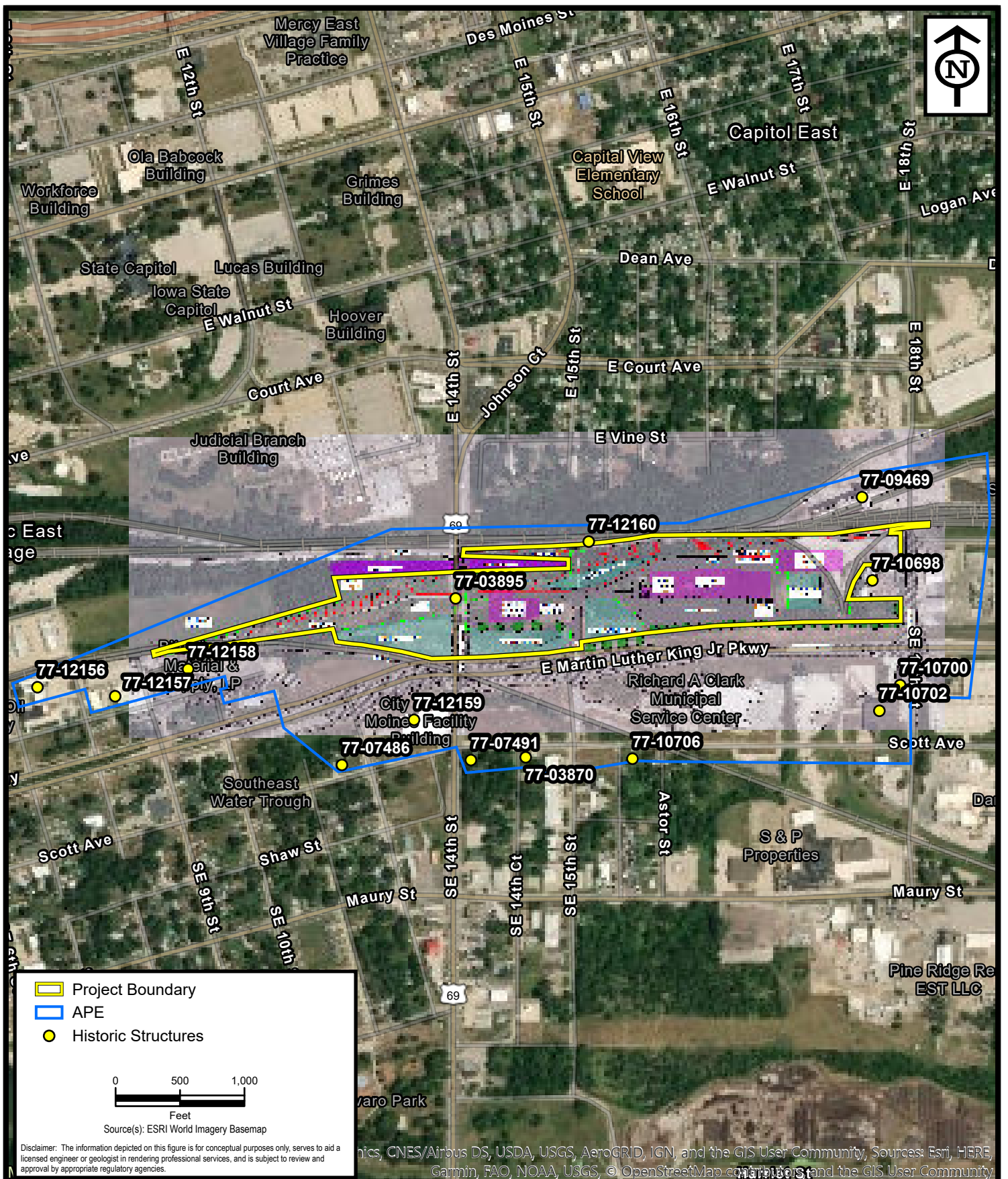


Katherine Zeringue
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Environment and Project Engineering Division
Office of Railroad Policy and Development
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Polk County, Iowa

Project No.	HK207101
Date	Apr 2020
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U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

April 24, 2020

Sac & Fox Nation of Missouri in Kansas and Nebraska
Tiauna Carnes, Chairperson
305 North Main Street
Reserve, KS 66434

**Re: Des Moines Transloading Facility
200 SE 15th Street, Des Moines, Polk County, Iowa
Initiation of Section 106 Consultation with Native American Tribal Government
and Finding of No Adverse Effect**

Dear Chairperson Carnes:

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Environment and Project Engineering Division
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U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

April 24, 2020

Sac & Fox Nation, Oklahoma
Justin Wood, Principal Chief
920883 South Highway 99
Stroud, OK 74079

**Re: Des Moines Transloading Facility
200 SE 15th Street, Des Moines, Polk County, Iowa
Initiation of Section 106 Consultation with Native American Tribal Government
and Finding of No Adverse Effect**

Dear Principal Chief Wood:

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Detailed descriptions of all fourteen properties are included in the Historic Structures Report and Iowa Site Inventory Forms which are included with this consultation letter. The table below summarizes the properties and FRA's determinations of eligibility.

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77-12159*	City of Des Moines Office & Warehouse	1300 Scott Avenue	1967 & 1973	No	Ineligible

77-12160*	Iowa Interstate Railroad	Northern APE boundary	Estimated mid-1800	No	Ineligible
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***Newly recorded resources within the APE.**

Site Inventory ID 77-12160 is for the Iowa Interstate Railroad (IAIS), which was established in the mid-nineteenth century. The IAIS is located along the northern part of the APE. A full evaluation of the railroad was outside the scope of this project. The Historic Structures Report states that there was no information found to suggest that IAIS is eligible for the NRHP, either individually or as contributing to a district. Even if the IAIS were to be determined eligible for the NRHP, the proposed undertaking would not impact any aspects of integrity of the railroad.

The proposed undertaking will be visible from two historic properties within the APE: the 14th Street Viaduct and the C. Amend & Sons Meat Packing Plant. However, the purpose of the project is to construct a new industrial facility within an area historically used for industrial activity, and therefore the overall character of the area and the viewsheds will remain unchanged. As such, FRA has determined that no historic properties will be adversely affected. A copy of the Historic Structures Survey is enclosed.

Determination of Effect

Given the information described above, FRA has determined that the proposed undertaking results in **No Adverse Effect**. FRA would like to invite your Tribe to participate in this project as a consulting party in the Section 106 process. Additionally, FRA requests your input regarding any historic properties that have religious and cultural significance to your Tribe that may be affected by the project. FRA respectfully requests your concurrence with this determination. If you have any questions or concerns, please contact FRA's Environmental Protection Specialist for this project, Amanda Ciampolillo at either 617.494.2173 or amanda.ciampolillo@dot.gov.

Sincerely,

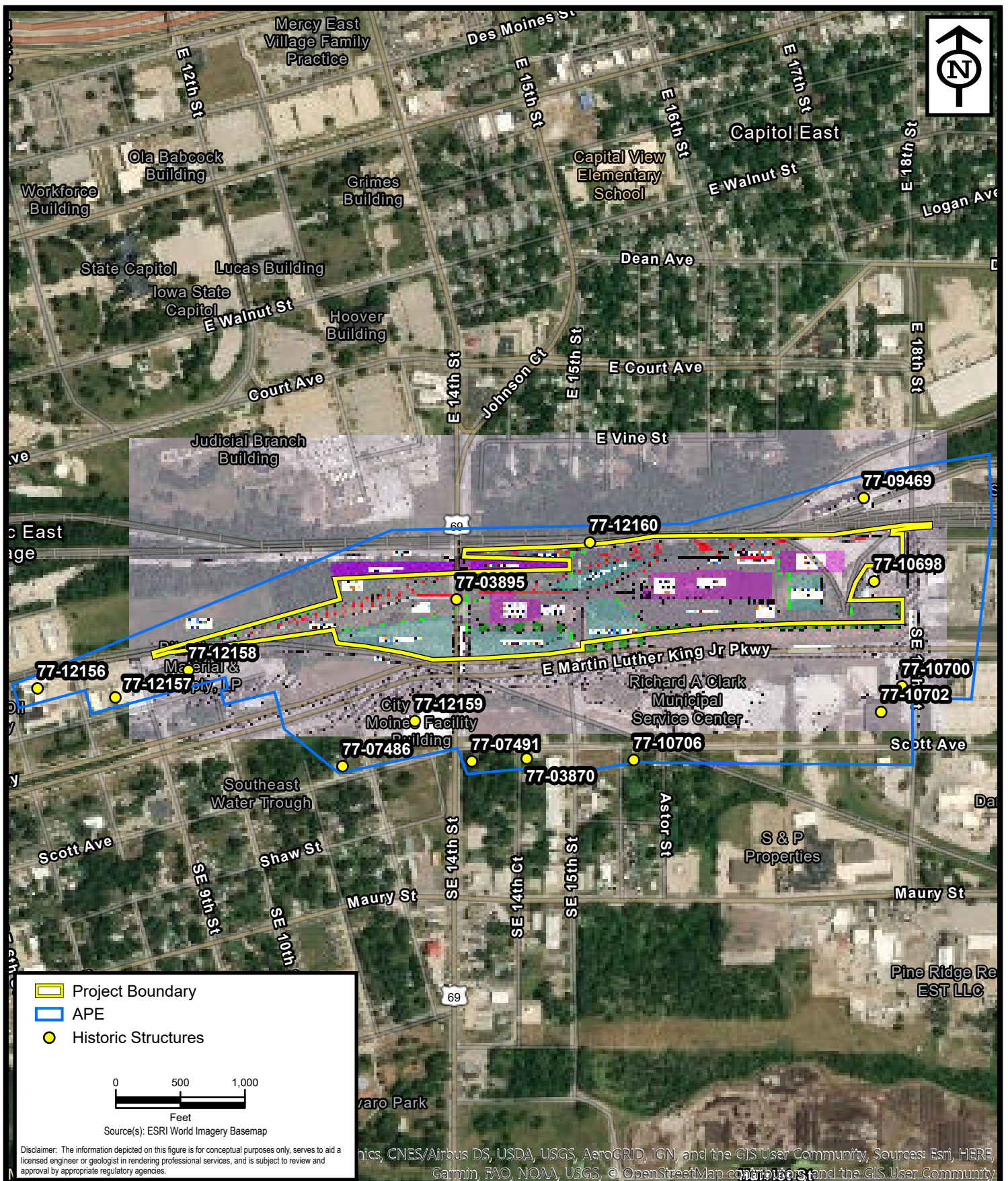


Katherine Zeringue
Federal Preservation Officer
Environment and Project Engineering Division
Office of Railroad Policy and Development
Federal Railroad Administration

cc: Des Moines Industrial, LLC
Amanda Ciampolillo, FRA

Enclosures:

- Exhibit 1: APE Map
- Archaeology Cultural Resources Desktop Assessment
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7220 FINANCIAL WAY, SUITE 100 JACKSONVILLE, FL 32256
PH. (904) 470-2200 FAX (904) 470-2112

Site Plan **Historic Structures Survey** **Proposed Railroad Transload Facility**

Polk County, Iowa

Project No.	HK207101
Date	Apr 2020
Drawn By	AA
Checked By	JRN
Approved By	PDJ
Exhibit No.	1



U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

April 24, 2020

Sac & Fox Tribe of the Mississippi in Iowa
Judith Bender, Chairperson
349 Meskwaki Road
Tama, IA 52339

**Re: Des Moines Transloading Facility
200 SE 15th Street, Des Moines, Polk County, Iowa
Initiation of Section 106 Consultation with Native American Tribal Government
and Finding of No Adverse Effect**

Dear Chairperson Bender:

The Federal Railroad Administration (FRA) has selected the Des Moines Industrial – Transload Center to receive grant funding for the construction of a multi-modal transloading facility including trackage, docks, and warehousing within the Des Moines Metropolitan Area. Pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations (36 Code of Federal Regulations [CFR] Part 800) “Protection of Historic Properties” (Section 106), this letter is being transmitted: 1) to initiate the Section 106 consultation process for the undertaking, 2) to determine if there are any historic properties of religious or cultural significance to the Tribe that may be affected by the project, and 3) to seek concurrence from your office with FRA’s findings.

FRA, in coordination with Des Moines Industrial, LLC., is preparing an Environmental Assessment for the Project in accordance with the National Environmental Policy Act (NEPA) and is coordinating the NEPA process with consultation pursuant to Section 106.

Project Background

The concept of a transload facility, where cargo is delivered and transferred between rail and trucks, was developed over a decade of study on goods movement in Central Iowa. Several studies have concluded that a market exists in Des Moines to support the development of a transload facility.

In July 2018, the Des Moines Area Metropolitan Planning Organization (DMAMPO) submitted an INFRA (Infrastructure for Rebuilding America) Grant Application to the U.S. Department of Transportation (DOT) seeking a Better Utilizing Investments to Leverage Development (BUILD) Grant for this project. The application was selected for award of Federal funds in November 2018. In April 2019, Des Moines Industrial was formed to design, construct, operate and own the transload facility.

Current Undertaking

FRA's current undertaking involves the construction of a transloading facility north of Martin Luther King Parkway in the area of SE 14th Street. The site covers approximately 40-acres and is located in the SE ¼ of Section 3 and the SW ¼ of Section 2, Township 78 North, Range 24 West in Des Moines, Iowa. The proposed project involves the construction of a railroad transload facility, which includes an office/warehouse, a transloading pad, proposed bulk materials building, stormwater detention ponds, and an outdoor storage area.

The purpose of the project is to improve the overall freight capacity and railroad options in the Des Moines metropolitan area; develop rail centric transportation options for existing businesses; expand existing transportation options to attract new industries to the region and support economic development in Central Iowa.

Area of Potential Effects

As defined in National Historic Preservation Act (NHPA) § 800.16(d), the Area of Potential Effects (APE) means "the geographic area or areas within which an undertaking may directly or indirectly cause alteration in the character of use of historic properties, if such properties exist. The area of potential effects is influenced by the scale and nature of the undertaking and may be different for different kinds of effects caused by the undertaking."

The APE for archaeology was the limits of disturbance (LOD) for the project, while the APE for the built environment was the immediate viewshed of the project site location. The Project boundary and the APE are shown on Exhibit 1.

Identification and Evaluation of Historic Properties

Archaeology

A records search request was submitted to the Iowa Office of the State Archaeologist (OSA) for information regarding previously identified archaeological sites within or near the proposed project area (Iowa Site File Search No. 2020017, August 5, 2019). The records search reported that no archaeological sites have been previously recorded within the APE or within 328 feet (100 Meters) of the APE. The site file search did note that 45 archaeological sites have been identified within one mile of the APE.

Numerous archaeological sites are known to be in the general vicinity, which suggested there was a high level of archaeological potential within the APE. This area is within a former river channel of the Des Moines River, and exhibits complex depositional conditions. Because of these factors, a desktop assessment was not sufficient to make a recommendation on the possibility of cultural resources being present within the project area. Therefore, a geoarchaeological survey was recommended, which was used to guide a targeted Phase I archaeological survey of the proposed project area. A copy of the Archaeology Cultural Resources Desktop Assessment is enclosed.

A Geoarchaeological Study was conducted on September 26, 2019. A total of 12 cores were extracted and examined, which found that the geomorphological conditions and landforms identified within the limits of disturbance (LOD) for the project would not be conducive to long

term human settlement or occupation of the project area. A copy of the Geoarchaeological Study can be found within the enclosed Phase IA Cultural Resources Survey described below.

A Desktop Survey was finalized on November 7, 2019. No cultural resources have been previously recorded within the LOD, though it indicates that the western portion of the APE potentially contained resources related to a Sauk and Meskwaki Camp from 1841 (HILD 1108).

A Phase IA Cultural Resources Survey was finalized on November 8, 2019. The survey found evidence of extensive ground disturbances throughout the LOD. Such disturbances included the continued use of the project area by modern railroads; prior construction and demolition of structures; utility and rainwater control infrastructure construction and expansions; and a large junkyard, which occupied the eastern half of the project area. The lack of integrity seen at the ground surface was determined to extend into subsurface conditions by the geoarchaeological report, which found extensive fill deposits overlying the natural soils within the project area. This report also found that conditions within the LOD, both in the prehistoric and historical periods, would not have been conducive to human occupation, as the landscape was primarily wetlands or marsh. The disturbances documented in both the Phase IA and geoarchaeological examination of the LOD suggest that it is unlikely for intact cultural deposits to be present which can be encountered or identified through standard survey methodologies. If extant archaeological resources are present, they are deeply buried and only accessible through extensive mechanical excavation of the fill soils within the LOD. As such, a determination of no historic properties affected is recommended for archaeology in the APE. A copy of the Phase IA Cultural Resources Survey is enclosed.

Built Environment

An informal search of the historical structural inventory maintained by the State Historic Preservation Office was conducted by the Iowa SHPO records manager for information regarding previously recorded historic properties within or near the project area. This inventory reported information on hundreds of previously-recorded historic properties within one mile of the project area but did not identify historic properties within the APE.

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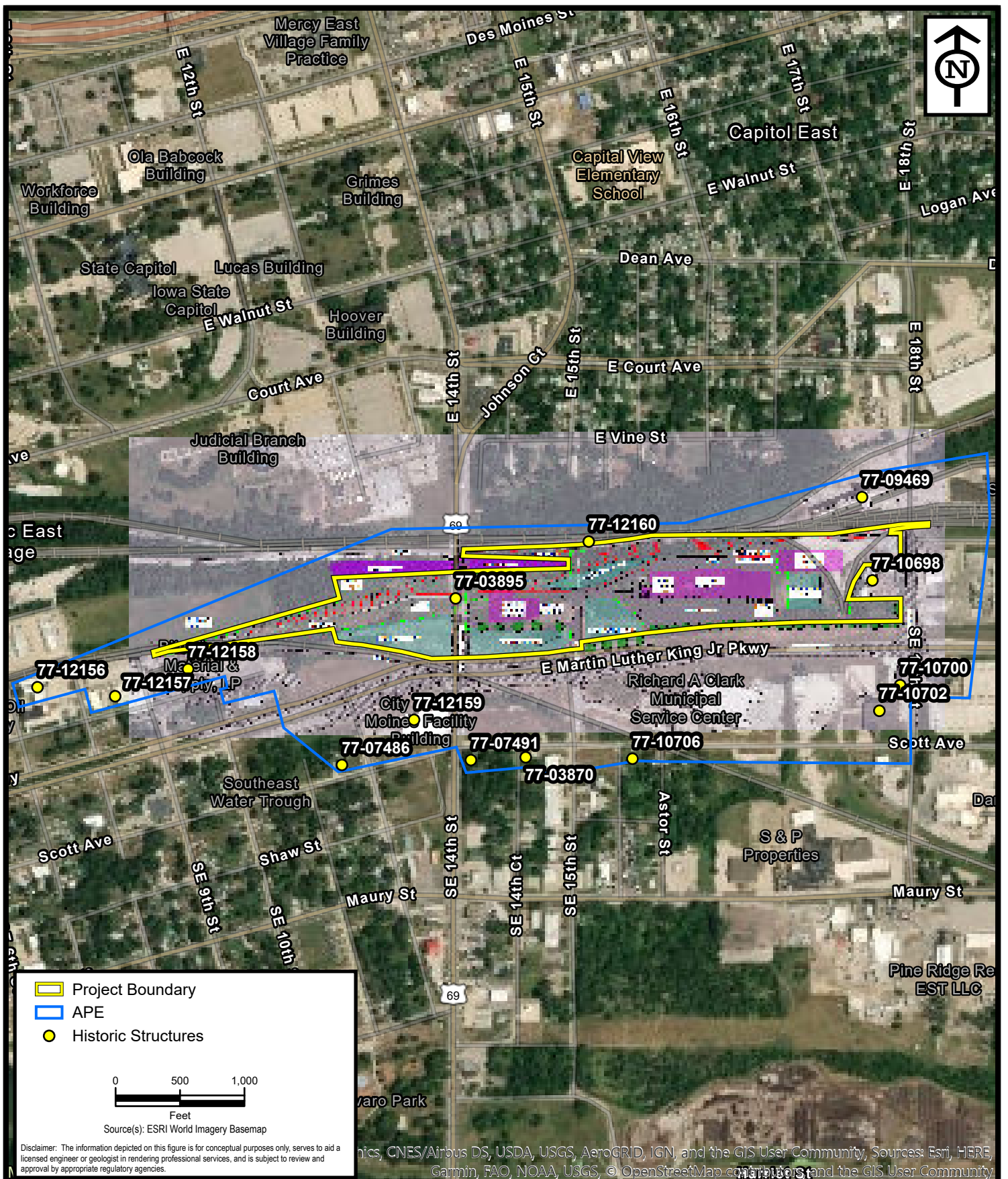


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A Terracon COMPANY

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Polk County, Iowa

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