

WELCOME

Thank you for attending tonight's open house for the

Illinois High-Speed Rail

Chicago, IL to St. Louis, MO

Tier 1 Environmental Impact Statement



PURPOSE OF TONIGHT'S MEETING

At tonight's open house, attendees will:

- Learn about the Illinois High-Speed Rail Chicago to St. Louis project
- Meet the Study Team
- Provide input



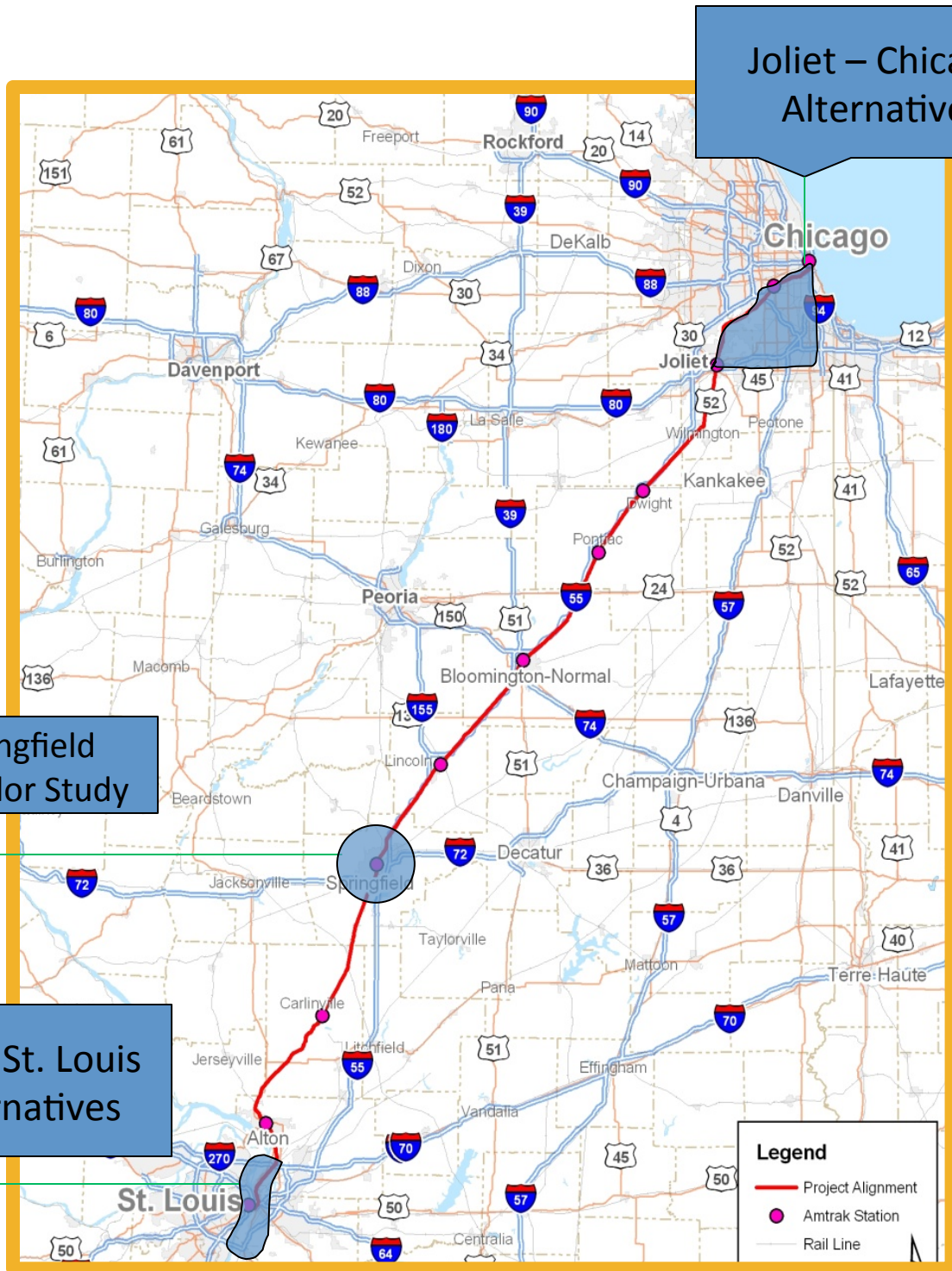
STATION #1

STUDY OVERVIEW



CORRIDOR MAP

Alternatives Analysis Area



STUDY DESCRIPTION

The purpose of the study is to evaluate increased capacity in the corridor and potentially increased train frequencies.



Tier 1 Environmental Impact Statement

WHAT IS TIER 1 AND TIER 2?

Tier 1 – Addresses broader questions:

- Cities and stations served
- Route alternatives
- Service levels
- Types of operations (speed, electric or diesel powered)
- Ridership projections
- Major infrastructure improvements
- Sections of Independent Utility (SIU) for Tier 2 identified
(Sections of independent utility represent portions of the project that could be advanced and function on their own, without further construction of an adjoining section.)



Tier 1 Environmental Impact Statement

WHAT IS TIER 1 AND TIER 2?

Tier 2 – Includes Site-Specific Reviews of Sections of Independent Utility (SIU):

- SIUs will be reviewed as Categorical Exclusions, Environmental Assessments, or Environmental Impact Statements
- Detailed engineering and environmental studies
- Detailed studies of possible methods to avoid, minimize, and mitigate impacts of environmental resources
- Tier 2 studies will serve as the basis for a decision on whether to proceed with the design and possible construction



Tier 1 Environmental Impact Statement

STUDY SCHEDULE

	Early 2011	Spring 2011	Summer 2011	Fall 2011	Early 2012	Spring 2012	Late 2012
Analyze Alternatives	Public Open House			Public Open House			
Prepare Draft EIS				Public Hearing			
Prepare Final EIS							Complete Tier 1 EIS / Record of Decision (ROD)

- Started February 2011
- 16 month study



Tier 1 Environmental Impact Statement

STUDY TASKS

- Conduct Alternatives Analysis
 - Determine routing alternatives between Chicago and Joliet, the Springfield area (Springfield Railroad Corridor Study Tier 2 Analysis), and Alton and St. Louis
- Assess environmental impacts of adding additional tracks in the corridor
- Develop design and cost estimate
- Develop implementation plan for corridor segments



STATION # 2

PROJECT HISTORY



2010-2014 CONSTRUCTION PHASE

- In January, 2010, Illinois was selected for a total of \$1.2 billion from the American Recovery and Reinvestment Act for high-speed passenger rail.
- \$1.1 billion of the total funds was allocated for Illinois' high-speed rail signature route.
- In September 2010, one of the first construction projects in the national High-Speed Intercity Passenger Rail (HSIPR) program began along the Chicago to St. Louis route to prepare it for future train operation at up to 110 mph.
- Illinois was among the first states in the HSIPR for a major corridor program to sign a cooperative agreement with the Federal Railroad Administration (FRA)



2004 RECORD OF DECISION

Summary of 2004 ROD Improvements

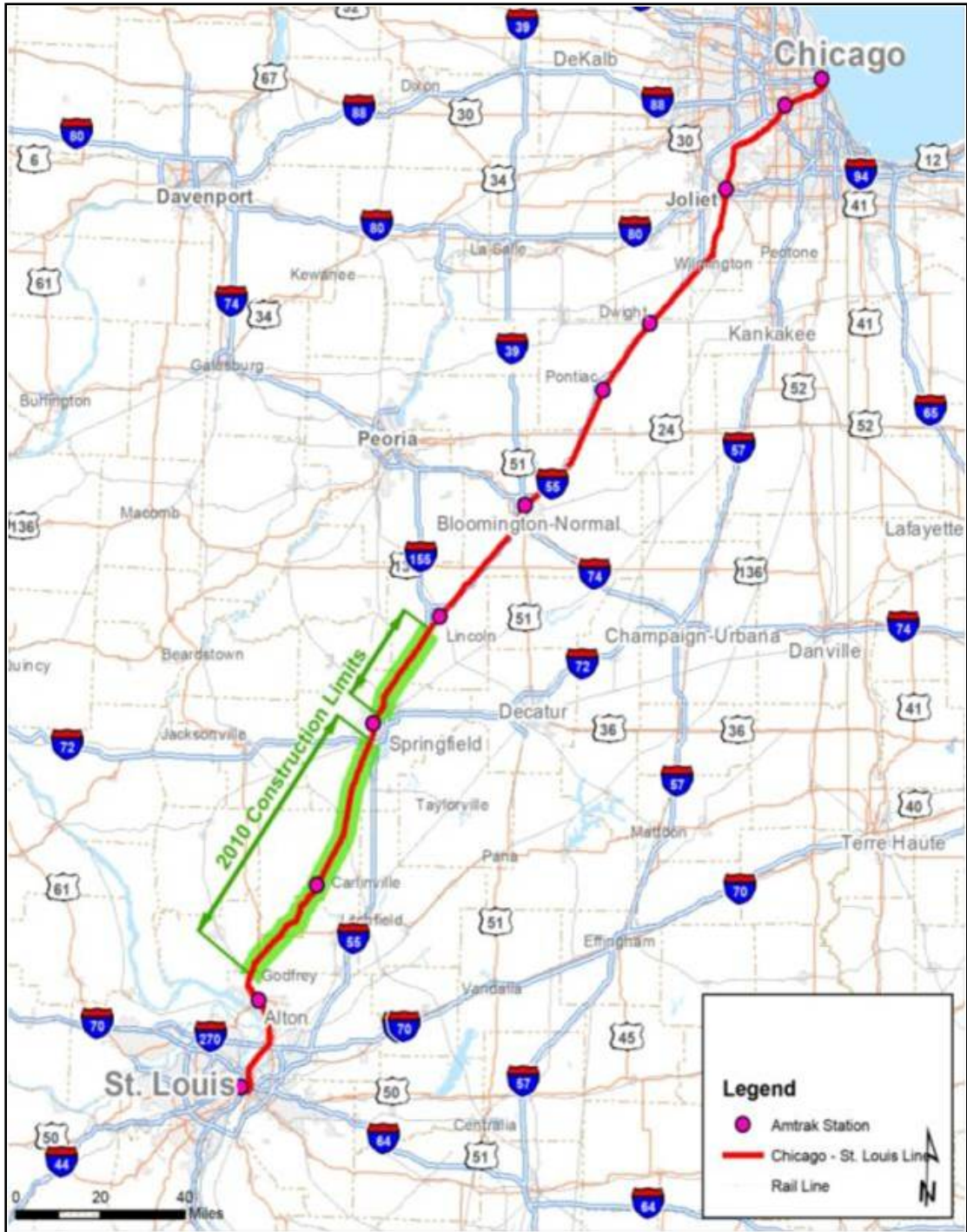
- 3 passenger high-speed rail round trips per day*
- End to end Chicago to St. Louis Travel Time: 4:45 or less**
- Warning device upgrades at grade crossings
- Station enhancements
- 12.3 miles of double track and 21.9 miles of freight sidings

** Since 2004, Amtrak has increased service to 5 round trips per day, at conventional speeds of up to 79 mph, between Chicago and St. Louis.*

*** The project team will continue to look at ways to further reduce travel times. Tier 1 work will include development of the forecast time based on full build-out, including a second track and other improvements as part of the Tier 1 study.*



2010 HSR CONSTRUCTION MAP



COMPLETED CONSTRUCTION PHASE

Illinois is one of first states to use American Recovery and Reinvestment Act (ARRA) funding for high-speed rail construction!

Key Activities:

- Illinois was among the first states in the HSR program for a major corridor program to sign a cooperative agreement with the Federal Railroad Administration (FRA)
- 2010 Construction included:
 - Installed 76.5 miles new track
 - Installed 201,000 new concrete ties
 - Spread 390,000 tons of stone ballast
 - Renewed 73 new crossing surfaces and approaches
 - Installed 7 switches



2011 CONSTRUCTION



- Construction will commence Spring 2011
- Segment from Elkhart to Dwight and possibly additional segments



KEY PROJECT MILESTONES (Dwight-Pontiac)

- 2010 – 2012: Track reconstruction and upgrades
- 2011: Procurement process begins for high-speed rail locomotives and cars
- 2012: Enhanced signals and crossing warning systems installed between Dwight and Pontiac to allow 110 mph operation
- 2012: Trains up to 110 mph between Dwight and Pontiac
- 2013-2014: Completion of construction, production and testing of new rolling stock
- 2014: Anticipated project completion



STATION 3

STUDY PROCESS



EIS PROCESS

The EIS generally includes the following components in this order:

Scoping – coordination with agencies and the general public to identify the issues to be addressed

Purpose and Need – identification of what the project is intended to address

Preliminary Alternatives – development of a range of alternatives that address the purpose and need

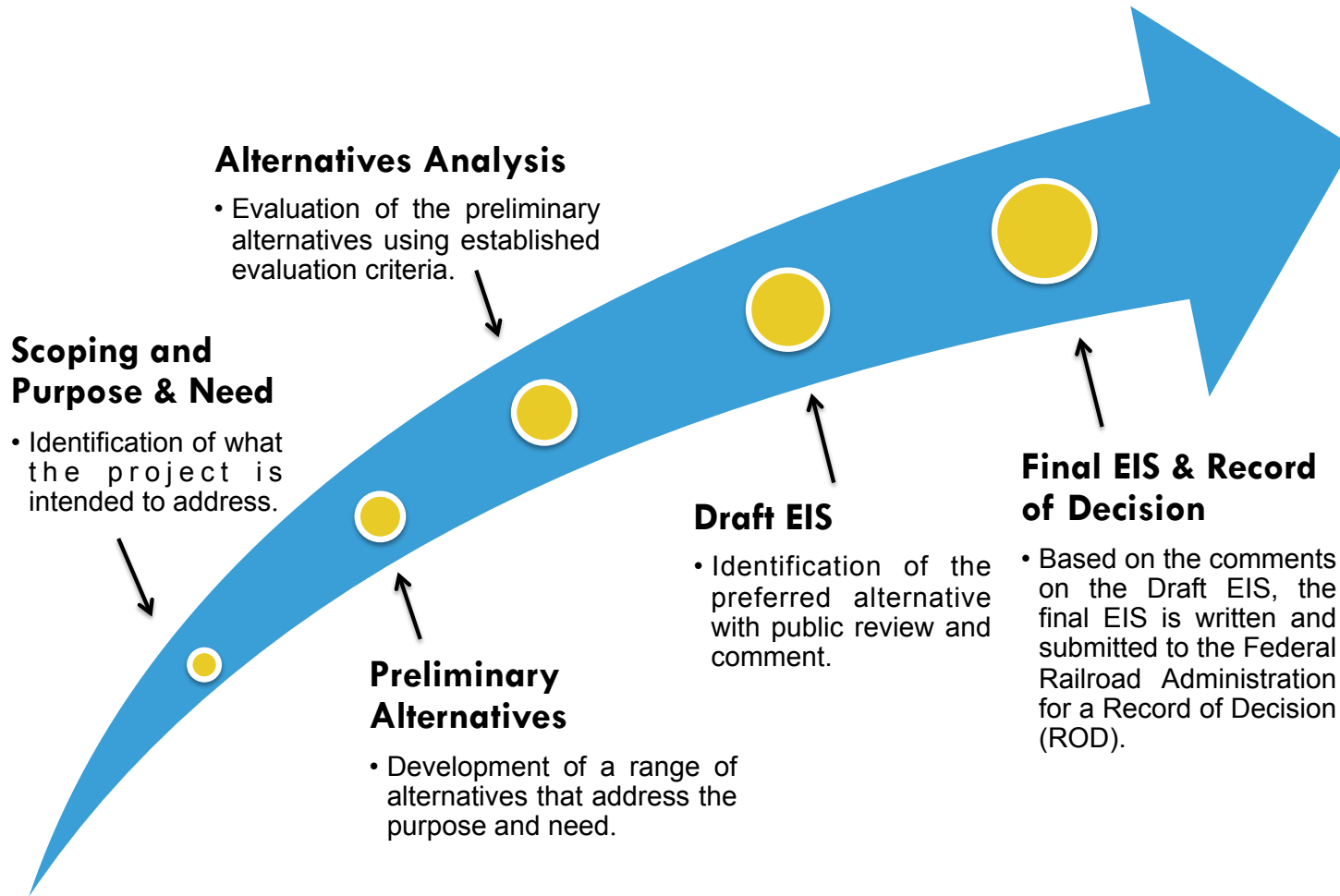
Alternative Analysis – evaluation of the preliminary alternatives using established evaluation criteria

Draft EIS – identification of the preferred alternative with public review and comment

Final EIS and Record of Decision – submitted to the Federal Railroad Administration for a Record of Decision based on the comments on the Draft EIS



EIS PROCESS



PROBLEM STATEMENT

- There is currently an imbalance in the available modes of passenger transportation within the Chicago to St. Louis Corridor.
- It is estimated that approximately 99 percent of the 35 million annual trips made in this corridor are accomplished through automobile and air travel.
- The current rail system within the corridor primarily consists of a single track that is shared by both traditional freight and passenger service (Amtrak).



Tier 1 Environmental Impact Statement

PROBLEM STATEMENT

- The constraints of the existing rail infrastructure limit the ability to expand passenger service between Chicago and St. Louis.
- The modal imbalance in the Chicago to St. Louis Corridor increases the burden on automobile and air travel which can result in increased travel costs, delays, safety risks, and unreliability.



Tier 1 Environmental Impact Statement

ENVIRONMENTAL IMPACTS

Socioeconomic Resources

- Land Use
- Population/Employment
- Environmental Justice (Low Income and Minority Populations)
- Residential and Commercial Displacements
- Community Services
- Farmland

Noise and Vibration

Traffic/Transportation

Air Quality

Energy

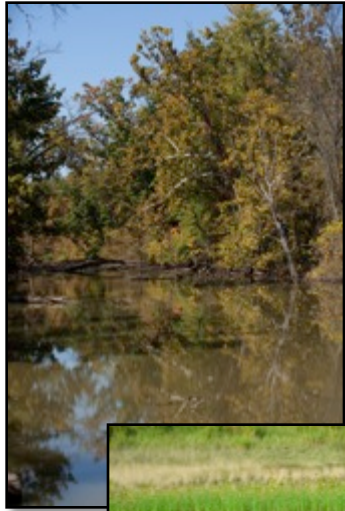
Cultural Resources/Section 106

- Historic Properties
- Archaeological Sites



Tier 1 Environmental Impact Statement

ENVIRONMENTAL IMPACTS



Visual/Aesthetics

Public Parks and Recreation Areas/ Section 4(f)

Natural Resources

- Wetlands
- Surface Water
- Groundwater
- Vegetation/Habitat
- Wildlife
- Threatened and Endangered Species
- Geology/Soils

Floodplains

Special/Hazardous Waste



Tier 1 Environmental Impact Statement

SECTION 106/HISTORIC PRESERVATION

Since this federal project could potentially affect historic properties, it must follow the requirements of section 106 of the National Historic Preservation Act of 1966 (NHPA) (16 U.S.C. 470(f)). FRA intends to comply with this section beginning with identifying consulting parties through the scoping process. This will be consistent with the standards outlined by the Advisory Council on Historic Preservation in 36 CFR 800.8.

Applies to Historic Properties

- Listed on National Register of Historic Places
- Eligible for NRHP or waiting to be evaluated

Criteria

- History: property associated with significant history
- People: property associated with significant person in history
- Architecture: property representative of a type, period or method of construction
- Archaeology: property likely to yield important information in pre-history or history

Process

- Coordination with “Consulting Parties”, including State and/or Tribal Historic Preservation Agency and other agencies
- Identify potential properties
- Conduct study
- Assess and resolve adverse effects



STATION # 4

ALTERNATIVES

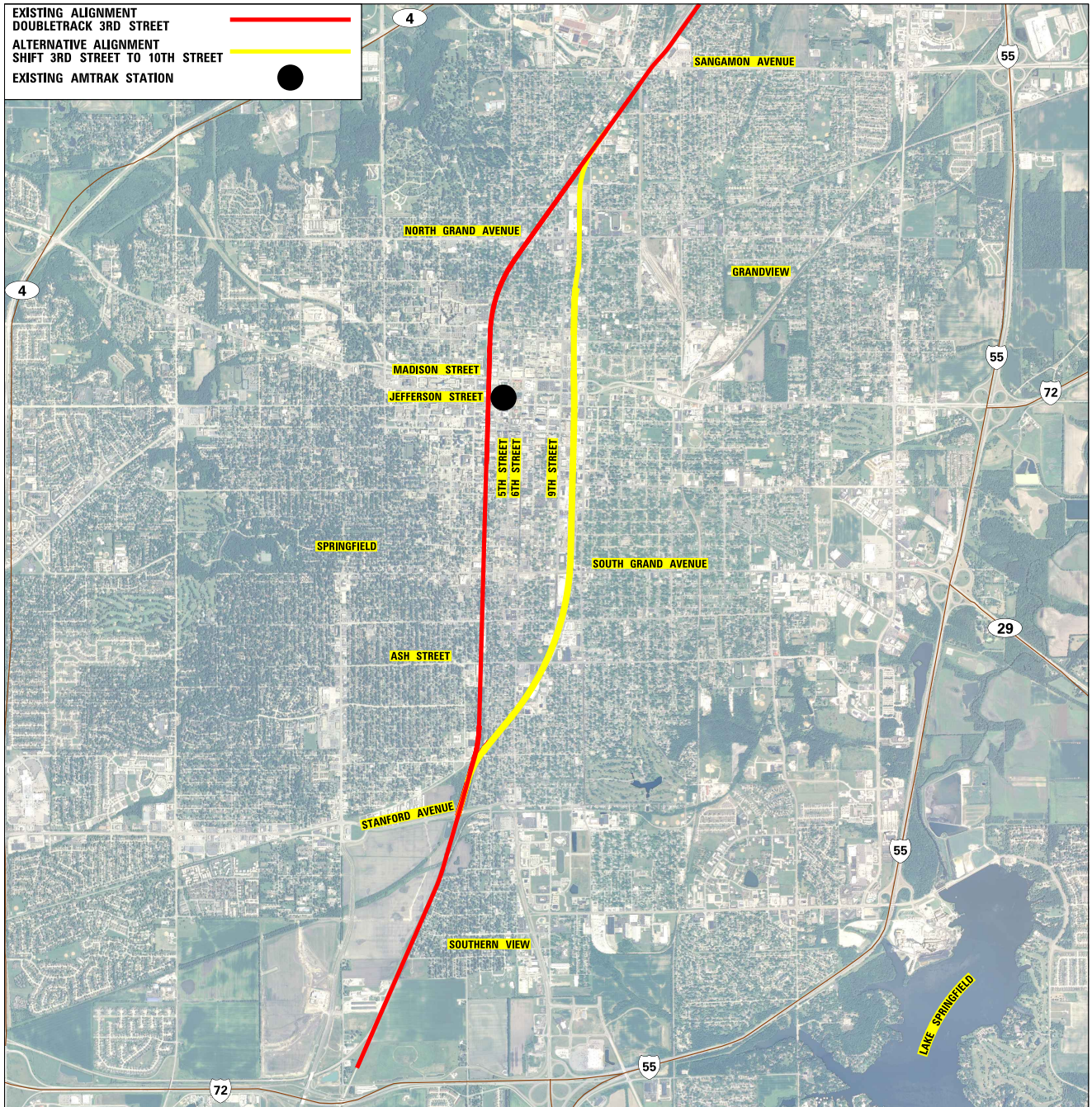


Tier 1 Environmental Impact Statement

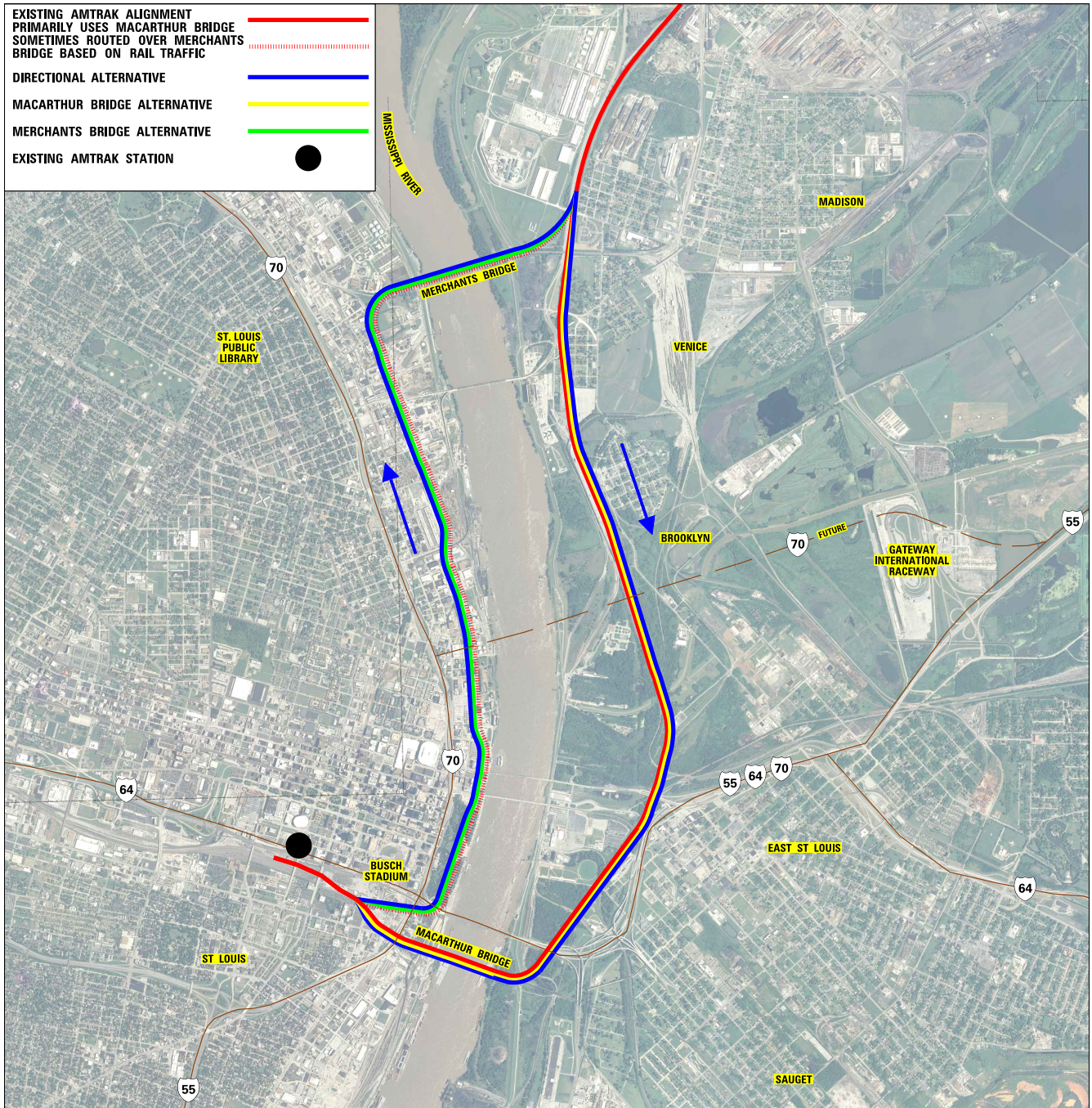
PROJECT ALTERNATIVES

Feature	No-build Alternative	Build Alternative
Passenger Round Trips Per Day	5	9
Operating Speed	Up to 110 mph between Dwight and Alton; up to 79 mph north of Dwight and south of Alton	Up to 110 to 125 mph throughout the corridor
Number of Mainline Tracks	1 track through most of the corridor	2 tracks throughout the corridor
Alternative Route Alignments	Use existing route	Evaluate new alignments between Chicago and Joliet, through Springfield, and into St. Louis
Grade Crossings	Enhanced warning devices will be provided at grade crossings south of Dwight as part of the 2004 ROD improvements	Additional grade crossing treatments, including grade separations, will be considered and evaluated as part of the Build Alternative
Station Upgrades	Station improvements will be made with 2004 ROD improvements	Additional station improvements, including potential pedestrian grade separations, will be considered and evaluated as part of the Build Alternative
New Stations	None	Potentially East St. Louis

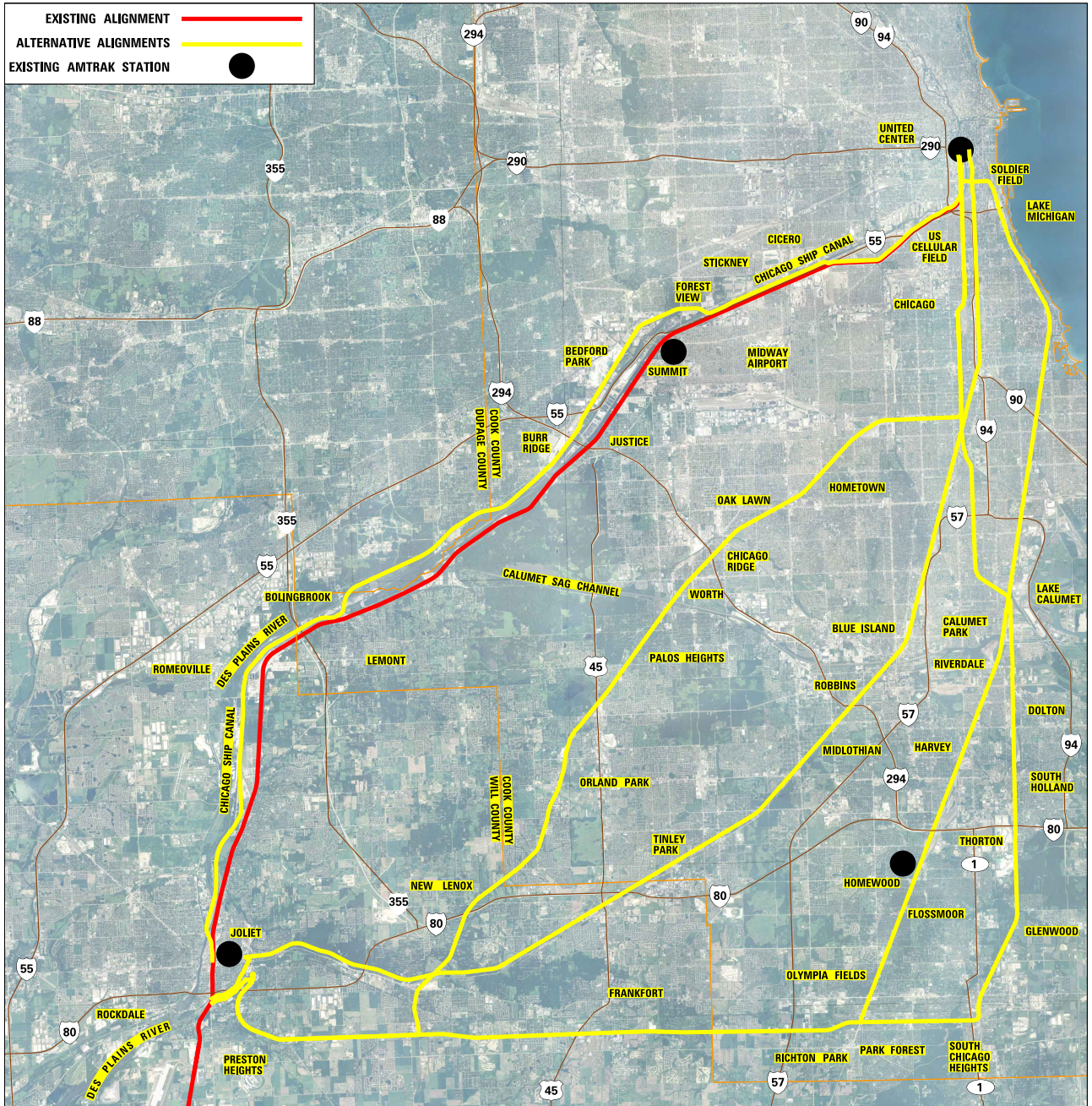
Initial Range of SPRINGFIELD ALTERNATIVES



Initial Range of ALTON TO ST. LOUIS ALTERNATIVES



Initial Range of CHICAGO TO JOLIET ALTERNATIVES



SPRINGFIELD RAILROAD CORRIDOR STUDY

The Springfield Railroad Corridor Study is an evaluation of how to accommodate anticipated increases in rail freight and passenger (including high-speed rail) traffic through the City of Springfield.

The study area extends from Stanford Avenue on the south to Sangamon Avenue on the north, and includes all three north-south rail corridors.

Two alternative alignments have been identified for high-speed rail:

- Third Street
- Tenth Street

The Springfield study will be incorporated as a Tier 2 level analysis within the overall Tier 1 Chicago to St. Louis Environmental Impact Statement.



STATION #5

PUBLIC INVOLVEMENT & NEXT STEPS



YOUR INPUT IS NEEDED!

Here's how you can be involved:

- Attend open houses and complete a comment form
- Visit the study website and leave comments
- Sign up to receive study newsletters
- Invite IDOT to speak at your community meeting

FRA will consider all public input when making final decisions.



CONTACT US


Here's how you can contact us:

- **Visit the website:** www.idothsr.org/tier_1
- **Call us:** 1-855 IDOT HSR (436-8477)
- **Write us:** Illinois Department of Transportation
Attention: Miriam Gutierrez
Division of Public & Intermodal Transportation
James R. Thompson Center
100 West Randolph Street, Suite 6-600
Chicago, Illinois 60601-3229



FOR ADDITIONAL INFORMATION

Visit www.idothsr.org for the Illinois High-Speed Rail Chicago to St. Louis project.

 www.facebook.com/IllinoisHighSpeedRail

Project Hotline 1-855-IDOT-HSR (436-8477)

Visit www.connectthemidwest.com for the Midwest High-Speed Rail initiative.

 www.facebook.com/MidwestHighSpeedRail

 twitter.com/MWHighSpeedRail



NEXT STEPS

Purpose and Need Analysis

Spring 2011

Environmental Data Collection

Spring 2011

**Alternatives Analysis/
Environmental Studies**

Spring/Summer 2011

Public Meetings

Fall 2011

DEIS/Public Hearing

Fall 2011

FEIS/ROD

Late 2012



FOR BUSINESS OPPORTUNITIES

For Business Opportunities:

>> Visit the **Related Web Links** section of www.idothsr.org

