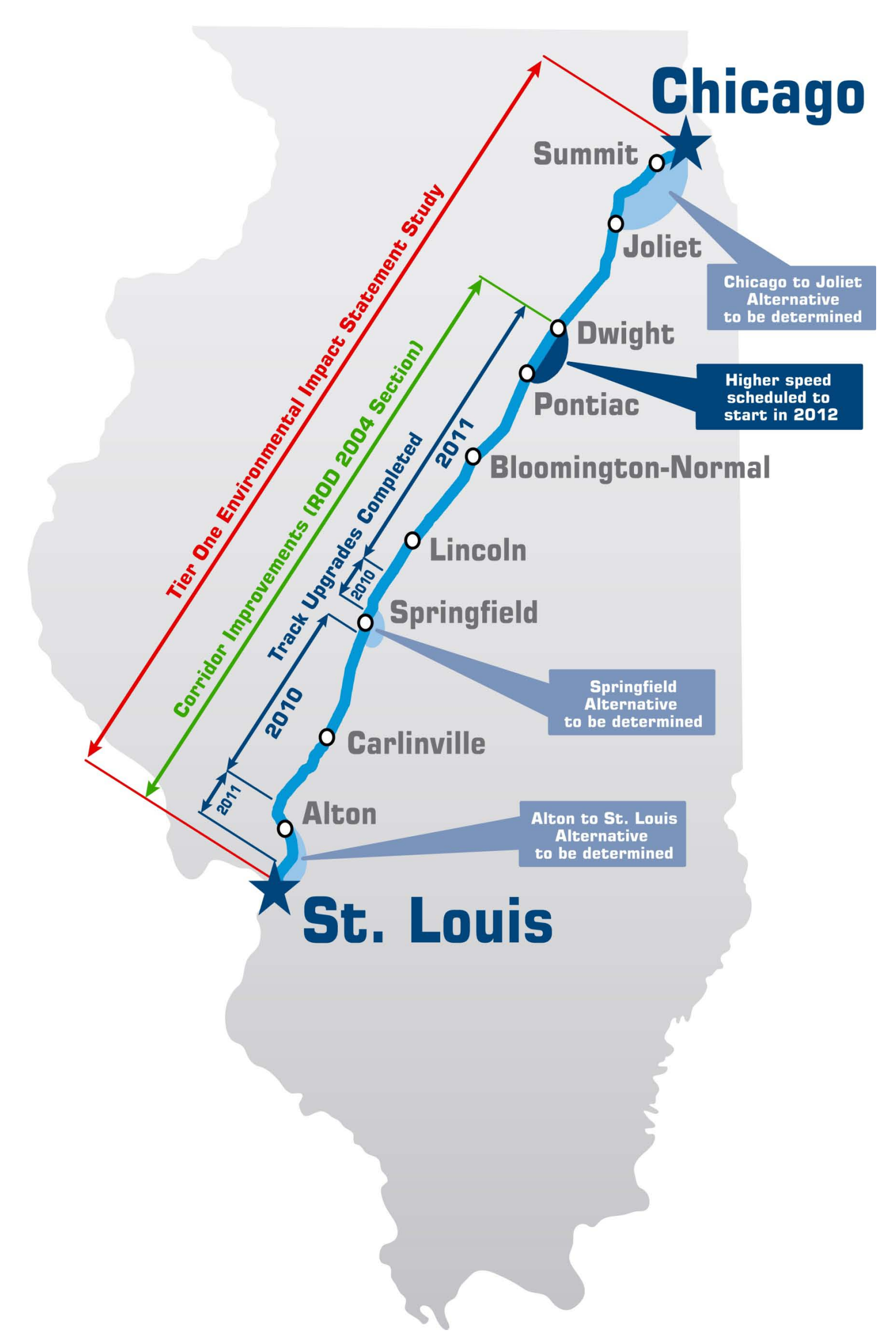
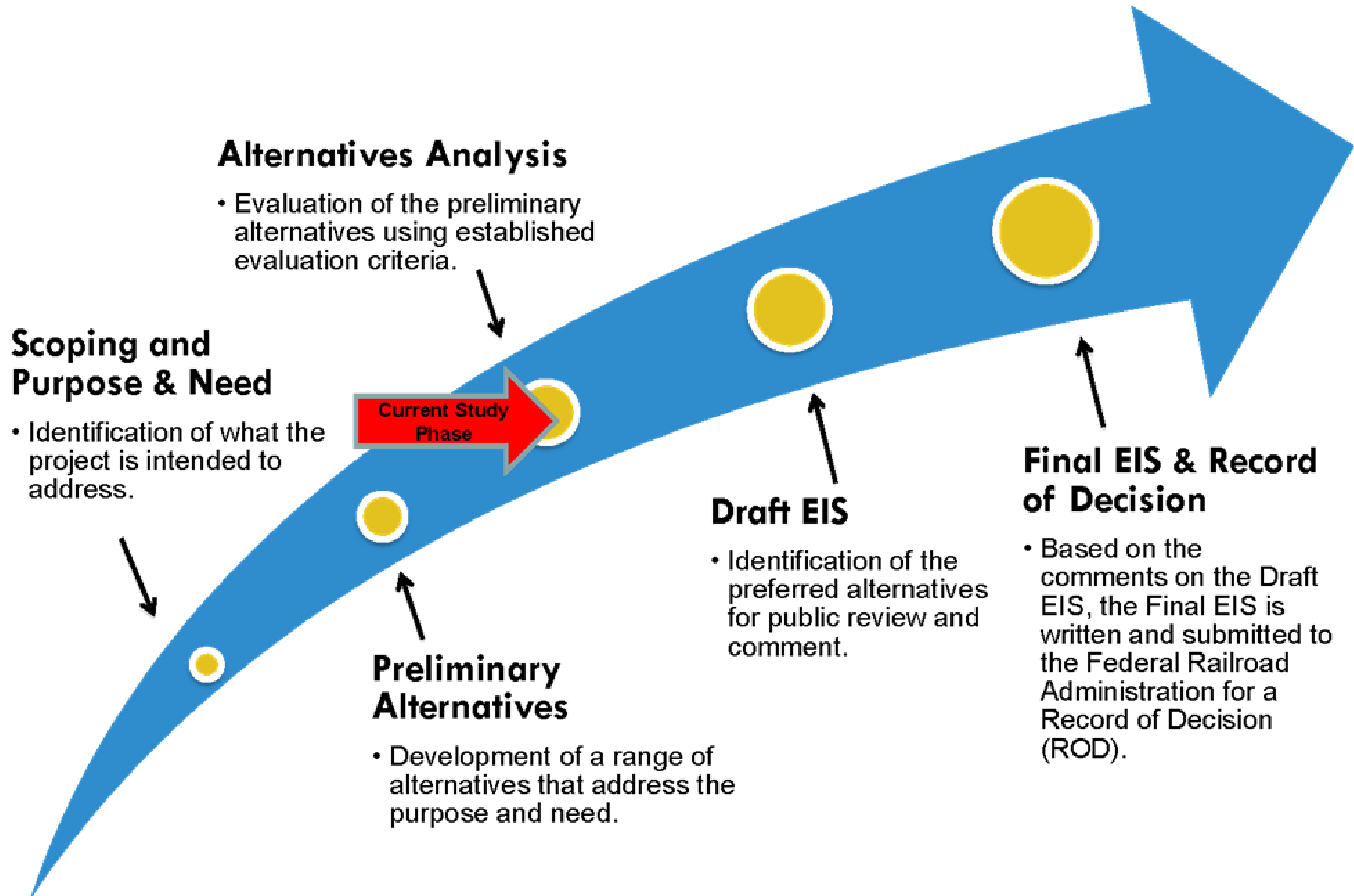


*Thank you for attending tonight's open house for the*

# Illinois High-Speed Rail Chicago, IL to St. Louis, MO

## Tier 1 Environmental Impact Statement (EIS)





# STUDY SCHEDULE

	Early 2011	Mid 2011	Late 2011	Early 2012	Mid 2012	Late 2012
Notice of Intent (NOI)	Published					
Analyze Alternatives	Public Open House		Public Open House			
Prepare Draft EIS				Public Hearing		
Prepare Final EIS						Complete EIS / Record of Decision (ROD)

Scoping is a part of the EIS process through which a federal agency describes a proposed action and possible alternatives and seeks input from the public and other agencies on potentially affected resources, environmental issues to be considered, and the agency's planned approach to analysis.

The scoping meeting aims to:

- Provide an overview of the Illinois High-Speed Rail Project
- Describe the Purpose and Need for the project
- Present all possible alternatives
- Present the proposed screening criteria
- Provide key milestones in the EIS
- Solicit public and agency input



# PURPOSE AND NEED

## Purpose of the proposed High-Speed Rail Project:

- Enhance the passenger transportation network in the Chicago-St. Louis corridor
- Improve high speed passenger rail service
- Spur new private investment and tourism in station communities

## Springfield Additional Purpose:

- Enhance capacity to accommodate increasing passenger and freight train traffic on the three north-south rail corridors through Springfield and reduce the impact of train traffic in Springfield
- Enhance overall livability and commercial activity

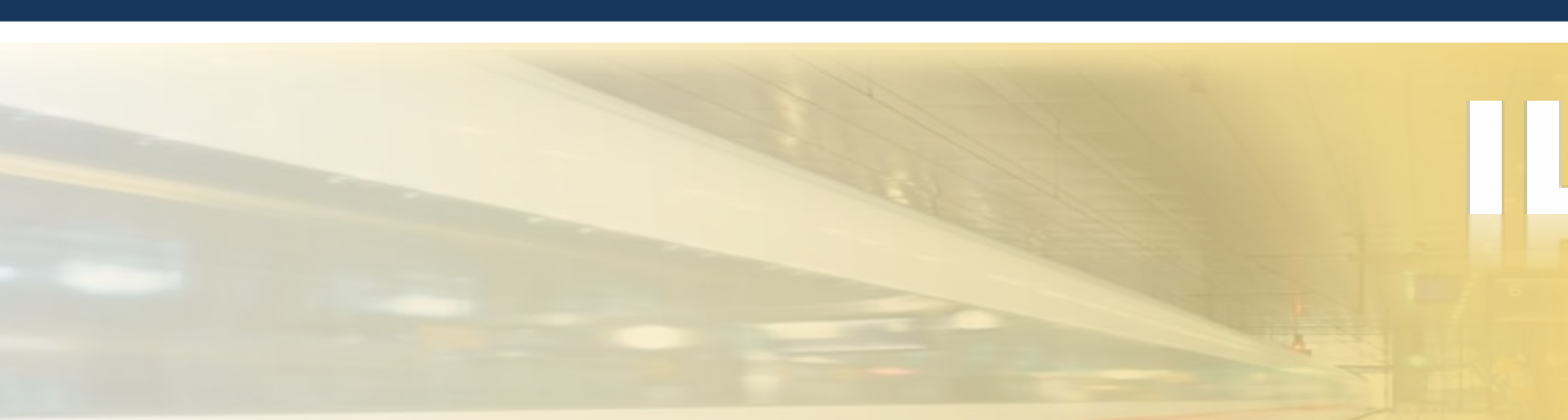
## Needs of the proposed High-Speed Rail Project:

- Inadequate capacity - single track restricts existing and projected passenger train traffic
- Infrequent rail service - single track limits frequency of service
- Travel times too long
- Poor rail reliability - on-time performance for passenger service between Chicago and St. Louis has ranged from 38% (2007) to 75% (2010)
- Aging infrastructure - poor condition of rail infrastructure limits speeds and travel times
- Safety

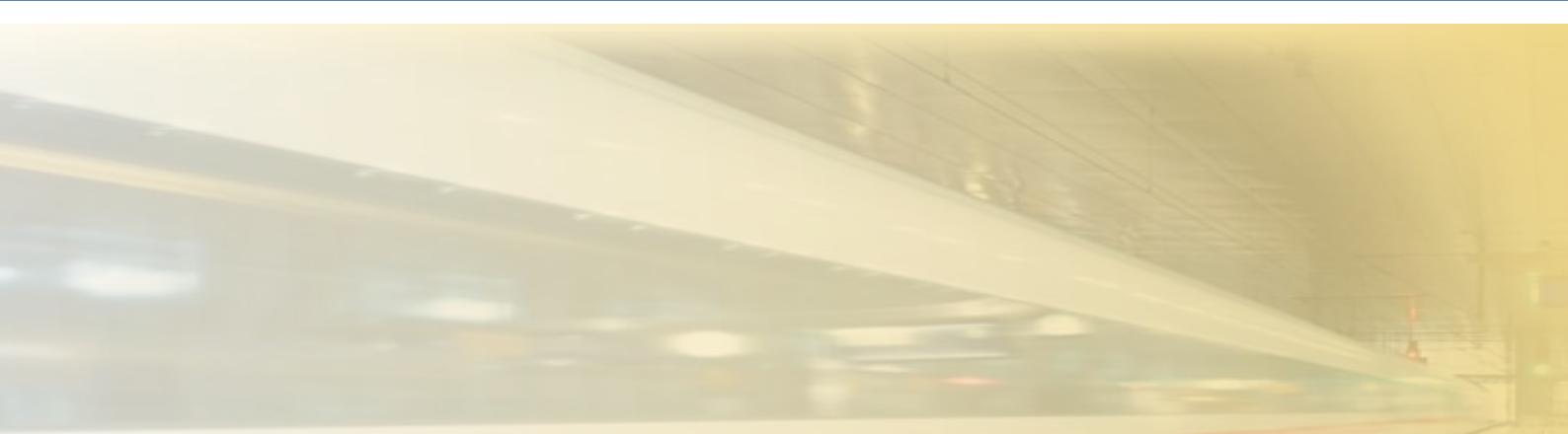
## Additional needs for Springfield (Tier 1 and Tier 2):

- **Safety** – There are 68 at-grade rail crossings throughout the study area and 24 miles of unfenced Right-of-Way.
- **Congestion** – Vehicle delays due to trains blocking crossings are projected to increase from 13,800 vehicle-minutes per day currently to 60,000 vehicle-minutes per day in 2030.
- **Livability and Commercial Activity** – Each of the rail lines through Springfield generate noise and create barriers in commercial areas and residential neighborhoods.

# ALTERNATIVES



# ALTERNATIVES SCREENING CRITERIA



The purpose of the alternatives screening process is to develop a set of reasonable alternatives to be evaluated in the Draft EIS, considering any and all available alternatives. The screening criteria for the project are developed based on the following:

- The purpose and need of the project;
- The goals and objectives established for the project in the Purpose and Need;
- Minimizing impacts on the human and natural environment; and
- Minimizing costs

## Objective: Maximize Ridership/Revenue

- Travel Time and Length (minutes/miles)
- Intermodal and passenger rail service connections

## Objective: Minimize Operating/Maintenance and Capital Costs

- Capital Costs and Right-of-way (dollars)
- Operational Issues (host railroad willingness to share track)
- Impacts to existing freight, passenger and commuter service
- Construction Issues (maintenance of existing service)

## Objective: Minimize Negative Impacts to Existing and Planned Development

- Land Use Compatibility and Conflicts (Location/Impact)
- Visual Quality Impacts (Location/Type)

## Objective: Minimize Impacts to Natural Resources

- Water Resources and Floodplain Impacts (# of crossings)
- Wetlands (# of crossings/quality)
- Threatened and Endangered Species Impacts (list)

## Objective: Minimize Impacts to Social and Economic Resources

- Environmental Justice, Community and Neighborhood (identify)
- Farmland Impacts (quantity)
- Community and Neighborhood Impacts (identify)

## Objective: Minimize Impacts to Cultural/4(f) Resources

- Cultural/Historical Resources
- Parks and Recreation/Wildlife Refuges

## Objective: Maximize Avoidance of Potential Hazardous Materials

- Hazardous Materials/Waste Constraints

The alternatives through Springfield that pass the Tier 1 screening analysis will be further developed and refined. These refined alternatives will then be evaluated based on the Tier 2 screening criteria listed below:

- Traffic Delay (minutes)
- Vehicle/Train Crashes (# of crashes)
- Residential/Commercial Displacements (# of displacements)
- Noise and Vibration (levels)
- Initial and Lifecycle Costs (dollars)

# PUBLIC INVOLVEMENT & NEXT STEPS




## Here's how you can be involved:

- Attend open houses and complete a comment form
- Visit the project website and leave comments
- Sign up to receive study newsletters
- Invite IDOT to speak at your community meeting
- FRA and IDOT will consider public input when making decisions



- **Visit the website:** [www.idothsr.org/tier\\_1](http://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

Visit [www.idotHSR.org](http://www.idotHSR.org) for the Illinois High-Speed Rail Chicago to St. Louis project.

 [www.facebook.com/IllinoisHighSpeedRail](http://www.facebook.com/IllinoisHighSpeedRail)

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

Visit [www.connectthemidwest.com](http://www.connectthemidwest.com) for the Midwest High-Speed Rail initiative.

 [www.facebook.com/MidwestHighSpeedRail](http://www.facebook.com/MidwestHighSpeedRail)

 [twitter.com/MWHighSpeedRail](https://twitter.com/MWHighSpeedRail)

# NEXT STEPS

**Purpose and Need Analysis**

**Summer 2011**

**Environmental Data Collection**

**Summer 2011**

**Public Meetings**

**Fall 2011**

**Alternatives Analysis/  
Environmental Studies**

**Fall 2011**

**DEIS/Public Hearing**

**Spring 2012**

**FEIS/ROD**

**Late 2012**

## For Business Opportunities:

>> Visit the **Doing Business** tab of

[www.idothisr.org](http://www.idothisr.org)

### Doing Business

[Bidding Process](#) >

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HSR Current Business Opportunities

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Illinois Department of Transportation

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Union Pacific


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If there are questions regarding construction opportunities or the process please contact:

**Miriam Gutierrez**  
Rail Program Planning Section Chief  
Illinois Department of Transportation  
Division of Public & Intermodal Transportation  
312-793-4803 (Direct Line)

If there are questions regarding other IDOT opportunities for minority-owned, women-owned and other disadvantaged small businesses in IDOT's federal and state funded highway, transit and airport contracts, please contact:

**Vittorio M. Gomez**  
Illinois Department of Transportation  
Office of Business & Workforce Diversity  
Division of Public & Intermodal Transportation  
312-793-4198  
[Vittorio.Gomez@illinois.gov](mailto:Vittorio.Gomez@illinois.gov)



Bidding Process

Thank you for your interest in business opportunities with the Illinois Department of Transportation (IDOT) and the Union Pacific Railroad (UPRR). The bidding process for both organizations will require prequalification. Please follow the guidelines outlined for [IDOT](#) and [UPRR](#). Please note the UPRR will require contractors to be prequalified for each High-Speed Rail opportunity.

Additionally, minority-owned and women-owned companies are required to receive certification through IDOT for the [Disadvantaged Business Enterprises \(DBE\) program](#). The Illinois Department of Transportation fosters equal opportunity for minority-owned, women-owned and other DBEs in IDOT's federal and state-funded contracts.

Current Business Opportunities Process:

1. Prime contractors have 30 days to become prequalified for each business opportunity ([see Prequalification Notices](#)).
2. After the 30 period, a list of prequalified prime contractors information will become available on the [HSR Current Business Opportunities](#) page of this website.
3. Once the prime contractors information is available, the subconsultants/DBE's have the opportunity to market their services and contact the prequalified prime contractors for the inclusion of a particular bidding opportunity.