

4.0 COORDINATION AND CONSULTATION

Public involvement is an important part of any IDOT project planning process. In addition to working with the requisite federal and state agencies, IDOT efforts for this Environmental Assessment included outreach to a wide variety of stakeholders and the general public.

IDOT uses a wide variety of public involvement outreach methods. Table 4-1 provides a summary of the public involvement methods used for this project. The remainder of the chapter summarizes IDOT's agency coordination and public involvement efforts.

Table 4-1 Public Involvement Methods and Purposes

Methods	Purpose
Agency coordination meetings and contacts	To inform agencies of project status and actions and provide them a forum for review and comment. Includes coordination meetings and contacts with consulting agencies.
Stakeholder meetings and contacts	To inform and actively obtain input from elected officials, agencies, and other stakeholders on the project status and actions.
Public involvement open-house meetings	Through a public forum, to inform and actively obtain public commentary on the project.
Media relations and news coverage	To inform the public of the project through media coverage.
Project website	To distribute available project materials, inform the public and obtain public comment.

4.1 Agency Coordination

Agency coordination is a necessary and crucial component of project development. Agency coordination in this project included working with a wide variety of agencies, including lead, participating, consulting and potentially affected agencies.

4.1.1 Agencies

The agencies that were engaged in the Environmental Assessment are listed in Chapter 6.0.

4.1.2 Letters and Other Contacts

Letters were sent to the agencies (except Amtrak, the Illinois Department of Transportation and the Federal Railroad Administration) in September informing them of the Environmental Assessment, detailing the history of the project, the project scope, asking for information to complete the Environmental Assessment and any comments the agency representative may have had.

Letters were received from the following agencies:

- Illinois Commerce Commission
- Illinois Department of Agriculture
- Illinois Historic Preservation Agency

4.0 Coordination and Consultation

- US Department of Agriculture, Natural Resources Conservation Services
- US Environmental Protection Agency, Region 5 (Illinois)

4.1.3 Meetings

To assist with coordination, meetings were held with various agencies. Table 4-2 summarizes the meetings that were held. Additional meetings will be held as the study continues.

Table 4-2 Agency Meetings

Date	Agency	Purpose
October 13, 2009	Illinois Historic Preservation Agency	Discussion of agency responsibilities regarding project development
October 16, 2009	US Fish & Wildlife Service / Federal Railroad Administration	Discussion of agency responsibilities regarding project development

4.1.4 Consultation on Cultural Resources

The Federal Railroad Administration (FRA) requires a corridor-wide National Environmental Policy Act (NEPA) study when submitting a Track 2 application. The FRA's guidance encourages agencies to tier their environmental reviews. Using this approach, broader programs are covered under a Tier 1 NEPA document, such as a corridor-wide Environmental Assessment (EA). In a Tier 2 NEPA document, site-specific projects or actions are addressed in an Environmental Impact Statement (EIS), EA, or categorical exclusion (CE) document.

To support the Track 2 application for the Chicago to St. Louis corridor, the Illinois Department of Transportation (IDOT) has prepared a Tier 1 corridor-wide NEPA document. The purpose of this Tier 1 document is to identify potential environmental impacts at the corridor or program level. Project specific issues, such as environmental impacts associated with specific improvements, will be addressed in a Tier 2 NEPA document.

As part of this FRA process, the central purpose of completing the Tier 1 NEPA document is to support the application for funding to carry out the Track 2 projects listed in the application. In this case, the initial federal undertaking is the application for funding to complete additional project planning, including the full consideration of all potential environmental impacts, including those to Cultural and Historic Resources (pursuant to Section 106 of the National Historic Preservation Act of 1966 and other relevant federal, state and regulatory requirements). The completion of the Tier 1 NEPA document is not intended to fulfill the full requirements of the Section 106 (or the other regulatory procedures). It simply represents a preliminary step in the environmental planning process, to identify potential issues which will be addressed in detail during continued Section 106 studies and consultation that will be completed during the development of the Tier 2 NEPA document.

IDOT has assisted FRA in initiating Section 106 consultation based on the preliminary data contained in the Tier 1 document. However, IDOT clearly understands that full consultation on all the potential effects of the project will still need to be completed. IDOT is fully committed to moving forward with the consultation process, so the comments and concerns of all parties can

be taken into consideration during the ongoing project planning process. During this consultation process, it is anticipated that a wide range of parties will be invited to participate, including representatives of the State Historic Preservation Officers of Illinois and Missouri, the Advisory Council on Historic Preservation, Local Governments Agencies, Native American Tribal Groups and members of the interested public. Initial coordination with some of the groups has already begun, and IDOT will continue to provide opportunities for all interested groups and individuals to become involved. The following section describes the Section 106 process which will continue to be followed during the ongoing project planning process.

Section 106 of the National Historic Preservation Act of 1966 (NHPA)

Section 106 of the National Historic Preservation Act of 1966 (as amended) requires federal agencies to consider the impacts of undertakings on historic properties (including architectural and archaeological resources) that are either listed in the National Register of Historic Places (NRHP) or eligible for listing (36 CFR 800). If projects are federally permitted, licensed, funded, or partially funded, the project must comply with Section 106. Under Section 106, federal agencies are required to provide the public with information about a proposed project and its effect on historic properties and to seek public comment and input, except where confidentiality is considered necessary. Agency officials should plan consultations that are appropriate to the scale and nature of the undertaking.

In addition to Section 106, Section 4(f) of the Department of Transportation Act of 1996, as amended (49 USC Section 303), protects historic and/or cultural resources from conversion to highway use unless there is no prudent or feasible alternative and all possible planning has been undertaken to minimize harm to the property. Although Section 106 and Section 4(f) represent separate regulatory systems, there are provisions made to allow the successful resolution of Section 106 consultation, to help fulfill the regulatory requirement of Section 4(f).

In general, the Section 106 Process includes the following sets of determinations, which are carried out by the project sponsor (or their designee) in consultation with the State Historic Preservation Officer (SHPO) or Tribal Historic Preservation Officer (THPO) and other Consulting Parties (including representatives of resident of non-resident Tribal Groups that may have expressed a formal interest in portions of the APE).

- 1) Determination of Area of Potential Effects
- 2) Identification of Historic Properties – Determination of Eligibility
- 3) Determination of Effect – Criteria of Adverse Effect
- 4) Mitigation of Adverse Effects

Step 1: Determination of the Area of Potential Effects

A project's area of potential effects (APE) is defined in 36 CFR 800.16 (d) as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The area of potential effects is

4.0 Coordination and Consultation

influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.”

Step 2: Identification of Historic Properties – Determination of Eligibility

Sites, buildings, structures, and objects that might be affected by a proposed undertaking are identified and evaluated in either architectural or archaeological investigations. They are often referred to under the blanket term “cultural resources” and sometimes just as “properties”. Some cultural resources are historic and others are not.

The term “historic” is used for those properties that are significant in the fields of history, architecture, engineering, archaeology, or culture. The National Register of Historic Places (NRHP) was established as the nation’s repository of documentation for those historic properties. The National Park Service developed the following guidelines for the selection of properties to be included in the NRHP in a manner that is consistent with the Secretary of Interior’s Standards and Guidelines for Archaeology and Historic Preservation (NPS 1983).

A building, site, structure, or object is significant, i.e., historic, if it possesses integrity of location, design, setting, materials, workmanship, feeling, and association and fulfills at least one of the following National Register Criteria of Evaluation:

- Criterion A – association with events that have made a significant contribution to the broad patterns of our history;
- Criterion B – association with the lives of persons significant in our past;
- Criterion C – embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or possesses high artistic values, or represents a significant and distinguished entity whose components may lack individual distinction;
- Criterion D – has yielded or may be likely to yield information important in prehistory or history (36 CFR Part 60.4).

There are categories of properties that are not ordinarily considered eligible for the NRHP, i.e., cemeteries, birthplaces or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years (36 CFR Part 60.4). These properties may be eligible only under special circumstances called criteria considerations.

Step 3: Determination of Effect - Criteria of Adverse Effect

According to Section 106 regulations (as defined in 36 CFR 800), the Criteria of Adverse Effect are applied to NRHP listed and eligible resources. The Criteria of Adverse Effect are used as a means to compare and contrast alignment options, ultimately assisting staff in selecting a Locally Preferred Alternative. Section 106 regulations (as defined in 36 CFR 800) stipulate that

the Criteria of Adverse Effect must be applied to NRHP eligible or listed resources within a project's APE. The Criteria of Adverse Effect is described in 36 CFR 800.5 as follows:

An adverse effect is found when an undertaking may alter, directly or indirectly, the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonable foreseeable effects by the undertaking that may occur later in time, be farther removed in distance or be cumulative (36 CFR 800.5). Under Section 106 of the NHPA, there are three possible determinations of effect:

- 1) No Historic Properties Affected (NPA) – This finding is applied when there are no listed or eligible historic properties within the APE;
- 2) No Averse Effect (NAE) – This finding is applied there are historic properties within the APE, but the project impacts will not negatively affect the property's character-defining attributes that make it eligible for listing in the NRHP; and
- 3) Adverse Effect (AE) – This finding is applied when the project has the potential to negatively affect a property's integrity and character-defining attributes that make it eligible for listing in the NRHP.

Step 4: Mitigation Measure to Address Adverse Effects

If any historic properties are determined to be adversely affected by an undertaking, the agency is required to contact the Advisory Council for Historic Preservation (ACHP) and continue consultation with the consulting parties, including the SHPO, to resolve the adverse effect. Depending on the circumstances, the ACHP may join the consultation. Resolution of adverse effects may include alternatives to avoid the identified adverse effect, plans to minimize the undertaking's harm, or appropriate mitigation of the adverse effect.

As required, a Memorandum of Agreement (MOA) is executed and implemented to evidence the agency's compliance with Section 106. Signatories include, at a minimum, the agency official and the SHPO, but may also include other relevant parties as invited by the agency official. In addition, consulting parties may be invited to concur with the MOA. If adverse effects are not resolved, or agreement on the MOA cannot be reached, additional coordination with the ACHP is required.

Section 106 - Public Participation

The Section 106 process requires that groups with a demonstrated interest in the undertaking or historic properties in the project area be included as consulting parties during the planning and development of the project. Section 106 public involvement is often undertaken at the same time and in conjunction with similar efforts required under NEPA. At a minimum, consulting parties include the SHPO. During the current phase of the project, the IDOT received letters

4.0 Coordination and Consultation

from the National Trust for Historic Preservation (June 30, 2009) and the Gaylord Building Historic Site (September 16, 2009) expressing concerns about the potential effects of the proposed high speed rail alignment on the Lockport Historic District (listed on the NRHP). The Illinois DOT will be contacting both groups to acknowledge the comments received, and will invite both groups to participate in the Section 106 consultation process.

In consultation with the SHPO and the public involvement process, areas of concern may include, but are not limited to the following:

- Lockport downtown
- Dwight downtown
- Springfield downtown, including the Dana-Thomas House

This Chicago-St. Louis High Speed Rail (HSR) project requires multi-state coordination as described in the Section 106 regulations. The SHPO for Illinois (Illinois Historic Preservation Agency [IHPA]), and Missouri (Missouri Department of Natural Resources [MDHR]) would be consulting parties for the Preferred Alternative. In addition, representatives of local governments, public agencies, Native American Tribes, preservation-related groups, the ACHP, and/or members of the public with a proven interest may be granted consulting party status. Consulting parties would be provided an initial opportunity to comment on the cultural resources identification and evaluation process at Public Meetings to be held in October of 2009. Public meetings would provide an opportunity for citizens to learn about the project and discuss any cultural resources concerns. Information on the Section 106 Process and the historic properties in the vicinity of the proposed corridor would be available at each public meeting. In addition, project personnel would be available to answer questions and record public comments related to historic resources and potential project effects.

Tribal Consultation

Section 106 also requires formal consultation with federally recognized Native American tribal groups that may consider portions of the project APE to have cultural or historical significance. Although Illinois and Missouri do not have any resident federally recognized tribes, there is a series of non-resident tribal groups who have formally declared that that they consider specific portions of Illinois to have cultural or historic significance to their group.

The 1992 amendments to the National Historic Preservation Act (NHPA) require all federal agencies to consult with Indian Tribes or Native Hawaiian organizations for undertakings that may affect properties of traditional religious and cultural significance. Section 36 CFR 800.2(c) (2)(ii)(A) states that "the agency official shall ensure that consultation in the Section 106 process provides the Indian Tribe or Native Hawaiian organization a reasonable opportunity to identify its concerns about historic properties, including those of traditional religious and cultural importance, articulate its views on the undertaking's effects on such properties, and participate in the resolution of adverse effects.

The most recent version of the regulations implementing Section 106 of the NHPA, effective August 5, 2004, reflect this approach and require federal agencies to consult with any tribe that may attach religious and cultural significance to resources affected by an agency action, whether those resources are on or off tribal lands.

Illinois and Missouri do not have any resident federally recognized tribes, but there are non-resident tribal groups who have formally declared that they consider specific portions of Illinois to have cultural or historic significance to their group. Table 3-26 in Chapter 3 provides a listing of specific tribal groups that have expressed an interest in the various counties along the rail corridor. Available data do not indicate any non-resident groups with an expressed interest in St. Louis County, Missouri. In accordance with Section 36 CFR 800.2, IDOT would assist the FRA in initiating contact with the listed tribal representative for each of these tribal groups, providing the opportunity for them to: 1) Provide information on any concerns they might have on potential project impacts on these areas and 2) Request Section 106 consulting party status. The results of these tribal contacts would be included in later versions of the project NEPA documentation. Tribal groups requesting consulting party status would receive cultural resource assessment reports and related documentation and be invited to attend project meetings with FRA, IDOT, MoDOT, IHPA and MDHR, and be asked to provide input throughout the process.

Potential Future Studies

The current assessment represents a summary of data for previously documented historic architectural and archeological resources available from online GIS databases. Consequently, as the project planning process continues, it would be necessary to supplement this information with additional survey, research, and documentation not included on available online databases. In addition, supplementary and up-to-date historic architectural and archeological survey efforts would be required to assess portions of the current project APE that are not included in prior environmental studies. The scale and methodology of this additional work would be determined during continued consultation with the staffs of the State Historic Preservation Offices in Illinois and Missouri. These future studies would include procedures for the identification of additional consulting parties, who would be invited to participate in the consultation process. This work is necessary in order for the project to comply with Section 106 requirements of the National Historic Preservation Act of 1966, as amended, for federally funded transportation projects.

This future intensive-level field survey of the project APE would identify, document, and evaluate all properties more than 50 years of age. NRHP-listed properties, including individually listed properties and historic districts, would be field reviewed to determine if any substantial changes have occurred to the resources that may impact their status. All properties more than 50 years of age and not listed in the NRHP would be documented. Based on research and field review, properties may be documented individually or in groups (i.e., districts). Documentation would include field evaluation and notation, and digital photography.

4.0 Coordination and Consultation

The project team would document all properties that required field documentation on appropriate forms per SHPO instructions. Properties would be evaluated for eligibility for listing in the NRHP using established professional criteria and considerations set forth in *How to Apply the National Register Criteria for Evaluation*. Properties that are not listed in but appear to be eligible for the NRHP would be documented on Determination of Eligibility forms. Properties that are more than 50 years of age but are clearly not eligible for the NRHP would be documented on Short Forms for Ineligible Properties. Required mapping, which includes a tax parcel map and USGS quadrangle map for each resource, would also be completed.

With completion of the Identification and NRHP Evaluation, analysis would turn to the evaluation of potential project effects to all identified NRHP-listed and NRHP-eligible properties. Proposed project activity and its potential to directly and/or indirectly affect NRHP-listed or NRHP-eligible properties would be evaluated per the criteria of adverse effect set forth in Section 106 regulations. Potential effects may include, but are not limited to, impacts related to property acquisition, visibility, noise, vibration and property access.

With completion of the evaluation of effects, the project team would complete an architectural history technical report that would document in detail the project methodology and all eligibility and effects determinations. Each property documented and its NRHP status would be listed. NRHP-listed and NRHP-eligible properties would be described. Potential project effects to each NRHP-listed and NRHP-eligible property, or the lack thereof, would be documented. The report would also include substantial historic context on the project corridor and surrounding neighborhoods and, as appropriate; information on relevant architectural styles, trends, and buildings types; information on significant people; and associated historic events. The report would include all relevant mapping and photography, as well as any other supporting materials.

4.2. Stakeholder Coordination

Stakeholders are an important source of information and support for projects. Coordinating with stakeholders helps to prevent potential missteps in planning, by providing information on community plans and goals, environmental and cultural sites, and other issues. Stakeholders in this process included affected railroads, transit agencies, local, regional and statewide interest groups, local governments, regional agencies and tribal representatives.

4.2.1 Stakeholders

The distribution list in Chapter 6.0 identified the stakeholders invited to participate in the Environmental Assessment. Efforts were made to contact the appropriate representatives for information and comment on the project.

One set of stakeholders not listed in Chapter 6.0 are the tribal communities that, although not located in Illinois, have an interest in the corridor. The tribal communities that were invited to participate in the process were:

- Citizens Potawatomi Nation
- Forest County Potawatomi Community
- Hannahville Indian Community
- Kickapoo Tribe of Kansas
- Kickapoo Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Prairie Band of Potawatomi Nation
- Quapaw Tribe of Indians

4.2.2 Letters and Other Contacts

In addition to the press releases and advertisements about the project study and the public meetings (discussed below), stakeholders that had e-mail addresses were sent a Notice of Availability of the Environmental Assessment. The Notice of Availability provided the study web site address and basic background on the purpose and need of the study.

Letters were sent from the FRA to Tribal representatives on September 21, 2009, informing them of the project and asking for comment.

4.2.3 Meetings

To assist with coordination, a number of meetings were held with various stakeholders. US Representative Debbie Halverson sponsored two stakeholders meetings. One meeting was held in the Joliet area on August 31, 2009; the other was held in Normal on September 2, 2009. The Joliet meeting had 59 stakeholders, representing 31 different interests. The meeting in Normal was attended by 57 representatives from 40 agencies and organizations.

Two additional stakeholder meetings were held: one was on September 11, 2009, sponsored by US Senator Dick Durbin. This meeting was attended by a number of elected officials, county and municipal representatives, transportation agencies and the railroads. Another meeting was held in Normal on September 23, 2009 to further discuss the project.

Table 4-3 summarizes the meetings that were held.

4.0 Coordination and Consultation

Table 4-3 Stakeholder Meetings

Date	Stakeholder(s)	Purpose
May 8, 2009	Mayor Davlin, Sangamon County Board chairman Van Meter, Congressman Shimkus and Shock's office, Springfield Mass Transit, Senator Durbin's Office, Hanson (city Consultant) and IDOT	High speed Rail Plans for Chicago to St. Louis via Springfield
June 30, 2009	Hosted at Senator Durbin's Office in Chicago: Springfield Mayor Davlin, Sangamon County Board Chairman Van Meter, IDOT and UP Officials	High speed Rail Plans for Chicago to St. Louis via Springfield
July 29, 2009	UP Offices in Chicago - Springfield Mayor, Sangamon County Board Chairman, UP and IDOT	High speed Rail Plans for Chicago to St. Louis via Springfield
August 31, 2009	Elected officials, county and municipal representatives, agencies	Overall project discussion
September 2, 2009	Elected officials, county and municipal representatives, agencies	Overall project discussion
September 11, 2009	Hosted at DePaul University in Chicago: Springfield and Sangamon county Officials, Senator Durbin and his staff, Gov's Office Illinois and IDOT, UP, NS and Amtrak	Overall project discussion
September 23, 2009	Elected officials, municipal representatives, agencies	Overall project discussion

4.3 Public Outreach

Public engagement is another important factor in the project development process. There are many techniques used by IDOT to inform and engage the public in project planning. The primary techniques used during this process included making information available and asking for comments via a website, holding public meetings and engaging the media to help inform the public.

4.3.1 Website

IDOT established a website, www.idothsr.org, for both intercity rail projects on September 21, 2009. The shared web site allowed for one page for all common topics, such as background on the projects, a glossary and a comment form. A website visitor could find additional information on the corridor they were interested in.

For the Chicago to St. Louis corridor, there were pages that provided an overview and corridor map, along with pages that discussed project history, purpose and need, project summary and the environmental assessment process. Contact and comment information was provided, and the information center housed all the documents associated with the Environmental Assessment report and the public meeting presentation. In addition, web links to federal and state agencies and other similar rail projects were included.

As of October 10, 2009, there have been over 1,900 visits to the website, by more than 1,200 unique visitors. More than 200 of the 1,200 plus (about 17%) visited the site more than once. The home page received the most views, while the Chicago to St. Louis corridor introductory page received about half as many site views.

4.3.2 Meetings

Meetings for the Environmental Assessment were held on Monday, October 5, 2009 from 4:00 PM to 7:00 PM at Joliet Junior College in Joliet and on Wednesday, October 7, from 4:00 PM to 7:00 PM at the Crowne Plaza Hotel in Springfield. Each meeting accommodated persons with disabilities, and sign language interpreters were available, if requested in advance. Copies of the documents for the meeting are in Appendix D.

Ad notices, press release and invitations

A black and white display ad publicizing the October 5, 2009 and October 7, 2009 public information meetings was created to catch the reader's attention. A brief explanation about the project and what to expect at the meeting were included in the ad.

The display ad was placed in four daily and one weekly local and regional newspapers, and was printed at least once in each newspaper. The size of the display ad was two columns by five inches and was placed in either the main or transportation sections of the publication. Table 4-4 lists the newspapers where the ads were printed.

Table 4-4 Newspapers with Display Advertisement

Publication	Print Dates	Circulation
The State Journal Register	Tuesday, September 29 Sunday, October 4	57,384
Bloomington Pantagraph	Tuesday, September 29 Sunday, October 4	107,000
Chicago Sun Times (Chicago metropolitan area)	Tuesday, September 29 Sunday, October 4	340,562
The Herald-News (Joliet)	Tuesday, September 29 Sunday, October 4	--
La Estrella de Beardstown [Weekly]	Thursday, October 1	47,000

The press release announcing the October 5 and October 7, 2009 public meetings was written and approved based on IDOT's communications guidelines. The press release was issued on Monday, October 5, 2009, and along with information on the study, was faxed or e-mailed to the media contacts in Table 4-5.

Table 4-5 Media Contacts

Media Outlet	Location	Type
The State Journal Register	Springfield	Newspaper
CBS 2, NBC 5, ABC 7, WGN 9 and FOX 32	Chicago	Television
NBC 17, ABC 20, MY TV 49 and FOX 55	Springfield	Television
WCVS 96.7 FM, WNNS 98.7 FM, WXAJ 99.7 FM, WFBM 104.5 FM WMAY-970 AM, WFMB 1450 AM	Springfield	Radio
WTAX 1240 AM	Bloomington	Radio
WBEZ 91.5 FM	Chicago	Radio
WSSR 96.7 FM, WCCQ 98.3 FM	Joliet	Radio

Along with the display ad and press release announcing the meeting, post card invitations were sent to 219 people.

Third Party Website Announcements

In addition to the project advertisements and press release, an effective way to reach stakeholders is to announce the public meeting on various local and regional websites. The display ad, press release and meeting invitations were mailed, e-mailed or faxed to the following organizations for inclusion on the community calendar, Web site home page or to forward onto co-workers.

- Alton, Village of
- Bloomington, Village of
- Downtown Springfield Incorporated
- Dwight, Village of
- East St. Louis, Village of
- Joliet, City of
- Joliet Chamber of Commerce
- Joliet Visitors Bureau
- Lemont, Village of
- Lockport, City of
- Romeoville, Village of
- Sangamon County
- St. Louis, City of
- St. Louis Regional Chamber Growth Association
- Springfield, City of
- Springfield Chamber of Commerce
- Springfield Convention and Visitors Bureau
- Springfield Mass Transit District
- Will County

Meeting attendee, materials and process

As people came to the meeting, each was asked to sign in. Fourteen people attended the meeting in Joliet; 115 people registered at the Springfield meeting. After signing in, attendees were given two documents: a fact sheet and a comment form. The fact sheet provided an

overview of the project; the comment form was designed to be either turned in at the meeting or could be mailed in at a later time. The comment form noted that the comment deadline was October 19, 2009.

In addition to the fact sheet, a series of informational boards were displayed, with study representatives available to explain the information, answer questions and listen to comments. A 15 to 20 minute narrated presentation detailing the project and environmental assessment process ran continuously throughout the meeting. The open house format allowed attendees to come when they desired and to stay as long as they wanted to.

4.3.3 Media Coverage

Media coverage was extensive for the corridor project, with coverage primarily by the State Journal Register. News stories focused primarily on the discussion of the preferred corridor alignment through Springfield, as the alignment issue has been a topic of discussion for several years.

Other coverage of the project included two radio stations, noting support for high speed rail by US Senator Dick Durbin and a local Chicago developer. The Bloomington Pantagraph covered the concern about the Springfield corridor alignment, but noted local support for the project, as the Bloomington-Normal station is the fourth busiest rail station in the Midwest.

4.4 Letters of Support

Letters of support for the project came from a number of agencies, federal, state and local officials, businesses, citizens and chambers of commerce, as well as others. The following is a list of key letters of support received as of October 19, 2009.

- AFL-CIO, Illinois
- Brotherhood of Locomotive Engineers
- Chicago Metropolitan Agency for Planning
- Chicago Transit Authority
- Chicagoland Chamber of Commerce
- Eastern Illinois University - Charleston
- Heartland College - Normal
- Illinois Chamber of Commerce
- Illinois State University - Normal
- Jacksonville, City of
- Joliet, City of, multiple departments
- Joliet Junior College
- Joliet / Will County Center for Economic Development
- Kaskaskia College
- Kankakee Community College
- Knox College - Galesburg

4.0 Coordination and Consultation

- Lewis & Clark College - Godfrey
- Lincoln, City of
- Lincoln College - Normal
- McLean County Chamber of Commerce
- Metropolitan Planning Council
- Normal, City of
- Olivet Nazarene University - Bourbonnais
- Plainfield, Village of
- Quincy College
- Regional Transportation Authority
- Respiratory Health Association of Metropolitan Chicago
- Southern Illinois University at Edwardsville
- State Representative Jack McGuire – 86th District
- State Senator AJ Wilhelmi – 43rd District
- Teamsters, Brotherhood of Maintenance of Way
- Transportation Communications International Union
- United Transportation Union
- University of Illinois at Springfield
- US Representative Jesse Jackson – 2nd District
- US Representative Tim Johnson – 15th District
- US Representative Phil Hare – 17th District
- Western Illinois University -Macomb
- Will County

US Representatives Joint Letter:

- Judy Biggert, Illinois, 13th District
- Russ Carnahan, Missouri, 3rd District
- William “Lacy” Clay, Jr., Missouri, 1st District
- Jerry Costello, Illinois, 12th District
- Danny Davis, Illinois, 7th District
- Bill Foster, Illinois, 14th District
- Luis Gutierrez, Illinois, 4th District
- Debbie Halvorson, Illinois 11th District
- Phil Hare, Illinois, 17th District
- Daniel Lipinski, Illinois, 3rd District
- Don Manzullo, Illinois, 16th District
- Mike Quigley, Illinois, 5th District
- Bobby Rush, Illinois, 1st District
- Jan Schakowsky, Illinois, 9th District
- Aaron Schock, Illinois, 18th District
- John Shimkus, Illinois, 19th District

Petition letter from local elected officials and municipal representatives: 182 signatures

4.5 Comment and Response

Written questions and comments regarding the Chicago to St. Louis corridor project were submitted by a variety of individuals and groups from throughout Illinois at the public meetings held on October 5 and 7, 2009. In addition, comments and questions on the project

were submitted online from the website (www.idothsr.org) and directly to IDOT via e-mail and postal mail through October 19, 2009. As of the close of the public comment period on October 19, a total of 312 comments from the public meetings and other sources had been received. A copy of each comment received is part of Appendix D. **A compilation of all comments received (ordered alphabetically) and the associated response is at the end of this section.**

Although there appears to be an overall support for high speed rail between Chicago and St. Louis, the vast majority of the comments received objected to the proposed alignment of the high speed rail route being located on 3rd Street through the City of Springfield. Many submissions objecting to the alignment on 3rd Street supported an alignment on 10th Street in Springfield, although some proposed that the alignment be relocated completely outside of the Springfield city limits. The reasons for the objection to the alignment on 3rd Street varied, but generally included concerns about the potential for an increased number of passenger and freight trains operating through the city center. There were also specific concerns over potential project impacts on residents, businesses, public areas and the medical centers and facilities in the corridor.

Many of the comments received were very similar in nature and topic. As a result, similar comments have been grouped by topic into "Comment Categories". This enabled the development of common responses and allowed for a tally of the number of comments within a given category. Comments that address more than one issue were assigned into the comment category that best reflects the main theme or discussion point of the comment. Responses were developed for each comment category to ensure that question or comment submitted has been reviewed and answered or acknowledged. In some cases, responses for more than one comment category may apply to a specific comment. Questions or comments requiring individual or specific responses are also included along with unique responses. In order to understand some terms used in the comments and responses, it may be necessary to review the project presentation materials which are posted to the website.

Table 4-6 lists the categories that define the type and subject of the comments received, as well as the number and percentage of all comments received that are included in each category.

Table 4-6 Comment Categories and Totals by Category

Category	Type of Comment	Total Comments (Percent of Total)
A	Support of project and/or preferred alignment	9 (2.9%)
B	Opposes Springfield alignment on 3rd Street, but supports an alignment on 10th Street	83 (26.6%)
C	Opposes Springfield alignment on 3rd and/or 10th Streets, but supports Springfield alignment outside of City	20 (6.4%)
D	Opposes Springfield alignment on 3rd Street, but generally supports project and additional study of an alternate route	52 (16.7%)
E	Opposes Springfield alignment on 3rd Street primarily due to concerns about access to and disruption of medical facilities/district	54 (17.3%)
F	Supports Springfield alignment on 3rd Street, opposes or concerns with alignment on 10th Street	7 (2.2%)
G	Concerns about Impacts to Historical Buildings/District and/or Private Property	7 (2.2%)
H	Concerns about fish, wildlife and endangered species impacts	0 (0.0%)
I	Job and/or employment related issues	3 (1.0%)
J	Mass transit connections and concerns	1 (0.3%)
K	Supports project, but wants stop in Decatur	3 (1.0%)
L	Concern about project costs	3 (1.0%)
M	Opposes and/or concerns with alignment through Williamsville	6 (1.9%)
N	Generally supports the project, but requests additional corridor studies	7 (2.2%)
S	Sangamon County Board Member Comments and Questions	27 (8.7%)
X	Does not support project	18 (5.8%)
Y	Questions requiring specific responses	6 (1.9%)
Z	Uncertain of support for project and/or question unclear	6 (1.9%)

The following sections include the responses for comments within the above comment categories. **All public comments (in alphabetic order by last name) and the associated response follow this section;** all comments can be found in Appendix D in alphabetical order of the last name of the person who submitted the comment.

4.5.1 Response for Comment Category A

Support of Project and/or Preferred Alignment

Thank you for your interest in the Chicago to St. Louis High Speed Rail project. We are in receipt of your written comment and have noted your endorsement of the preferred alternative.

The Federal Railroad Administration (FRA) has released guidance on implementing the President's "Vision for High Speed Rail" for applying for funding for high speed rail projects under the American Recovery and Reinvestment Act of 2009 (ARRA). In response, the Illinois Department of Transportation (IDOT) prepared an application for funding under FRA's "Track 2" High Speed Intercity Passenger Rail Program for the Chicago – St. Louis corridor. Part of this application process required the preparation of a corridor-wide National Environmental Policy Act (NEPA) study.

The FRA provides guidance that result in a two-step environmental impact evaluation process. The Environmental Assessment (EA) that was recently completed for this corridor is a Tier 1 NEPA document, the first step in the process to identify and document potential environmental impacts at a higher corridor or program level. Project specific issues, such as environmental impacts associated with specific route alignments or improvements, will be addressed in a subsequent, Tier 2 NEPA document that must be completed before the project design can be concluded or construction begins.

All comments will be taken into consideration as part of this project. Please visit our website at www.idothsr.org for the most current information on the development of this project.

4.5.2 Response for Comment Category B

Opposes Springfield Alignment on 3rd Street, but Supports an Alignment on 10th Street

Thank you for your interest in the Chicago to St. Louis High Speed Rail project. We are in receipt of your written comment and have noted your opposition to the preferred alternative alignment on 3rd Street in Springfield and your preference for the Springfield portion of the alignment to be on 10th Street.

The Federal Railroad Administration (FRA) has released guidance on implementing the President's "Vision for High Speed Rail" for applying for funding for high speed rail projects under the American Recovery and Reinvestment Act of 2009 (ARRA). In response, the Illinois Department of Transportation (IDOT) prepared an application for funding under FRA's "Track 2" High Speed Intercity Passenger Rail Program for the Chicago to St. Louis corridor. Part of this application process required the preparation of a corridor-wide National Environmental Policy Act (NEPA) study.

The FRA provides guidance that result in a two-step environmental impact evaluation process. The Environmental Assessment (EA) that was recently completed for this corridor is a Tier 1 NEPA document, the first step in the process to identify and document potential environmental impacts at a higher corridor or program level. Project specific issues, such as possible alternative Springfield alignments on 10th Street rather than 3rd Street will be addressed in a Tier 2 NEPA document that must be completed before the project design can be concluded or construction begins.

4.0 Coordination and Consultation

Since the issuance of the Environmental Assessment (EA), there have been ongoing discussions between the City of Springfield, Sangamon County and IDOT to determine the best course of action related to rail alignments within Springfield. The decisions resulting from these discussions will also be documented in the Tier 2 NEPA document. Please see Section 2.3.2 of this Environmental Assessment report for the reasons why the 10th Street alignment is not the Preferred Alternative at this time.

All comments will be taken into consideration as part of this project. Please visit our website at www.idothsr.org for the most current information on the development of this project.

4.5.3 Response for Comment Category C

Opposes Springfield Alignment on 3rd and/or 10th Streets, but Supports Springfield Alignment Outside of City

Thank you for your interest in the Chicago to St. Louis High Speed Rail project. We are in receipt of your written comment and have noted your opposition to the preferred alternative alignment on 3rd Street in Springfield and your preference for the Springfield portion of the alignment to be outside of the city center, possibly along I-55.

The Federal Railroad Administration (FRA) has released guidance on implementing the President's "Vision for High Speed Rail" for applying for funding for high speed rail projects under the American Recovery and Reinvestment Act of 2009 (ARRA). In response, the Illinois Department of Transportation (IDOT) prepared an application for funding under FRA's "Track 2" High Speed Intercity Passenger Rail Program for the Chicago – St. Louis corridor. Part of this application process required the preparation of a corridor-wide National Environmental Policy Act (NEPA) study.

The FRA provides guidance that result in a two-step environmental impact evaluation process. The Environmental Assessment (EA) that was recently completed for this corridor is a Tier 1 NEPA document, the first step in the process to identify and document potential environmental impacts at a higher corridor or program level. Project specific issues, such as possible alternative alignments outside of downtown Springfield, will be addressed in a Tier 2 NEPA document.

Since the issuance of the Environmental Assessment (EA), there have been ongoing discussions between the City of Springfield, Sangamon County and IDOT to determine the best course of action related to rail alignments in Springfield which will also be documented in the Tier 2 NEPA document.

All comments will be taken into consideration as part of this project. Please visit our website at www.idothsr.org for the most current information on the development of this project.

4.5.4 Response for Comment Category D

Opposes Springfield Alignment on 3rd Street, but Generally Supports Project and Additional Study of an Alternate Route

Thank you for your interest in the Chicago to St. Louis High Speed Rail project. We are in receipt of your written comment and have noted your opposition to the preferred alternative alignment on 3rd Street in Springfield and your general support to study alternative Springfield alignments.

The Federal Railroad Administration (FRA) has released guidance on implementing the President's "Vision for High Speed Rail" for applying for funding for high speed rail projects under the American Recovery and Reinvestment Act of 2009 (ARRA). In response, the Illinois Department of Transportation (IDOT) prepared an application for funding under FRA's "Track 2" High Speed Intercity Passenger Rail Program for the Chicago – St. Louis corridor. Part of this application process required the preparation of a corridor-wide National Environmental Policy Act (NEPA) study.

The FRA provides guidance that result in a two-step environmental impact evaluation process. The Environmental Assessment (EA) that was recently completed for this corridor is a Tier 1 NEPA document, the first step in the process to identify and document potential environmental impacts at a higher corridor or program level. Project specific issues, such as possible alternative Springfield alignments on streets other than 3rd Street will be addressed in a Tier 2 NEPA document.

Since the issuance of the Environmental Assessment (EA), there have been ongoing discussions between the City of Springfield, Sangamon County and IDOT to determine the best course of action related to rail alignments within Springfield. The decisions resulting from these discussions will also be documented in the Tier 2 NEPA document.

All comments will be taken into consideration as part of this project. Please visit our website at www.idothsr.org for the most current information on the development of this project.

4.5.5 Response for Comment Category E

Opposes Springfield Alignment on 3rd Street Primarily due to Concerns about Access to and Disruption of Medical Facilities/District

Thank you for your interest in the Chicago to St. Louis High Speed Rail project. We are in receipt of your written comment and have noted your opposition to the preferred alternative alignment on 3rd Street in Springfield due to your concerns about the project adversely impacting the medical centers and facilities located within the 3rd Street corridor.

The Federal Railroad Administration (FRA) has released guidance on implementing the President's "Vision for High Speed Rail" for applying for funding for high speed rail projects under the American Recovery and Reinvestment Act of 2009 (ARRA). In response, the Illinois Department of Transportation (IDOT) prepared an application for funding under FRA's "Track

4.0 Coordination and Consultation

2" High Speed Intercity Passenger Rail Program for the Chicago – St. Louis corridor. Part of this application process required the preparation of a corridor-wide National Environmental Policy Act (NEPA) study.

The FRA provides guidance that result in a two-step environmental impact evaluation process. The Environmental Assessment (EA) that was recently completed for this corridor is a Tier 1 NEPA document, the first step in the process to identify and document potential environmental impacts at a higher corridor or program level. Project specific issues, such as possible alternative Springfield alignments on streets other than 3rd Street will be addressed in a Tier 2 NEPA document. Community impacts to the Springfield medical district including accessibility, noise and vibration, and emergency access (grade crossings) will be evaluated in the Tier 2 NEPA document.

Since the issuance of the Environmental Assessment (EA), there have been ongoing discussions between the City of Springfield, Sangamon County and IDOT to determine the best course of action related to rail alignments within Springfield. The decisions resulting from these discussions will also be documented in the Tier 2 NEPA document.

All comments will be taken into consideration as part of this project. Please visit our website at www.idothsr.org for the most current information on the development of this project.

4.5.6 Response for Comment Category F

Supports Springfield Alignment on 3rd Street, Opposes or Concerns with Alignment on 10th Street

Thank you for your interest in the Chicago to St. Louis High Speed Rail project. We are in receipt of your written comment and have noted your endorsement of the preferred alternative, and your opposition to the alignment being relocated to 10th Street.

The Federal Railroad Administration (FRA) has released guidance on implementing the President's "Vision for High Speed Rail" for applying for funding for high speed rail projects under the American Recovery and Reinvestment Act of 2009 (ARRA). In response, the Illinois Department of Transportation (IDOT) prepared an application for funding under FRA's "Track 2" High Speed Intercity Passenger Rail Program for the Chicago – St. Louis corridor. Part of this application process required the preparation of a corridor-wide National Environmental Policy Act (NEPA) study.

The FRA provides guidance that result in a two-step environmental impact evaluation process. The Environmental Assessment (EA) that was recently completed for this corridor is a Tier 1 NEPA document, the first step in the process to identify and document potential environmental impacts at a higher corridor or program level. Project specific issues, such as possible alternative Springfield alignments on streets other than 3rd Street will be addressed in a Tier 2 NEPA document.

Since the issuance of the Environmental Assessment (EA), there have been ongoing discussions between the City of Springfield, Sangamon County and IDOT to determine the best course of action related to rail alignments within Springfield. The decisions resulting from these discussions will also be documented in the Tier 2 NEPA document.

All comments will be taken into consideration as part of this project. Please visit our website at www.idothsr.org for the most current information on the development of this project.

4.5.7 Response for Comment Category G

Concerns about Impacts to Historical Buildings/District and/or Private Property

Thank you for your interest in the Chicago to St. Louis High Speed Rail project. We are in receipt of your written comment and have noted your concerns over the possibility of the project having an adverse impact on existing historical buildings and districts or private property.

The Federal Railroad Administration (FRA) has released guidance on implementing the President's "Vision for High Speed Rail" for applying for funding for high speed rail projects under the American Recovery and Reinvestment Act of 2009 (ARRA). In response, the Illinois Department of Transportation (IDOT) prepared an application for funding under FRA's "Track 2" High Speed Intercity Passenger Rail Program for the Chicago – St. Louis corridor. Part of this application process required the preparation of a corridor-wide National Environmental Policy Act (NEPA) study.

The FRA provides guidance that result in a two-step environmental impact evaluation process. The Environmental Assessment (EA) that was recently completed for this corridor is a Tier 1 NEPA document, the first step in the process to identify and document potential environmental impacts at a higher corridor or program level. Project specific issues, such as environmental impacts associated with specific improvements, will be addressed in a Tier 2 NEPA document. Typically, environmental reviews for proposed passenger rail projects address the potential impact areas of air and water quality, noise and vibration, historic and cultural properties, parklands, contaminated lands, displacement of residences and businesses, and community preservation. During the federal environmental review process, IDOT will work concurrently with state and other local agencies to also comply with state and local environmental laws.

Cultural resources such as historic buildings or archaeological resources will be evaluated in the Tier 2 NEPA document as outlined in Chapter 4 of the Environmental Assessment.

All comments will be taken into consideration as part of this project. Please visit our website at www.idothsr.org for the most current information on the development of this project.

4.5.8 Response for Comment Category H

Concerns about Fish, Wildlife and Endangered Species Impacts

Thank you for your interest in the Chicago to St. Louis High Speed Rail project. We are in receipt of your written comment and have noted your concerns over the possibility of the project having an adverse impact on fish, wildlife and endangered species that may be located within the project corridor.

The Federal Railroad Administration (FRA) has released guidance on implementing the President's "Vision for High Speed Rail" for applying for funding for high speed rail projects under the American Recovery and Reinvestment Act of 2009 (ARRA). In response, the Illinois Department of Transportation (IDOT) prepared an application for funding under FRA's "Track 2" High Speed Intercity Passenger Rail Program for the Chicago – St. Louis corridor. Part of this application process required the preparation of a corridor-wide National Environmental Policy Act (NEPA) study.

The FRA provides guidance that result in a two-step environmental impact evaluation process. The Environmental Assessment (EA) that was recently completed for this corridor is a Tier 1 NEPA document, the first step in the process to identify and document potential environmental impacts at a higher corridor or program level. Project specific issues, such as environmental impacts associated with specific improvements, will be addressed in a Tier 2 NEPA document. Threatened and endangered species and special lands resources will be evaluated in the Tier 2 NEPA document as outlined in Chapter 3 of the Environmental Assessment.

All comments will be taken into consideration as part of this project. Please visit our website at www.idothsr.org for the most current information on the development of this project.

4.5.9 Response for Comment Category I

Job and/or Employment Related Issues

Thank you for your interest in the Chicago to St. Louis High Speed Rail project. We are in receipt of your written comment and have noted your suggestions or concerns regarding the project and the related jobs that could be generated as a result of the project.

The Federal Railroad Administration (FRA) has released guidance on implementing the President's "Vision for High Speed Rail" for applying for funding for high speed rail projects under the American Recovery and Reinvestment Act of 2009 (ARRA). In response, the Illinois Department of Transportation (IDOT) prepared an application for funding under FRA's "Track 2" High Speed Intercity Passenger Rail Program for the Chicago – St. Louis corridor. Part of this application process required the preparation of a corridor-wide National Environmental Policy Act (NEPA) study.

The FRA provides guidance that result in a two-step environmental impact evaluation process. The Environmental Assessment (EA) that was recently completed for this corridor is a Tier 1

NEPA document, the first step in the process to identify and document potential environmental impacts at a higher corridor or program level. Job creation and economic impacts related to the project will be further evaluated in the Tier 2 NEPA document.

All comments will be taken into consideration as part of this project. Please visit our website at www.idothsr.org for the most current information on the development of this project.

4.5.10 Response for Comment Category J

Mass Transit Connections and Concerns

Thank you for your interest in the Chicago to St. Louis High Speed Rail project. We are in receipt of your written comment and have noted your suggestions or concerns regarding mass transit and/or intermodal connections and interfaces with the proposed service.

The Federal Railroad Administration (FRA) has released guidance on implementing the President's "Vision for High Speed Rail" for applying for funding for high speed rail projects under the American Recovery and Reinvestment Act of 2009 (ARRA). In response, the Illinois Department of Transportation (IDOT) prepared an application for funding under FRA's "Track 2" High Speed Intercity Passenger Rail Program for the Chicago – St. Louis corridor. Part of this application process required the preparation of a corridor-wide National Environmental Policy Act (NEPA) study.

The FRA provides guidance that result in a two-step environmental impact evaluation process. The Environmental Assessment (EA) that was recently completed for this corridor is a Tier 1 NEPA document, the first step in the process to identify and document potential environmental impacts at a higher corridor or program level. Potential station locations and connections to local transportation will be further evaluated in the Tier 2 NEPA document as outlined in Chapter 3 of the Environmental Assessment.

All comments will be taken into consideration as part of this project. Please visit our website at www.idothsr.org for the most current information on the development of this project.

4.5.11 Response for Comment Category K

Supports Project, but Wants Stop in Decatur

Thank you for your interest in the Chicago to St. Louis High Speed Rail project. We are in receipt of your written comment and have noted your support for the project, and your desire to have the alignment serve and provide passenger stops in the City of Decatur.

The Federal Railroad Administration (FRA) has released guidance on implementing the President's "Vision for High Speed Rail" for applying for funding for high speed rail projects under the American Recovery and Reinvestment Act of 2009 (ARRA). In response, the Illinois Department of Transportation (IDOT) prepared an application for funding under FRA's "Track 2" High Speed Intercity Passenger Rail Program for the Chicago – St. Louis corridor. Part of

4.0 Coordination and Consultation

this application process required the preparation of a corridor-wide National Environmental Policy Act (NEPA) study.

The FRA provides guidance that result in a two-step environmental impact evaluation process. The Environmental Assessment (EA) that was recently completed for this corridor is a Tier 1 NEPA document, the first step in the process to identify and document potential environmental impacts at a higher corridor or program level. Project specific issues, such as possible alternative alignments outside Springfield, would be addressed in a Tier 2 NEPA document.

All comments will be taken into consideration as part of this project. Please visit our website at www.idothsr.org for the most current information on the development of this project.

4.5.12 Response for Comment Category L

Concern about Project Costs

Thank you for your interest in the Chicago to St. Louis High Speed Rail project. We are in receipt of your written comment and have noted your concerns or comments regarding the costs associated with the project.

The Federal Railroad Administration (FRA) has released guidance on implementing the President's "Vision for High Speed Rail" for applying for funding for high speed rail projects under the American Recovery and Reinvestment Act of 2009 (ARRA). In response, the Illinois Department of Transportation (IDOT) prepared an application for funding under FRA's "Track 2" High Speed Intercity Passenger Rail Program for the Chicago – St. Louis corridor. Part of this application process required the preparation of a corridor-wide National Environmental Policy Act (NEPA) study.

The FRA provides guidance that result in a two-step environmental impact evaluation process. The Environmental Assessment (EA) that was recently completed for this corridor is a Tier 1 NEPA document, the first step in the process to identify and document potential environmental impacts at a higher corridor or program level. As the project progresses, capital construction and operating and maintenance costs, along with funding requirements and sources are refined. Preliminary engineering, project costs, funding arrangements and financing will be addressed in a Tier 2 NEPA document.

All comments will be taken into consideration as part of this project. Please visit our website at www.idothsr.org for the most current information on the development of this project.

4.5.13 Response for Comment Category M

Opposes and/or Concerns with Alignment through Williamsville

Thank you for your interest in the Chicago to St. Louis High Speed Rail project. We are in receipt of your written comment and have noted your concerns regarding the possibility of adverse impacts to the residences and businesses within Williamsville with the proposed service.

The Federal Railroad Administration (FRA) has released guidance on implementing the President's "Vision for High Speed Rail" for applying for funding for high speed rail projects under the American Recovery and Reinvestment Act of 2009 (ARRA). In response, the Illinois Department of Transportation (IDOT) prepared an application for funding under FRA's "Track 2" High Speed Intercity Passenger Rail Program for the Chicago – St. Louis corridor. Part of this application process required the preparation of a corridor-wide National Environmental Policy Act (NEPA) study.

The FRA provides guidance that result in a two-step environmental impact evaluation process. The Environmental Assessment (EA) that was recently completed for this corridor is a Tier 1 NEPA document, the first step in the process to identify and document potential environmental impacts at a higher corridor or program level. Project specific issues, such as environmental impacts to Williamsville (or other communities) that result from specific improvements, will be addressed in a Tier 2 NEPA document.

Typically, environmental reviews for proposed passenger rail projects address the potential impact areas of air and water quality, noise and vibration, historic and cultural properties, parklands, contaminated lands, displacement of residences and businesses, and community preservation will be evaluated in the Tier 2 NEPA document as outlined in Chapter 3 of the Environmental Assessment.. During the federal environmental review process, IDOT will work concurrently with state and other local agencies to also comply with state and local environmental laws.

All comments will be taken into consideration as part of this project. Please visit our website at www.idothsr.org for the most current information on the development of this project.

4.5.14 Response for Comment Category N

Generally Supports the Project, but Requests Additional Corridor Studies

Thank you for your interest in the Chicago to St. Louis High Speed Rail project. We are in receipt of your written comment and have noted your general support for high speed rail between Chicago and St. Louis, but your concerns over the preferred alignment through Springfield or other communities. We also understand your recommendation and suggestions to continue to perform studies of 10th Street in Springfield or other corridor(s) to provide the best possible project outcome.

The Federal Railroad Administration (FRA) has released guidance on implementing the President's "Vision for High Speed Rail" for applying for funding for high speed rail projects under the American Recovery and Reinvestment Act of 2009 (ARRA). In response, the Illinois Department of Transportation (IDOT) prepared an application for funding under FRA's "Track 2" High Speed Intercity Passenger Rail Program for the Chicago to St. Louis corridor. Part of this application process required the preparation of a corridor-wide National Environmental Policy Act (NEPA) study.

4.0 Coordination and Consultation

The FRA provides guidance that result in a two-step environmental impact evaluation process. The Environmental Assessment (EA) that was recently completed for this corridor is a Tier 1 NEPA document, the first step in the process to identify and document potential environmental impacts at a higher corridor or program level. Project specific issues, such as possible alternative Springfield alignments on streets other than 3rd Street, or the continued study of infrastructure issues with other alignments will be addressed in a Tier 2 NEPA document.

Since the issuance of the Environmental Assessment (EA), there have been ongoing discussions between the City of Springfield, Sangamon County and IDOT to determine the best course of action related to rail alignments within Springfield. The decisions resulting from these discussions will also be documented in the Tier 2 NEPA document.

All comments will be taken into consideration as part of this project. Please visit our website at www.idothsr.org for the most current information on the development of this project.

4.5.15 Response for Comment Category S

Sangamon County Board Member Comments and Questions

Twenty seven (27) letters were received from members of the Sangamon County Board regarding the proposed Chicago to St. Louis high speed rail service through Springfield. Copies of each letter are provided in Appendix D.

Summarizing the 27 letters, the Sangamon County Board Members universally oppose the location of the proposed high speed rail alignment on 3rd Street and advocate further studies to consider locating the Springfield alignment within the 10th Street corridor. The reasons for the opposition to the 3rd Street alignment varied by Board Member but generally included the following concerns:

- Environmental impacts to the residents of the 3rd Street corridor due to increased train traffic
- Adverse impacts to the 3rd Street businesses due to infrastructure improvements required to mitigate the affect of an increased number of trains
- Impacts to the Medical District that may include reduced access to facilities and increased vibration and noise caused by trains operating within the corridor
- Blocking or reducing access to Springfield's historic district within or near the 3rd Street corridor

The letters from the Board promote the 10th Street corridor for the rail alignment and recommend that additional studies are performed that further evaluate the suitability of both corridors for the proposed alignment. All Board members request that the new studies include an Alternative Comparative Cost/Benefit Analysis to justify the best option for high speed rail through Springfield.

The following response is provided to address these letters and their concerns:

The Illinois Department of Transportation (IDOT) understands and appreciates the comments and concerns of the Sangamon County Board Members. Throughout the project, IDOT has been following the Federal Railroad Administration's (FRA) guidance on implementing the President's "Vision for High Speed Rail" for applying for funding for high speed rail projects under the American Recovery and Reinvestment Act of 2009 (ARRA). In this regard, IDOT prepared an application for funding under FRA's "Track 2" High Speed Intercity Passenger Rail Program for the Chicago – St. Louis corridor. Part of this application process required the preparation of a corridor-wide National Environmental Policy Act (NEPA) study.

The FRA provides guidance that resulted in a two-step environmental impact evaluation process. The Environmental Assessment (EA) that was recently completed for this corridor is a Tier 1 NEPA document, the first step in the process to identify and document potential environmental impacts at a higher corridor or program level. Project specific issues, such as those described by the Board and the overall proposal for a possible alternative Springfield alignment on 10th Street rather than 3rd Street will be addressed in a Tier 2 NEPA document that must be completed before the project design can be concluded or construction begins.

Since the issuance of the Environmental Assessment (EA), there have been ongoing discussions between the City of Springfield, Sangamon County and IDOT to determine the best course of action related to rail alignments within Springfield. The decisions resulting from these discussions will also be documented in the Tier 2 NEPA document.

Once again, we thank the Sangamon County Board Members for their comments. All comments will be taken into consideration as part of this project. Please visit our website at www.idothsr.org for the most current information on the development of this project.

4.5.16 Response for Comment Category X

Does Not Support Project

Thank you for your interest in the Chicago to St. Louis High Speed Rail project. We are in receipt of your written comment and have noted your lack of support for the project and/or preferred alternative.

The Federal Railroad Administration (FRA) has released guidance on implementing the President's "Vision for High Speed Rail" for applying for funding for high speed rail projects under the American Recovery and Reinvestment Act of 2009 (ARRA). In response, the Illinois Department of Transportation (IDOT) prepared an application for funding under FRA's "Track 2" High Speed Intercity Passenger Rail Program for the Chicago – St. Louis corridor. Part of this application process required the preparation of a corridor-wide National Environmental Policy Act (NEPA) study.

The FRA provides guidance that result in a two-step environmental impact evaluation process. The Environmental Assessment (EA) that was recently completed for this corridor is a Tier 1

4.0 Coordination and Consultation

NEPA document, the first step in the process to identify and document potential environmental impacts at a higher corridor or program level. Project specific issues that may affect the outcome of the project will be addressed in a Tier 2 NEPA document.

All comments will be taken into consideration as part of this project. Please visit our website at www.idothsr.org for the most current information on the development of this project.

4.5.17 Response for Comment Category Y

Questions Requiring Specific Responses

Comments by Federal or State agencies were addressed with individual responses. These comments are included within Category Y – Questions Requiring Specific Responses, and identified in Table 4-7. Appendix D includes each of these comments as well as the associated responses.

Table 4-7 Comments with Individual Responses

Date	Format	From	Organization
10/19/2009	Website	Elzinga, Sherrie	Illinois Environmental Protection Agency
10/19/2009	Letter	Engle, Janice	US Dept. of the Interior, US Fish & Wildlife Service
10/19/2009	Letter	Haaker, Anne	Illinois Historic Preservation Agency
10/16/2009	Website	Striffler, Scot	US Coast Guard - Bridge Branch
10/20/2009	Letter	Westlake, Kenneth	US Environmental Protection Agency
10/13/2009	Email	Woeber, Heidi	US Dept. of the Interior, US Fish & Wildlife Service

4.5.18 Response for Comment Category Z

Uncertain of Support for Project or Question Unclear

Thank you for your interest in the Chicago to St. Louis High Speed Rail project. We are in receipt of your written comment, but we are either not understanding your specific question or unsure your support for the project at this time. The previous responses to other comment categories may provide answers to your questions.

All comments will be taken into consideration as part of this project. Please visit our website at www.idothsr.org for the most current information on the development of this project.

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Anderson	Kristin		10/19/2009	Website	Please no high speed rail through our beautiful city (3rd Street proposed)!	X
Anonymous			10/5/2009	Public Meeting	Has there been any discussions regarding increased collaboration with other public transit establishments? Will there be an increased public transit system implemented to help reduce vehicular transportation to these nine stations (bus, carpool, shared-ridership, etc)? Has there been any discussion at this stage about how much each trip per person will be subsidized by tax dollars? Will eminent domain play a role in this corridor development if property owners relent?	J
Anonymous			10/7/2009	Public Meeting	3rd St. corridor is not feasible. We need to use the 10th St. tracks. 3rd St. would literally cut Springfield in half and ruin the look of downtown. Businesses would have to close.	B
Anonymous			10/7/2009	Public Meeting	If there is a future for Hi-Speed Rail, we should plan for the future. If, or when the day comes for really Hi-Speed (150-200 mph), probable relocation of lines will come up again (15-25 years from now). The present plan probably started 10-15 years ago and now a 'crunch' time is on us with a drop dead date and good planning has not happened. It is a real shame that really relocation of the Springfield tracks can not be moved totally to the outskirts of the city.	C
Anonymous			10/7/2009	Public Meeting	I oppose the current Third Street proposal because of the impact on the neighborhoods and current business located along the this corridor besides literally splitting the city in half due to the increased traffic of freight trains of Union Pacific. I think 10th Street would have much less impact on the neighborhoods and business because some underpasses already exist and the addition of a couple more would help to move freight traffic as the 10th Street corridor. Consolidation is the answer.	B
Anonymous			10/7/2009	Public Meeting	Please keep 3rd Street. Do not use 10th Street. Too many kids. Kids are more important than business.	F
Anonymous			10/12/2009	Website	To Whom It May Concern: I would like to share with you my thoughts and concerns about recent plans to increase passenger rail traffic through the heart of downtown Springfield	Z
Anonymous			10/13/2009	Website	This high speed rail is important to the future of the State of Illinois!	A
Anonymous			10/14/2009	Website	I just sat at the RR tracks at 3rd @ Washington, Springfield, IL for over a half hour for a northbound Amtrak train to "kill time", 8:30am to 9:05am, October 14, 2009. Is there no regulation on how long they can block an intersection? High speed trains might be the answer. Yes, I am angry.	Z
Anonymous			10/15/2009	Website	Come on folks, this is just ridiculous. The cost alone should have already answered this debate for us all.	L

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Anonymous			10/16/2009	Website	Concern: High speed rail on the 3rd Street corridor Increased train traffic and any mitigation (i.e. overpass) would essentially divide the Medical District in half and adversely affect Memorial as doctors and patients would have to wait at the 3rd Street crossing on Carpenter as they travel between the two hospitals and SIU's campus and our facility. Building an overpass on Carpenter would cause major traffic disruption for months/years while under construction	E
Anonymous			10/18/2009	Website	SEE COMMENT IN APPENDIX D	E
Anonymous			10/19/2009	Website	I live in downtown Springfield one block away from Third Street and I work in the Medical District. I experience the train traffic all day and all night. I feel that increasing the rail use would hurt Springfield. Healthcare workers (and therefore patients), the livelihood of residents, the downtown growth and economy - they would all suffer. The downtown area could be on the verge of an upturn, but increased rail traffic could drastically alter that. An increase in the rail use would definitely cause me to move away from downtown.	X
Anonymous			10/19/2009	Comment Form	The high speed rail system is needed. We need to make sure that opportunities represent the whole community.	A
Anonymous			10/19/2009	Comment Form	My concerns would be the effects the high speed rail would have on the community. Especially negative impacts, negligent of the community and no real development or improvement to the community. Also, the chance that it would divide the city/my community even more.	X
Anonymous			10/19/2009	Comment Form	The hi-speed rail service needs to work for all citizens of Springfield, and community leaders should be at the table to decide what is best.	D
Bailey	Craig		10/9/2009	Website	The high speed service proposed for the 3rd Street rail corridor through Springfield will be highly disruptive due to the disruption of auto and foot traffic in downtown Springfield and in the neighborhoods, the noise and vibration levels, and the splitting of the Central Illinois Medical District. Building more tracks on the 10th Street corridor and re-routing trains there through Springfield will be somewhat disruptive, but the automobile underpasses can serve the 10th Street route. Therefore, 10th Street is the preferable route. Due to a high water table and the presence of the city's main sewer line under 3rd Street, underpasses cannot be built underneath the 3rd Street tracks. The best solution would be to build new tracks outside of the city of Springfield and to route the freight trains onto them. The trains would not even have to slow down; therefore this would be the fastest route for the freight trains. Apparently this option would be too expensive.	B

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Baksys	Sandra		10/19/2009	Website	While I've always hoped for faster, more timely rail service between Springfield and Chicago, no way should dozens of freight and passenger trains daily bifurcate the historic heart of our capital city and medical district. Mitigation of the 3rd St. corridor would equally disrupt and destroy downtown. 10th Street is the only current, viable option, though true, long-range planning for high volume rail would place the tracks well outside downtown.	C
Baldow	Barbara		10/19/2009	Comment Form	Yes to high speed rail. No to 10th Street corridor.	F
Barber	Robert		10/15/2009	Website	Dear Mr. Hannig, Please fore go the Third Street option through Springfield and use the Tenth Street corridor. Making Third Street the primary freight route will be very detrimental for tourism including the actual structure of the Dana Thomas House, the flow of business traffic, and the Medical District. Thank you, Bob	B
Barker	John		10/19/2009	Letter	SEE COMMENT IN APPENDIX D	B
Barrows	Jode		10/14/2009	Website	Why not access the 19th St. corridor through the north and east sides of town (to not disrupt either the 3rd or 11th St. corridors), transfer along the south side of Bunn Park and then reconnect to the original line at the south side of Springfield?	D
Baur	Karen		10/16/2009	Website	SEE COMMENT IN APPENDIX D	E
Benoit	Martin		10/14/2009	Website	Please take the time to study the options carefully. Trying to upgrade the existing low-speed tracks for high-speed rail doesn't really make a lot of sense especially if they will be shared with freight trains having the right-of-way. It sounds like all that will really be accomplished is having the government pay for the freight train company's improvements. A high-speed rail line would need it's own track(s) dedicated for high-speed rail only. When you consider the negative impacts to Springfield and the fact that you still would not have high-speed rail, it's just a huge waste of money that we really don't have.	D

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Berry	Kris	Memorial Health System	10/18/2009	Website	I am amazed at how this whole process has been shoved onto the people of Springfield. It is our city and the groups in favor of the project seem uninterested in our opinion. This project will negatively impact the travel for physicians and patients between the 2 hospitals and SIU. Building an overpass on Carpenter would cause major traffic issues for a long period of time and that is unacceptable. Not to mention that Springfield is not a large enough city to take on multiple overpasses. Our city will look like a junk yard. Why not require the railroad owners to build a track around Springfield? That is costs them money is not our concern. Why is this Springfield's burden and not the railroad company? It will be a shame if this project moves forward. We want you to listen to the people of Springfield. We don't want the 3rd Street Corridor High Speed Rail!	C
Beyers	Marjorie		10/14/2009	Website	Chancellor's extension: 45169 and the extension provided above is for the administrative officer.	Z
Birge	Jim		10/15/2009	Website	While Sangamon County Farm Bureau remains somewhat skeptical of the actual benefits that could be derived from "high speed rail" between Chicago and St. Louis one aspect of the plan that we are not skeptical of is the guarantee of harm caused to the city of Springfield if the project is to be designed through the Third Street corridor. High-speed rail and additional freight trains traveling down the Third Street corridor will create an enormously negative impact on historic sites in the downtown area and our burgeoning Mid- Illinois Medical District, not to mention the most important component for continued economic growth, our residential neighborhoods. If this project moves forward toward construction we ask you to initiate a plan to utilize the Tenth Street corridor as the route for freight and passenger rail operations within the City of Springfield. We ask that you ensure the integrity and health of our community by employing the Tenth Street option.	B
Black	Angela		10/16/2009	Website	I FEEL THAT WE ALREADY HAVE ENOUGH TRAINS COMING THROUGH TOWN THAT SLOWS UP TRAFFIC IN THE MORNING AND IN THE AFTERNOON AND MAKES YOU LATE FOR WORK AND THE AMBULANCE CANT GET TO THE HOSPITAL WITH THE PATIENT BECAUSE OF THE SLOW TRAINS.	E

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Blakley	Brenda		10/14/2009	Website	I am writing to express my concern about the freight train traffic being proposed for the 3rd Street corridor. As a life-long resident of Spfld. and also working in Spfld. in medical care for 21 years. I feel that this 3rd Street train traffic would not be in the best interest for both hospitals and for the workers and patients. If an emergency should evolve this could be extremely detrimental to the pt. who cannot not get the help they need. Both hospitals play a major role in the Spfld. community, they deserve our support to continue to provide quality patient care to the people of Spfld. and surrounding communities.	E
Blase	Susan	Memorial Medical Center	10/19/2009	Website	I work at MMC and I am a Parish Nurse at St Paul's- I go back and forth between MMC an St John's- it is not appropriate to even consider 3rd street for the high-speed rail. Medical staff, patients and families, emergency equipment will be delayed between the facilities. Consider going around Springfield as 10th street is not that much better an option.	C
Blazek	Joy		10/18/2009	Website	I feel strongly that the high speed rail should not run on the third street corridor in Springfield. Gaining 15 minutes of time seems insignificant compared to the disruption to the life of the city and the welfare of its inhabitants.	D
Boer	Michael	Mid Illinois Medical District President	10/16/2009	Letter	SEE COMMENT IN APPENDIX D	D
Bolt Fries	Kristine		10/16/2009	Website	I am concerned about the disruption to patients traveling back and forth in the medical district.	E
Bramlet	David		10/9/2009	Website	We are strongly opposed to the 3rd Street corridor as the proposed passageway thru Springfield. The increased rail traffic thru our city will be devastating to downtown business, including our own. We will be forced to close our branch at 4th & Carpenter Sts. because the newly constructed overpass will restrict access to our location. As you are aware, there are several other businesses, including the Springfield Medical District, that would be adversely impacted. Please amend your application to re-route the proposed passageway thru 10th Street. Thank you. Sincerely, David L. Bramlet President Marine Bancorp, Inc. 3050 Wabash Av Springfield, IL 62704	B

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Brown	Norman		10/7/2009	Public Meeting	I am a practicing structural engineer and a Springfield resident. I am unfalteringly opposed to the 3rd Street corridor running through Springfield. The problems of refuse, drainage, safety, delays, industrial-like ugliness created by the numerous overpasses will diminish the long term viability of the city. The virtually non-stop freight trains will diminish daily life for those who live close to Third Street. No! with every fiber.	B
Budz	Sue		10/14/2009	Website	I think it's VERY important that the high speed rail NOT go on 3rd St. I have been active at the Dana Thomas House and when a train goes by now the house moves. Imagine if it were going at a higher speed!!	D
Buerkett	Lorilea		10/7/2009	Website	IDOT's proposal to run high speed rail through the Third Street corridor in the capitol city is misguided and short-sighted. For years, the State of Illinois has emphasized its connection with Abraham Lincoln. Along with our current state capitol building, the Old State Capitol, the Presidential Library and the Presidential Museum, Lincoln's law practice and his home are all located in Springfield within a 3-4 block east-west area. This collection of tourism sights would be bifurcated by placement of high speed rail on the Third Street Corridor, while Tenth Street placement does not pose the same problem. Mitigation notwithstanding, the proposed site will unnecessarily impede traffic and commerce in our capitol city and will have a devastating effect on its appeal to tourists. The Tenth Street Corridor is the much better option for the capitol and the state.	B
Bunch	Clyde	Sangamon County Board, Dist. 21	10/14/2009	Letter	SEE COMMENT IN APPENDIX D	S
Burns	David		10/13/2009	Website	SEE COMMENT IN APPENDIX D	B
Cahnman	Sam	Alderman, City of Springfield	10/19/2009	Website	SEE COMMENT IN APPENDIX D	B
Capestrain	Ray		10/16/2009	Website	SEE COMMENT IN APPENDIX D	E

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Cardosi	Paula		10/19/2009	Comment Form	I found the power point presentation deceptive. It did not adequately address the problems increased freight and passenger traffic along the 3rd street corridor proposal would have on this city. That corridor goes right through the heart of the city and will adversely affect our medical district. We need the jobs provided by the medical districts. We do not need increased rail traffic through the heart of our capitol city. This is not a manufacturing city. Our jobs are service oriented and high speed rail traffic thru the heart of the medical district, government offices and historical sites destroys this capitol city's character and the revitalization of the city's center. I oppose this high speed rail plan. High speed freight traffic should go around the city not through it. This is not Chicago nor do we want to be like Chicago. Get a new plan that does not destroy the character of the capitol city.	C
Carroll	Cathleen		10/14/2009	Website	Sirs, How can you put this High Speed Rail in the middle of the Medical District? Have you no concern about how this will affect the patients who use these facilities? Are you not interested in how this will affect the medical care and research that is done at St. John's Hospital and Memorial Medical Center? Any delay in treatment for a patient can have devastating, possibly life threatening. What about the people who live along the 3rd street corridor. How safe will it be for the children who live along this rail? Isn't there a better solution to this problem? Please do more research, find a better way.	E
Castor	Linda		10/8/2009	Website	I am totally opposed to 3rd Street being the location for the high speed rail. It will disrupt the beauty and character of Springfield's downtown, and this is not necessary. A part of me wonders if my comments will be read. There seems to be so little consideration regarding the option of the 10th Street location. I realize the particulars involved in making the 10th Street location work, but is the right place for the HSR. Thank you, for the opportunity to voice my opinion.	B
Castor	William		10/14/2009	Website	SEE COMMENT IN APPENDIX D	B
Cawley	John		10/20/2009	Website	I believe the high speed rail as it currently stands will HURT Springfield, as the Third Street corridor will split our historic area, the medical district, and the town itself into two. The Third Street corridor will make emergency travel to and from the hospitals very difficult. I also do not understand any benefit the high speed rail will afford the state of Illinois.	X
Church	Denise		10/14/2009	Letter	SEE COMMENT IN APPENDIX D	B
Clatfelter	Trevor	Village of Sherman	10/16/2009	Letter	SEE COMMENT IN APPENDIX D	N

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Cole	Ken Gill	The Real Estate Firm	10/19/2009	Letter	SEE COMMENT IN APPENDIX D	N
Collins	Josh		10/15/2009	Website	It is my understanding that IDOT does not want to do a new EIS for the stretch of corridor that goes through Springfield because they feel it will take too much time. I have two comments. 1) Please take the time to do a multi-billion dollar project correctly and follow the National Environmental Policy Act as well as our state's Context Sensitive Solutions program. Ignoring the law for the sake of expedience is no excuse. 2) According to the Midwest Regional Rail System Executive Report prepared by Transportation Economics & Management Systems, Inc. in 2004. A proper EIS study can be done within a year's timeframe. This is a report that IDOT helped pay for along with DOT's from Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Wisconsin and the Ohio Rail Development commission. I live one block away from the Tenth Street corridor and I believe that the Tenth Street corridor is the best choice for our community. I believe doing an adequate study will show this. If not, try common sense. Josh	B
Conn	Court		10/9/2009	Website	I'm all for high speed rail in Central Illinois, having traveled to Europe many times we know how nice it can be for the communities served by real 200 mph high speed rail. But the cost here just doesn't make since to only gain an average of 15mph improvement over what we now have. I can not agree with the 3rd street plan in Springfield to literally divide our city down the middle with an ugly eye-sore. The long range plan is and has always been a consolidate upgraded corridor on 10th street. Now is the time to implement that plan.	B
Coombe	Fredrick	Coombe-Bloxdorf	10/19/2009	Letter	SEE COMMENT IN APPENDIX D	D
Cope	Ruth Ann		10/16/2009	Website	With progress, there are sacrifices, but all the angles must be studied and determined what is the best for all concerned. Adding more trains through the 3rd street corridor has not been thoroughly studied. For the two hospitals to work and communicate together, they need the availability to travel between them without the bottleneck that would increase if train travel increased. Patients travel between the two centers with ease compared to what is projected with the High Speed Rail project. Please reconsider, study the plans again and take into consideration the upheaval this will cause for the entire city of Springfield and the Medical Centers on both sides of the track.	E

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Copeland	Jennifer		10/14/2009	Website	Please give Illinois high speed rail! I know that there is a minority in Springfield that is trying to make us lose out on this great opportunity. I believe that high speed rail will benefit the entire state, and want you to know that the people trying to block it in Springfield do not speak for the rest of the state. Bring us high speed rail!	A
Cour	Steve		10/15/2009	Website	I agree with the letter sent by the Springfield Chamber of Commerce and as President of a downtown bank and a lifelong resident of Springfield I have grave concerns about these rather short-sited decisions that appear to have been made by IDOT without benefit of an updated study showing the damage this can and will do to our city. Please take the time needed to make an informed decision that will have a far reaching impact on our city. Thank you.	D
Crawford	Philip	Sacred Heart-Griffin High School	10/2/2009	Letter	SEE COMMENT IN APPENDIX D	B
Crook	Bill	Sierra Club Member	10/9/2009	Letter	SEE COMMENT IN APPENDIX D	B
Curley	Laurie B.	Alderman Ward Two	10/18/2009	Website	As a resident of Northern Illinois I appreciate that you are looking at the most cost effective way of spending tax dollars. Being from a railroad family and as a former Milwaukee Road employee I am hoping to see Intercity passenger rail service make a comeback. There is nothing to compare with riding a train across the country. Good luck to Illinois. Laurie B. Curley	A
Curtis	Edgar	Memorial Health System Administration	10/16/2009	Fax	SEE COMMENT IN APPENDIX D	E
Curtis	Edgar	Memorial Health System President & CEO	10/16/2009	Letter	SEE COMMENT IN APPENDIX D	D
Dambacher	Cheryl		10/14/2009	Website	SEE COMMENT IN APPENDIX D	E
Darnell	Don	YMCA of Springfield	10/2/2009	Letter	SEE COMMENT IN APPENDIX D	D
Darnell	Don	Springfield YMCA	10/19/2009	Website	SEE COMMENT IN APPENDIX D	D
Davidson	Tina		10/15/2009	Website	SEE COMMENT IN APPENDIX D	E

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Davis	Jean	MMC	10/19/2009	Website	Using the third street corridor is not a very good idea, as it will cut the medical community in half. There could be loss of lives and very serious consequences by hindering Doctors and patients that would have to wait at the 3rd street crossing on Carpenter to get between facilities. The construction involved could take months or years to complete and many many patients could be in jeopardy. Thank you for your consideration.	E
Davlin	Timothy	City of Springfield Mayor	10/19/2009	Letter	SEE COMMENT IN APPENDIX D	D
Davsko	John	Sangamon County Board, Dist. 29	10/19/2009	Letter	SEE COMMENT IN APPENDIX D	S
Deal	Stephen		10/12/2009	Website	Bring on the jobs, it is more important that we have the jobs and the access, than preservation of some of the older community homes.	A
Dennis	Steven	Memorial Medical Center	10/19/2009	Website	IDOT has failed to recognize the impact on the Mid-Illinois Medical District, a state commissioned district to help with the advancement of medical research and care as well as to promote economic development in the area. IDOT has failed to study the impact on the delivery of emergency services that St. John's Hospital and Memorial Medical Center provide for a multi county area. IDOT has failed to study the impact on both state and local roads throughout Springfield as well as the overall transportation system including pedestrian traffic. IDOT has failed to recognize that rail lines pose significant problems for our hospitals ability to grow and expand. IDOT has failed to adequately study the vibration effects on St. John's Hospital, Memorial Medical Center, the Southern Illinois University School of Medicine, and the various other medical facilities near the Third Street corridor.	E

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Dey	Sue		10/8/2009	Website	I would like to see IDOT look at the 10th Street corridor as a viable option for the High Speed Rail stimulus money. I am not opposed to High Speed rail but would like 3rd street off the table. The addition of 40+ freight trains to the tracks will be potentially harmful to the Dana Thomas House, a state historic site. The additions of major overpasses that would need to be added will cut off people's houses along 3rd Street between South Grand and Lawrence. In addition streets will have to be closed off to accommodate these. This will definitely impact businesses that are in the downtown and medical areas. Sometimes the trains block streets form 15+ minutes now so I hate to think what will happen with 40 more. I really think the best option for the new rail tracks and traffic would be to go around Springfield. I realize that option is probably not even in consideration but wouldn't it be the best for all. Union Pacific wouldn't have to worry about going through the city and the city would not have them go through. Thank you.	C
Dillman	Jen	Sangamon County Board, Dist. 23	10/14/2009	Letter	SEE COMMENT IN APPENDIX D	S
Dillon	Heidi		10/19/2009	Comment Form	Interested in knowing if this will help bring employment to Springfield.	I
Douglas	Becky		10/16/2009	Website	As an employee of Memorial Health System, I am concerned about the increase in freight train traffic that would accompany high speed rail on the 3rd Street corridor. Increased train traffic and any mitigation (i.e. overpass) would essentially divide our new Medical District in half and adversely affect Memorial as doctors and patients would have to wait at the 3rd Street crossing on Carpenter as they travel between the two Springfield hospitals. In addition, building an overpass on Carpenter would cause major traffic disruption for months/years while under construction. I feel IDOT has failed to consider the city of Springfield, Sangamon County and the Mid-Illinois Medical District's long term plans. Please reconsider the options available for this project.	E
Douglass	Hue		10/19/2009	Comment Form	This project must provide good opportunity for the citizens in each community and must have a fair determination made on which rail line will be used. There must be voices from all sides of the issue that are given respect for their choices. The political and religious leaders must be held accountable and moved out of the way if they do not do what is right in the eyes of the people and God.	N

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Douglas-Williams	Linda	Sangamon County Board Member	10/19/2009	Comment Form	SEE COMMENT IN APPENDIX D	X
Dowell	Heidi		10/14/2009	Website	I am a trustee for the Williamsville Public Library. The library is located in a historic depot next to the current railroad tracks. The library already shakes when current trains go by. I can not even imagine what will happen when high speed trains begin. The high speed rail will be devastating for a small town like Williamsville. The high speed rail along with the additional freight trains will cause the Village to have to build an overpass they can not afford. As you can tell from my comments, I am OPPOSED to this high speed rail for many reasons! All I hear are negative feelings about this high speed rail, yet it seems to be moving forward anyway. I am sure my comments will not stop this out of control train but I felt someone should know how it is going to affect Williamsville and many other small communities.	M
Downs-Hansel	Carolyn	Memorial Medical Center	10/19/2009	Website	The desire for high speed rail in Springfield should not ever outweigh the serious result to all emergency traffic coming into Springfield. I know first hand the current conditions that effect the ER services in this area, please do not compound an already existing serious problem in Springfield. It may be your loved one that needs emergency care next time. Think about that the next time you are stuck in traffic by a train. You already experience frustration and it's not even a emergency situation. By the way, people who live within feet of the RR elsewhere in the county do wish to have high speed trains endangering the lives of their children either. Please put an end to this crazy idea, put people first.	E
Drum	Nick		10/8/2009	Website	This email is to strongly urge you to NOT allow rail expansion on the third street corridor. It will decimate downtown Springfield. Please DO NOT allow any expansion on third street. Thank you.	D
Dunaway	Barry		10/14/2009	Website	SEE COMMENT IN APPENDIX D	D

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Eads	Kathryn		10/13/2009	Website	I want to add my voice with those who strongly the use of the 3rd Street Corridor in Springfield for the High Speed Rail. I have lived in Springfield three times, and when I returned this last time, 1986, the downtown was DEAD. After many years of hard work, it has returned to a lively area where residents and tourists can have access to many different places of business. We can be very proud now of what it offers. I am very afraid that the high speed rail on the 3rd street corridor will interfere with the flow of traffic to the degree that businesses will again begin to fail. The loss would be great considering all that was spent to have the Lincoln Museum and Library. I also have a concern about the medical community and how the train would impact it with blocking the flow of emergency vehicles and doctors back and forth between our two hospitals. the overpasses are not the answer and would ruin that area. Lastly, access for disabled individuals is an issue. I hope and pray that a more useful alternative can be found.	D
Eck, Jr.	John	R.W. Troxell & Company	10/19/2009	Website	To: Mr. George Weber As a local business owner I want to add my comments to what I am sure are hundreds of other submissions regarding rail consolidation and high speed rail service. The prospect of hosting high speed rail on the Third Street corridor in Springfield has too many long term, negative impacts that need to be carefully considered prior to moving forward with this corridor. It is important for our local business environment as well as the historical integrity of our city for IDOT and all interested parties to consider and study the better option of utilizing the 10th Street corridor instead. Our city and it's citizens remain firmly supportive of our City, County and Chamber leaders in their efforts and appreciate your willingness to work with them to do what is best for the City of Springfield as we all look to benefit from high speed rail. Please do not forsake our future for ease of doing business. Respectfully submitted, John P. Eck, Jr.	D

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Edgecomb	Claire		10/13/2009	Website	While I support the high speed rail initiative I believe the 3rd Street corridor is a poor placement choice for the city of Springfield. This corridor and the overpasses, etc that will come with it would have a devastating impact to the residential areas, downtown, and medical district. Our city has worked to develop alternatives to the State of Illinois job market including tourism for the historic sites and the medical district. If a study was done, it would show the 10th Street corridor already has industrial type frontage left from the war and industry no longer in Springfield. Please take a serious look at 10th Street and utilize that corridor as it was originally used when factories were along it. Putting overpasses in residential areas will devastate another area of Springfield. Thank you for listening.	B
Edwards	Frank		10/15/2009	Website	We would all like to see improvements in the rail system, but at what cost. When you consider the cost to future jobs, present businesses on 3rd street then we must take a second look. Future jobs are in our medical district and businesses are those that would have no access to their buildings. 10th street is not prefect but it does allow options for improvement that the 3rd street does not, i.e. underpasses. 10th street also takes it away from our medical district which is growing. I understand UP's position is business...but so is the condition of our city and it's impact on our businesses and jobs. Please consider 10th street as the only option, not the other option. Thank You for consideration.	B
Elzinga	Sherrie	IL Environmental Protection Agency	10/19/2009	Website	SEE COMMENT IN APPENDIX D	Y
Engelhart	Marla	Lincoln Tower	10/19/2009	Website	SEE COMMENT IN APPENDIX D	B
Engle	Janice	U.S. Department of the Interior	10/19/2009	Letter	SEE COMMENT IN APPENDIX D	Y
Enlow	Robert		10/13/2009	Website	We favor the 10th street corridor in the city of Springfield. We live right downtown and can see the problems that would occur if the line runs through downtown. Thank you	B
Fair	Barbara		10/19/2009	Comment Form	We would like to be where it could benefit the whole community	N
Farmer	Terrence		10/14/2009	Website	High speed rail though the 3rd street corridor would make Springfield, Il look awful and ruin the look of a great city. We would like to see the best option by using 10th street corridor.	B

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Farmer	Michael	City of Springfield	10/19/2009	Website	SEE COMMENT IN APPENDIX D	B
Farmer	Michael	City of Springfield	10/19/2009	Website	SEE COMMENT IN APPENDIX D	B
Farrell	John		10/15/2009	Website	Like many of my fellow citizens in Illinois, I fully support the idea of high speed rail between St. Louis and Chicago. However, it has become clear to me that there has been insufficient study and consideration as to the optimum corridor for this traffic through the city of Springfield. All civic leaders in our State's capital have worked hard and are very proud of our downtown and the Medical District between our two fine hospitals; the Third Street option imperils much of that effort. I support the position of our Greater Springfield Chamber of Commerce that full and complete studies should be conducted to identify the route that truly reflects our goals as a state and as a community. It is my belief that the 11th Street corridor will be the logical choice once this reasonable course of action is taken. Thank you John B. Farrell, CEO IVCA	D
Fedor	Donna		10/14/2009	Website	SEE COMMENT IN APPENDIX D	E
Feipel	Sheila		10/8/2009	Website	The high speed rail should go through 10th Street not 3rd in Springfield. Thank you!	B
Feurer	William	City of Springfield Historic Sites Commission	9/29/2009	Letter	SEE COMMENT IN APPENDIX D	G
Feurer	William	City of Springfield Historic Sites Commission	10/15/2009	Fax	SEE COMMENT IN APPENDIX D	G
Fitch	Nancy		10/14/2009	Website	the trains will slow and or stop the path for ems vehicles	E
Fleener	Karen		10/18/2009	Website	I am most definitely against having a high speed rail on 3rd St. in Springfield. The main cause of my concern is the Springfield medical district. I feel the need to stress the important contributions of our Medical District to the local economy and concerns about patient delays in accessing medical care. The Medical District in Springfield plays a huge role in our local economy and I have many concerns about patient delays in accessing the needed medical care by having to wait for a high speed rail to cross the path to their medical care. Please hear my concern and DO NOT let this happen to the citizens of Springfield.	E

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Forness	Keith		10/7/2009	Public Meeting	I have questions about the corridor through Williamsville. The track runs between public library and grain silos. If another track is added, what would the damage be to the library be since the new track would be a few feet away. The library building is a old historic train depot. Also, the track goes through the center of the town of Williamsville. How would increase in train traffic effect the traffic flow through the town?	M
Forsyth	Abe	Sangamon County Board, Dist. 27	10/14/2009	Letter	SEE COMMENT IN APPENDIX D	S
Fraase	Tom	Sangamon County Board, Dist. 1	10/14/2009	Letter	SEE COMMENT IN APPENDIX D	S
Fraser	Jessica		10/11/2009	Website	I do not understand why part of the plan of the Chicago-St Louis plan is to go right through downtown Springfield. It is not only destroying our state capitol but it is also damaging a historical city. The tracks could go around Springfield all together or just take a detour to not go through the heart of the city. Why is the plan to go right through Springfield? Dose it really help the project that much?	C
Fritz	Steven		10/14/2009	Website	To whom it may concern, I would like to register my objection to the Chicago-St Louis corridor being routed through third (or tenth) street in Spfld. I feel this would negatively impact Spfld in a number of ways including the disruption to the medical district in which I work. The disruption of traffic, ability for growth and vibration effects do not seem to have been adequately studied. In addition, it seems as if this would have the unintended effect of creating a great deal more railroad traffic through the middle of Springfield. My understanding is that this corridor would also result in distinctly reduced speeds for the high speed rail, which would seem to defeat the purpose. A different corridor, such as one proposed along the interstate on the outside of the city of Spfld would seem to accomplish both the ability to average higher speeds with the least disruption to urban dwellers. Thank you for this opportunity to submit my thoughts. sf	C

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Fulgenzi	John	Sangamon County Board, Dist. 17	10/7/2009	Public Meeting	After listening to the slide show and reading the available material it is hard to disagree with the position of Union Pacific; until you consider the impact on the specific community (SPFLD)--our goal has and still is consolidation of the Rail corridors from 3 to 1--10th St. seems to accomplish this better. After looking at 2005 study by Hansen Engineers this was identified but I think IDOT should incorporate and EIS on both corridors--10th and 3rd (a current study) before proceeding.	B
Fulgenzi	Jim		10/14/2009	Website	I can think of nothing that would harm the State Capitol more than running more train traffic down 3rd street. It has been with great effort that we as a community have revitalized our downtown. This is not welcome and will not benefit Springfield. If we are to invest in high speed rail, we should step it up to the true High Speed trains and build a system that supports trains of at least 150mph.	D
Fulgenzi	Linda	Sangamon County Board, Dist. 12	10/14/2009	Letter	SEE COMMENT IN APPENDIX D	S
Fulgenzi	John	Sangamon County Board, Dist. 17	10/14/2009	Letter	SEE COMMENT IN APPENDIX D	S
Garcia	Gina		10/7/2009	Website	I think the high speed rail project is very exciting. I am in favor of using the existing 3rd street corridor in Springfield, as the route for high speed rail instead of relocating to 10th street. I think the cost of relocating to the 10th street corridor would be a massive and unnecessary burden to tax payers. Relocating to 10th street would come at a much higher cost to the residents of that area than the cost to the residents of 3rd street. Where is the representation for 10th street residents in this? I also feel the third street train station is a better location for future tourists coming to Springfield via the high speed rail. 10th street is farther away from downtown attractions. Lets not make the move from 3rd street, an already good location, to one that would be more expensive in money and time for everyone.	F
Gaydos	Lawrence		10/12/2009	Website	Please do not ruin my city by utilizing the 3rd street corridor - this is our historical district and my neighbor hood _Use another route please	D
Giordano	John		10/14/2009	Website	SEE COMMENT IN APPENDIX D	E
Goleman	Andy	Sangamon County Board, Dist. 4	10/14/2009	Letter	SEE COMMENT IN APPENDIX D	S

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Good	Jim	Sangamon County Board, Dist. 8	10/14/2009	Letter	SEE COMMENT IN APPENDIX D	S
Greenawalt	Tom		10/14/2009	Website	When the Total Cost of the project is submitted I expect the Government to accept the cost with, written in the law, that those that submitted the cost figures will pay themselves any amount over the cost figures they submitted. No taxpayer monies are to be spent in so called overruns. We must stop the input of false figures to get things approved.	L
Groesch		Memorial Medical Center	10/18/2009	Website	Cutting through the middle of communities located between St. Louis and Chicago will cause far more down - stream long term economic ill-effects than the economic gain for building the railroad. Building the railroad 'around' cities will cost more, but may allow for a win-win economic gain for all.	C
Grossman	Robert		10/16/2009	Website	The Third St option should be taken off the list. The Third street RR tracks on Carpenter street divide the two hospitals, Memorial and St Johns. With high speed rail and more trains, the doctors going back and forth to the two hospitals would have more trains to wait for and will not be able to get to their patients in a timely matter as they do now. An option East of the two hospitals should be considered instead of third street.	E
Haaker	Anne	Illinois Historic Preservation Agency	10/19/2009	Letter	SEE COMMENT IN APPENDIX D	Y
Hagerman	Nancy		10/16/2009	Website	I urge you to review the 10th Street corridor rather than 3rd Street because of the impact to the medical district and patient care and safety. Both patients and providers frequently traverse the area between Memorial, SIU, St. John's, Prairie Heart and Springfield Clinic. nearby lo	B
Haines	Nancy		10/19/2009	Comment Form	I believe the Third Street option for high speed rail should be removed from consideration. The EIS used for the Federal proposal is not valid. It was for one track only and for high speed passenger trains, not freight trains or two tracks! Using Third Street will negate all of the Federal, State, and local dollars spent to improve the downtown area and increase tourism. This option, if chosen will again show how politics has again been chosen over the best option! It time to break the chain and for once do things correctly or say no thank you to the federal money!	D

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Hall	Craig	Sangamon County Board, Dist. 7	10/14/2009	Letter	SEE COMMENT IN APPENDIX D	S
Halstead	Jan	Frank Lloyd Wrig	10/19/2009	Letter	SEE COMMENT IN APPENDIX D	G
Hankins	Kathy		10/17/2009	Website	I work at St. John's Hospital and travel through this area regularly. It is a mystery to me WHY, after spending so much tax money to promote tourism in downtown Springfield (including the Abraham Lincoln Presidential Library and Museum), the powers that be want to jeopardize this. Of course, it COULD be an extensive modern art program that provides a contrast of vertical concrete overpasses with horizontal asphalt parking lots. Go figure!	X
Hanrahan	DOnald		10/19/2009	Website	SEE COMMENT IN APPENDIX D	D
Hanselman	Rick		10/14/2009	Website	SEE COMMENT IN APPENDIX D	E
Hanshaw	Katherine		10/14/2009	Website	As you can tell by my address, I live right on the 3rd street corridor in Springfield,IL. A lot people might tell you that they don't want this corridor expanded or that they would be sad to lose their homes. However, I welcome the change to Springfield. I also welcome you to buy our family home. It has become an economic burden on us as a family to own it and deal with the upkeep of a more than 100 year old house. People may say that you are taking a part of downtown and historic homes away, but I can tell you that this neighborhood is decreasing in its safety and it's appeal. If you bought our home we would be able to get out of debt and my parents could afford to help my sister and me go to college full time without having to work full time. You would be helping us achieve some financial goals such as buy new cars (my parents share an 12 year old van) and let them have a nest egg for retirement they would otherwise not be able to have. This is a good thing. Don't let the hospital district bully this issue. Springfield's roads have never made sense and there are no clear routes anywhere. So the 3rd street corridor would not be any less of a hassle than people already deal with.	F
Harlan	Nikki	Lincoln Tower	10/19/2009	Website	With all the progress downtown Springfield has made in the years since the Abraham Lincoln Presidential Library has opened, I think it would be a shame to effectively kill its growth with the high speed rail on Third Street. Springfield will be cut in half. There will be no foot traffic; there will probably be very little traffic of any kind downtown. All of the small, wonderful businesses that have opened in the past first years will lose business and have to close. By building the high speed rail at Third Street, you will be killing Springfield's economy. We will become an industry town, and all of the work we have done to make the city a top tourist venue will be for naught.	X

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Harris	Angela	Pioneer Park Neighborhood Assn	10/19/2009	Comment Form	The high speed rail should bring jobs for the eastside community. It should not be placed on the 10th Street corridor. If it is possible, every effort should be made to place the railroad around the city.	C
Hart	Tahira		10/16/2009	Website	I love the idea. I can not wait until the project gets started.	A
Hartman	Andy		10/14/2009	Website	I support the use of the 10th-street corridor over the 3rd-street corridor for many reasons, all of which have been raised by the City of Springfield and Sangamon County. The use of 3rd street for additional passenger and freight traffic would negatively affect, in a significant manner, the success of: the Mid-IL Medical District; the downtown revitalization efforts; the business community as a whole, with or without mitigation. However, I believe the 10th-street corridor could benefit from mitigation efforts.	B
Hayes	Charles		10/13/2009	Website	The 3rd Street corridor people did not want the train traffic blocking them from the rest of the city. Justly, THE PEOPLE ON THE 10TH likewise, don't want it either. It looks like we are having it forced upon us. Charles Hayes	X
Hayes	Raymond		10/19/2009	Website	This country is fifty years behind in developing high speed rail. 110 mph is not high speed compared to the rest of the world, but it's a start. We can get a lot of cars off the road, reduce flights and lower our use of oil with a good rail system. I would hope that it could pass through Champaign and Decatur	K
Heideman	Michelle		10/8/2009	Website	No matter where the high speed rail goes through Springfield (3rd St. or 10th St.), I think a community benefits agreement should be signed by the Rail companies and IDOT which says that LOCAL jobs will be produced by this project. The community benefits agreement must also state that low income people and people of color to be hired for at least 30% of those jobs.	I
Henderson, Jr.	Earl		10/15/2009	Fax	SEE COMMENT IN APPENDIX D	C
Hester	Forrest		10/16/2009	Website	The third street option just can't happen. It will divide our city and our medical district (the two hospitals & the SIU campuses). I strongly encourage responsible government in this matter. The role of public servants is not to serve big business but to serve the interests of citizens. Do the right thing even if that includes saying no to the stimulus dollars. Life is about a lot more than money & business influence.	E
Hester	Josh		10/16/2009	Website	SEE COMMENT IN APPENDIX D	B
Hester	Louise		10/18/2009	Website	SEE COMMENT IN APPENDIX D	E
Higginbotham	Michelle		10/14/2009	Website	SEE COMMENT IN APPENDIX D	B
Hills	Joseph		9/11/2009	Letter	SEE COMMENT IN APPENDIX D	D

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Holmes	Jennifer		10/16/2009	Website	My name is Jennifer Holmes and am a registered nurse at Memorial Medical Center which is in the medical district of Springfield Illinois. Springfield's medical district serves many citizens of Springfield and Central Illinois. The two hospitals work closely together as anchors of the medical district. Physicians, nurses, patients and other personnel travel between these two facilities. Turning 3rd street into a fast rail service will be potentially detrimental to the care of our patients. A cardiologist could literally be waiting for a train to pass trying to go between hospitals as a patient needs a stat cardiac intervention or other emergency treatment. I propose you consider routing around Springfield. Remember over 100,000 people live within Springfield. This is not just about St. Louis and Chicago trying to commute faster or receive freight faster.	E
Holmes	Chiquista		10/19/2009	Comment Form	Yes to high speed rail. No to 10th Street corridor.	D
Holt	Megan		10/19/2009	Website	The idea of having high speed rail serving the Springfield, IL area is wonderful. I would like to see faster speeds similar to those in other countries. I think that the Third Street Corridor should not be used since all of the Springfield/Sangamon County Regional Planning Reports show that Tenth Street is a better option.	B
Houston	Michael	Former Mayors of Springfield	10/13/2009	Letter	SEE COMMENT IN APPENDIX D	B
Howey	Neill		10/15/2009	Website	Putting elevated high speed lines through metropolitan areas, completely changes the character of a city. I experienced this back East when the South Jersey/Phila high speed lines went in. What the city and state have done to gridlock traffic flows in Springfield is almost criminal already. It takes forever to get across town now when it only took a few minutes previously. To make a major expensive change, like that being proposed, is foolhardy. If major tax money is going to be spent, subsidize the railroads to re-route ALL the rail lines around the city, and forget the idea of dividing the city further by elevated rail lines.	C
Huber	Joyce		10/19/2009	Comment Form	SEE COMMENT IN APPENDIX D	C
Hurwitz	Joseph	Hurwitz Enterprises	10/19/2009	Letter	SEE COMMENT IN APPENDIX D	E

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Ingoglia	Mario	Vinegar Hill Neighborhood Association	10/7/2009	Public Meeting	Please chairman, move your tracks to 10th Street thru Springfield IL. Please 10 minutes for track line is not worth destroying the inner city of Springfield on 3rd Street. Thank you. Save our community with the tracks running down 10th Street.	B
Irwin	Aimee	memorial health system	10/17/2009	Website	IDOT has failed to recognize the impact on the Mid-Illinois Medical District, a state commissioned district to help with the advancement of medical research and care as well as to promote economic development in the area. • IDOT has failed to study the impact on the delivery of emergency services that St. John's Hospital and Memorial Medical Center provide for a multi county area. • IDOT has failed to consider the city of Springfield, Sangamon County and the Mid-Illinois Medical District's long term plans	E
Isringhausen	Geoff	Isringhausen Auto Dealership	10/7/2009	Public Meeting	SEE COMMENT IN APPENDIX D	B
Janes	Barbara		10/13/2009	Website	My husband and I take Amtrak to Chicago an average of 30 times per year. Right now, we drive to Bloomington to get the train. We would love to have the train come to Decatur. We feel very strongly about the high speed rail and believe that it would reduce pollution, accidents and increase productivity in central and southern Illinois with a faster connection to Chicago. As an alum of Millikin University - Decatur IL, I and many of my classmates utilized train transportation from Decatur to Chicago in the '60's. This was a wonderful benefit for the students. If Amtrak could return to Decatur, I truly believe it would benefit the students at Millikin and again keep cars and accidents off the road as there is a significant number of student that attend Millikin from the Chicago area. PLEASE consider connecting Decatur into the Chicago-St. Louis corridor. Thanks!	K
Janes	Larry		10/13/2009	Website	With no dependable airplane connection from Decatur to Chicago, I believe the high speed rail is an excellent alternative. I, as do many other businesspersons and students take Amtrak to commute to Chicago - often on short notice. Currently this also involves an hour plus drive to get to the nearest Amtrak station. Connecting Decatur to the St. Louis - Chicago corridor would be a real asset.	K
Johnson	Mitchell		10/12/2009	Website	SEE COMMENT IN APPENDIX D	E
Johnson	Sharon		10/14/2009	Website	SEE COMMENT IN APPENDIX D	B

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Johnson	Julie		10/19/2009	Comment Form	My husband and I have restored 5 properties in the Enos Park Neighborhood in Springfield. Our son & his family live in one which borders the 3rd St. rail. Another young couple with children bought a house from us. It also borders the 3rd St. rail. Our other properties are rented by med students at SIU Med School. Please reconsider running 30+ trains a day through this neighborhood and through downtown Springfield where much money has been invested & some sense of beauty and history is being established. We adamantly oppose the 3rd Street idea & hope the 10th St corridor becomes the reality.	B
Jones	Mary		10/13/2009	Website	Please be advised of my opposition to the proposed 3rd St High Speed Rail Service in the city of Springfield. I have worked at St John's Hospital for 35 years making the daily commute to Springfield and understand with the increased freight lines the medical district would be divided impacting not only the local but professional community and its substantial contributions to the city of Springfield and the area. (The train will be passing me by and impacting my farming and fire protection friends as well in my rural community.)	E
Jones	Laurie	Lincoln Tower Apartments	10/16/2009	Website	I don't want to market apartments when there are 30 trains going through a day, this will effect our business greatly. It will divided the town. What about the hospitals? Is it necessary?	X
Jordan	Jonetta		10/19/2009	Comment Form	I think that it needs to go around the city, not through the city.	C
Jordan	Melvin		10/19/2009	Comment Form	Not 10th Street	F
Jordan	Martha		10/19/2009	Comment Form	I am grateful for tonight's forum. I was provided with information that was not previously made available to the public. That God for FCCG members and their dedication and commitment to make the necessary changes in our community.	Z
Joyner	Jamye	Dana Thomas House Foundation	9/29/2009	Letter	SEE COMMENT IN APPENDIX D	G
Joyner	Jamye	Dana-Thomas Ho	10/15/2009	Letter	SEE COMMENT IN APPENDIX D	G
Judd	Richard	University of Illinois	10/18/2009	Phone Message	Please consider the 10th Street Corridor when the Hi-Speed Rail is considered in Springfield IL. Much better than 3rd Street corridor which is destructive to the community.	B
Kay	Robert		10/16/2009	Website	Please do not put the new high speed rail on 3rd street!	D

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Keen	Kate		10/14/2009	Website	Having this high speed track put in Springfield would do nothing to benefit us other than provide extra jobs in the area. Our town is so overly populated the way it is, I don't believe we can afford for more unbeneficial construction to be going on. Also, the track would put a block between the two hospitals which would also be inconvenient, especially for the elderly who come to these hospitals every day. Please do not make living in our once peaceful hometown of Springfield, IL any more disrupted than it already is by the chaos that comes naturally with such a fast-growing community.	X
Kelley	Linda		10/19/2009	Website	Please consider the 10th street access in Springfield. This will cause disruption for many future years to the medical district of our city, and ultimately could cause problems for those in need of urgent medical care. Dividing the medical district in half after years of work toward building this in the city, would be detrimental. Thanks.	B
Kern	Candice		10/14/2009	Website	Please reconsider the placement of the high speed rail as it would disrupt our medical community and the partnerships that we all have with each other in the community. This would adversely affect our business, revenue and employment.	E
King	Douglas		10/14/2009	Website	SEE COMMENT IN APPENDIX D	C
King	Carol	Memorial Medical Ctr	10/19/2009	Website	I believe that the high speed rail corridor would adversely impact both staff and patients at our facility (Memorial Medical Center)	E
Kinion	Steve		10/15/2009	Website	I am writing to present my opposition to using the Third Street corridor in Springfield, Illinois as the route for high speed rail. This corridor will negatively impact downtown Springfield. Thank you for considering my submission.	D
Kiriakos	Robert		10/16/2009	Website	Utilizing the 3rd Street corridor for high-speed rail (plus additional freight traffic) would be devastating to Springfield. Surely a project of such scope and potential can incorporate a reasonable compromise by utilizing an existing rail corridor just a few blocks to the east.	D

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Knight-Anderson	Ruth	Near South Neighborhood Association	10/19/2009	Comment Form	When did the state agency and governors office employees and officials stop seeing the community they live and /or work in? I am appalled at the idea of the construction process downtown and on 3rd Street - and the possible resulting look and experience of the mitigation process. Our state gov't agencies should be our protection from being overrun, ignored or bullied. This information sheet is headlined IDOT applies for High Speed intercity passenger rail funding. It seems UP submitted a plan to upgrade the 2 tracks for increased freight traffic and Amtrak can come along. Shouldnt it have been a plan for high speed passenger rail witha by-product of benefitting UP? A governors representative said - UP owns the tracks-they can do what they want. Yes they can, but why should federal and state money pay for UP's bad plan? I'm not seeing a greater good worth shutting up for and taking the done deal.	X
Koehler	David		10/14/2009	Website	I am against the 3rd street high speed train. It will greatly affect the Medical District.	E
Kohlrus	Karl		10/11/2009	Website	Alternatives to 3rd Street high speed need to be studied in Springfield. 10th Street seems to be the most viable alternative, but moving consolidating the rail corridor on 19th Street as was recommended in the 1923 Springfield City Plan or even I-55 corridor need to be considered.	B
Kohlrus	Karl	Springfield Bicycle Club	10/12/2009	Letter	SEE COMMENT IN APPENDIX D	D
Kornet	Richard		10/15/2009	Website	I believe that the rail line should go around Springfield. I can't believe that you want it to pass thru the downtown area of Springfield.	C
Krager	Don		10/14/2009	Website	SEE COMMENT IN APPENDIX D	X
Krell	Tim	Sangamon County Board, Dist. 15	10/14/2009	Letter	SEE COMMENT IN APPENDIX D	S
Kriel	Jack	EPNIA	10/7/2009	Public Meeting	I feel that the best route overall is on 10th Avenue. I feel that the consolidation of 3rd and 19th on to 10th St. will serve the city best. I understand the need for an additional 2 tracks and I see that the expense for that is well worth the improvements to the city.	B
Kuhn	Mark	Springfield Clinic	10/16/2009	Website	SEE COMMENT IN APPENDIX D	E

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Kushak	Marilyn		10/13/2009	Website	The only solution is 10th Street. The third street option is unthinkable and irresponsible. High speed is important, only if it capitalizes on the 10th Street opportunity that is a win/win for all that are interested in doing the RIGHT THING.	B
Langfelder	James	City of Springfield	10/19/2009	Letter	SEE COMMENT IN APPENDIX D	D
Langfelder	Jim	Springfield City Treasurer	10/19/2009	Website	SEE COMMENT IN APPENDIX D	D
Larue	Lisa		10/14/2009	Website	We do not want this on 3rd Street put it on 10th where the tracks are already. How about down the middle of interstate 55 that would take it straight to St. Louis and no one lives in the middle of 55.	C
Lauterbach	Jay		10/16/2009	Website	PLEASE reconsider the 3rd Street corridor. It will cause permanent damage to our central city. Please consider the 10th street corridor or re-routing along Interstate 55.	B
Lawrence	Archie	NAACP	10/19/2009	Comment Form	As a resident living on the eastside of Springfield, I am outraged of the city of Springfield's efforts to place all of the trains, including high speed, on the tenth street tracks. The so called leaders of Springfield want to place all of the burden of train traffic on the east side community. We stand in opposition to those efforts.	F
Ledferd	Susan		10/14/2009	Website	SEE COMMENT IN APPENDIX D	D
Leinberger	Linda		10/14/2009	Website	IDOT has failed to study the impact on the delivery of emergency services that St. John's Hospital and Memorial Medical Center provide for a multi county area.	E
Lestikow	James		10/13/2009	Website	SEE COMMENT IN APPENDIX D	B
Lewis	Chris	Lincoln Park Neighborhood Association	10/7/2009	Public Meeting	High Speed Rail is great! Please consider 10th Street because of existing underpass/overpass options. The need for a transportation center is another consideration. Please close all other grade crossings to isolate railroads from other cars. This could easily be done on Tenth Street corridor.	B
Lewis	Kerry		10/7/2009	Public Meeting	In Springfield the 10th street should be a better alternative to high speed rail. It should be less car traffic affected; less chance for car/train wrecks. Funding for over passes may run out before project completion. Plans for 10th Street corridor was studied and this could be a very good alternative to improve and have transportation in our central location.	B

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Loftus	Robin		10/15/2009	Website	I oppose the high speed rail project as proposed for the 3rd street corridor in Springfield. The impact on the medical district and businesses who have invested millions in downtown Springfield will be devastating. I implore you to consider moving the high speed rail to the 10th street corridor which would have significantly less negative impact on the Springfield medical district and downtown businesses.	B
Logan	Artie		10/19/2009	Comment Form	I'm NOT in favor for the high speed rail on the 10th Street tracks. I live two blocks from the tracks. The trains wake us up early in the morning between five and six. My spouse and I are retired. In other words trains interrupt our sleep. Plus my spouse is ill. Why cant the high speed rail be routed around the city of Springfield?	C
LoGrasso	John	St. John's Hospital Home Health	10/19/2009	Website	I have great concerns regarding the impact of increased freight traffic using the 3rd street corridor bisecting the Medical District as well as the economic heart of the city. As a Springfieldan and tax payer, I believe it is an unjustifiable burden on the economic and professional life of this city which serves as a medical center for Central IL and a stop for both national and international tourists because of its unique history. As a nurse working in Home Health, I have numerous occasions to travel west from St. John's to see my patients across 3rd street and I am only one of many, many medical professionals who count on reasonably efficient travel routes through the city. The 3 rd street corridor option seems primed to benefit only a chosen industry with an outdated privilege that wants to use our taxpayer dollars to feed its profits at the expense of permanently scarring and affecting our city's economy and medical services. I strongly disagree with the 3rd street option, and urge your study of the 10 th street option as the more appropriate choice for the long term health of the city of Springfield. Thank you.	B
Long	Rosemarie	Sangamon County Board, Dist. 10	10/14/2009	Letter	SEE COMMENT IN APPENDIX D	S

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Loyd	Lisa		10/19/2009	Website	The implementation of this plan would have a negative impact on the healthcare of the citizens of Springfield and surrounding areas of central Illinois. During these times crisis in the healthcare of the United States, adding anything that will negatively impact the access to healthcare of the citizens of Springfield and Illinois is not wise nor is it needed. The Mid-Illinois Medical District and the facilities and employees should not be impeded in providing medical care to the citizens of central Illinois including those who need the care most, the poor, the elderly and the children. Thank you.	E
Luker	Steve	Legacy Pointe Development Co. LLC	10/1/2009	Letter	SEE COMMENT IN APPENDIX D	G
Lynn	Debra		10/14/2009	Website	I greatly oppose the proposed high speed rail on the 3rd Street corridor in Springfield, IL. This would basically divide the Medical District in half, and cause major traffic disruption for patients, employees, and physicians. Building an overpass would take months/years. Please consider the 10th St corridor instead. That would create enough traffic headaches in itself. I am not against progress, but please do it responsibly. Thank you for your careful consideration.	B
Mahoney	Ed		10/15/2009	Website	I am a commercial real estate agent and also a member of the City's Historic Sites Commission. It is my opinion that adding a 2nd set of tracks to the 3rd St. corridor and building overpasses will have an adverse effect on the commercial and historic vibrancy of Springfield. I ask that you strongly consider utilizing the 10th St. corridor as an alternative.	B
Mapes	Tim		10/13/2009	Website	There has been a local community effort for the last 5 years to consolidate the Springfield rail traffic on the 10th street. If hi speed rail is to become a reality which will define the local landscape for the next century, community interests should be given a priority.	B
Marcum	Noelle		10/14/2009	Website	I am against high speed rail in our community. I believe it will adversely affect our city. More research needs to be done on the impact this will have on businesses, hospitals and much more.	X

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Martin	Phil		10/15/2009	Website	I believe IDOT needs to consider the 10th Street corridor in lieu of the 3rd Street corridor through Springfield, Illinois for the following reasons: 1. The various "at grade closures" and overpasses which will likely result will dramatically change the established traffic patterns in downtown Springfield and will result in displacement/harm to established businesses and residences. 2. Our new Medical District will likely be chopped into pieces, making it hard to market as a single, whole District. 3. Springfield's historic downtown is visited by tens of thousands of visitors from all over the world each year. Mitigation attempts will decimate the historic feel that our City has endeavored to maintain for many years. 4. Both of our major hospitals are located in close proximity to the 3rd Street corridor. Emergency travel times to them will likely be longer with the closure of crossings and the increased traffic on the few routes across the tracks.	B
Mathis	Tim	GM, WICS ABC NewsChannel 20, Springfield	10/19/2009	Website	It seems clear to me that the Greater Springfield Chamber of Commerce is expressing a number of valid concerns related to this project. From my point of view it is entirely appropriate that IDOT give due consideration to the negative impacts of the current plan and the possibility of superior alternatives. Thank you. Tim Mathis WICS-WICD General Manager	D
McCarthy	Thomas		10/12/2009	Website	I think high speed rail would be fabulous, living near Champaign, IL. I would be a frequent user. Whenever am working on the East Coast I love having the Acela train as opposed to flying from Boston to NYC, or Washington.	A
McCarthy	Michelle		10/14/2009	Website	I believe the impact to the medical district and particularly to the two hospitals has not been fully recognized or studied. The proposed frequency of rail traffic will have a negative impact on ease of access to hospitals and particular emergency care. I believe IDOT should study this further.	E

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
McClain	Kathleen		10/15/2009	Website	I am very much opposed to the high speed rail running down 3rd Street in Springfield, IL. This will negatively impact the neighborhood I live in, add ugliness, close roads I travel daily, disrupt and stall progress made in the Medical District-one of the major employers of my town, decrease the property values in my local neighborhood, and will hurt the tourism that is also a major industry in this town. Springfield is not Chicago or St. Louis-we have our own special flavor in these historic neighborhoods that will be forever tainted by the monster that will be created to accommodate the 3rd Street line for high speed. I will support our local leaders in opposing this project down 3rd Street, and will never again support any state or national leaders that try to ram it down our throats or ignore the needs of Abraham Lincoln's hometown. Some things are worth preserving.	D
McDonald	Douglas		10/19/2009	Website	SEE COMMENT IN APPENDIX D	B
Mendenhall	Dave	Sangamon County Board, Dist. 3	10/14/2009	Letter	SEE COMMENT IN APPENDIX D	S
Miller	Lynn		10/8/2009	Website	The third street corridor is an ill considered route that will create havoc on downtown Springfield. the EIS in 2005 and the memo of understanding between IDOT & union pacific is driven by interests that are outside of our community and do not consider the wishes of the Springfield citizens. the 10th street corridor has been proposed by the city, county and local groups for years. has IDOT or the icy or state of Illinois been listening? no!!! the freight traffic proposed by UP is a step backward when railroads had their way with local communities and wrecked downtowns. it is time IDOT considered the damage such a move will create. mitigation is a band-aid. I strongly oppose the 3rd street corridor!!!	B
Miller	Sharon		10/14/2009	Website	I live about 500 ft from third street rail now. We already experience noise pollution and air pollution from fumes the freight trains produce. there is supposed to be an ordinance for whistle blowing (that is a joke). I have been wakened in the night by the sounds of the train whistle. I also am employed at St John's Hospital. I see the addition of trains as a traffic problem at crossings for all. Please consider the 10th Street corridor. Thank you. Sharon	B

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Miller	Neal		10/15/2009	Website	It would seem to be in the best interest of all parties if the railroad passing through Springfield could be consolidated on the 10th St. corridor. If for some reason that consolidation is unfeasible, IDOT should work for the benefit of the citizens of Illinois and specifically Springfield to acquire funding which could pay for the necessary improvements along the 3rd St. corridor. It is better to have high speed rail and funding for improvements along 3rd St. corridor than to not have high speed rail or worse to have high speed rail along with planned freight rail traffic and no funding for improvements. Work for the best interest of all parties.	B
Mitchell	Harry	Vice President Horace Mann Insurance Companies	10/17/2009	Website	SEE COMMENT IN APPENDIX D	D
Mitchell	Virginia	St Johns Hospital	10/17/2009	Website	No to HSR in Springfield. I'm an RN at SJH and the impact to our medical district and the historical sites along the proposed corridor would be devastating. Emergency and pedestrian access to both local hospitals was not addressed.	E
Montalbano	Sam	Sangamon County Board, Dist. 13	10/14/2009	Letter	SEE COMMENT IN APPENDIX D	S
Moore	Tim	Sangamon County Board, Dist. 22	10/14/2009	Letter	SEE COMMENT IN APPENDIX D	S
Moore	Michael	Union Baptist Church	10/19/2009	Comment Form	As long as it impacts the east side in a positive way. As a whole from start, during to finish of jobs, the project as a whole.	A
Moore	Anita	Union Baptist Church	10/19/2009	Comment Form	This will bring more homeless people to my area. We already have a homeless shelter one block were I live. People still steal our newspaper. I am going to be cut off from the city divided.	X
Moran	Chrissie		10/15/2009	Website	This would have a very negative impact on numerous aspects of the Springfield area, including the medical district and the historical sites. I have had clients thinking about a move here from out of town and they are concerned about the negative impact this r/r would have on the city. This is not a positive choice for Springfield!	E
Moss	William	Sangamon County Board, Dist. 28	10/14/2009	Letter	SEE COMMENT IN APPENDIX D	S

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Murphy	Dana		10/14/2009	Website	Focus the high speed rail traffic to the 10th street corridor as opposed to the 3rd street corridor! This would take the proposed high speed rail traffic away from the vital medical community as necessary.	B
Musgrave	Sarah	Sangamon County Board, Dist. 9	10/14/2009	Letter	SEE COMMENT IN APPENDIX D	S
Naumovich	Joan		10/14/2009	Website	I am extremely concerned about the prospect of increasing rail traffic on the 3rd street corridor in Spfld. As a member of the health care community I am certain that this decision will result in adverse outcomes for our patients needing to travel from one hospital to another as well as to our common physician community, who service both facilities. The economic impact this decision will have for our expanding medical district will be significant and I urge this decision to be reconsidered.	D
Nelson	Linda	Capital Area Association of REALTORS	10/13/2009	Letter	SEE COMMENT IN APPENDIX D	B
Nicodemus	Doug	Director, Community Energy Systems	10/7/2009	Public Meeting	The proposed 3rd Street Corridor for use by high speed rail and freight traffic would be an environmental disaster. All traffic should be diverted to the 10th Street Corridor. The 19th St corridor and the 3rd Street corridor should be turned into bicycle and pedestrian paths.	B
Nonneman	Kathy		10/14/2009	Website	I do not want high speed real on the 3rd street track. I own a duplex on 4th street and I believe not only would it impact my ability to rent my property but it will also negatively impact the value of that property.	D
Nowers	Linda		10/19/2009	Website	I live on S. 6th Street in Springfield, and there is a RR tracks directly behind my house. This is the track that is part of the 10th Street corridor which is one of the options in Springfield for the high speed rail. How can I find out how probable this option is going to be. My husband and I are wanting to do some work in our house and yard, but don't want to put a lot of money into it if there is a good possibility that our property could be one of those bought for the widening of the RR.	G
O'Brien	Carol		10/15/2009	Website	Having increased train traffic along 3rd St. in Springfield (between the 2 hospitals) will cause delay in doctors seeing patients when they commute between the two hospitals; and cause delay in ambulance traffic as well.	E
O'Neill	John	Sangamon County Board, Dist. 26	10/14/2009	Letter	SEE COMMENT IN APPENDIX D	S

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
O'Shea	Paul		10/18/2009	Letter	SEE COMMENT IN APPENDIX D	B
Ossowski	Tom		10/16/2009	Website	High speed train transportation is an excellent concept and one that should be promoted in Illinois. However, as it pertains to the proposed route that will pass through Springfield, IL, the tenth street corridor is a much preferred route than the third street route. Tenth street is less congested and more developable than third street and would have a more positive impact on our community. Thank you for taking the time to consider my comments.	B
Parker	T. David		10/14/2009	Website	High speed rail is an important and necessary step to increasing ridership and thus decreasing automobile pollution. The route just needs to be on 10th street, not 3rd street in Springfield. Planning to close the route along 3rd street has been happening here in the Capitol City for dozens of years. Efforts to relocate rail service off 3rd street were reinvigorated several years ago when a Regional Urban Design Assistance Team that included urban planners, local businesses, architects, and city planners recommended moving rail service to 10th street. A regional intermodal transportation hub is currently under design to accommodate the 10th street location. The best solution to maintain speed and reduce the number of crossings is actually to follow I55 around the east edge, but failing the \$ required for infrastructure there, 10th street is the right location for Springfield.	B
Patino	Robert	Southern Illinois University School of Medicine	10/19/2009	Letter	SEE COMMENT IN APPENDIX D	E
Pell	Charles Joseph	Downtown Springfield Incorporated	10/19/2009	Website	SEE COMMENT IN APPENDIX D	B
Pell	Charles Joseph	Downtown Springfield Incorporated	10/19/2009	Website	SEE COMMENT IN APPENDIX D	B
Pence	Michael	Bank of Springfield - VP	10/13/2009	Letter	SEE COMMENT IN APPENDIX D	D
Perlman, PT	Mary		10/14/2009	Website	SEE COMMENT IN APPENDIX D	D

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Peters	James	Landmark Illinois President	10/15/2009	Letter	SEE COMMENT IN APPENDIX D	D
Pierce	Gary		10/19/2009	Comment Form	I believe that the focus should be on safety when looking at where to place this. I also believe that more study should be done on over/under passes. But most of all, jobs, and training for the jobs for the eastside of Springfield. This should be the main focus.	I
Piland	Marilyn		10/19/2009	Comment Form	SEE COMMENT IN APPENDIX D	B
Plummer	Gary	Springfield Chamber of Commerce - President	10/13/2009	Letter	SEE COMMENT IN APPENDIX D	D
Poe	Raymond	State Representa	10/16/2009	Fax	SEE COMMENT IN APPENDIX D	B
Poe	Raymond	State Representative-99th District	10/16/2009	Letter	SEE COMMENT IN APPENDIX D	B
Poskin	Polly	Harvard Park Neighborhood Association	10/19/2009	Comment Form	SEE COMMENT IN APPENDIX D	B
Preckwinkle	George	Sangamon County Board, Dist. 25	10/14/2009	Letter	SEE COMMENT IN APPENDIX D	S
Rasmussen	Kristina		10/15/2009	Website	SEE COMMENT IN APPENDIX D	L

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Rath	Sherry		10/14/2009	Website	IDOT has failed to recognize the impact on the Mid-Illinois Medical District, a state commissioned district to help with the advancement of medical research and care as well as to promote economic development in the area. IDOT has failed to study the impact on the delivery of emergency services that St. John's Hospital and Memorial Medical Center provide for a multi county area. IDOT has failed to consider the city of Springfield, Sangamon County and the Mid-Illinois Medical District's long term plans IDOT has failed to study the impact on both state and local roads throughout Springfield as well as the overall transportation system including pedestrian traffic. IDOT has failed to recognize that rail lines pose significant problems for our hospitals ability to grow and expand. IDOT has failed to adequately study the vibration effects on St. John's Hospital, Memorial Medical Center, the Southern Illinois University School of Medicine, and the various other medical facilities near the Third Street corridor.	E
Reardon	Brian		10/12/2009	Website	IDOT should work with Springfield and the railroads to route high speed rail along the 10th Street corridor. The proposal to increase train traffic along 3rd Street will adversely affect traffic flow in the Mid Illinois Medical District. St. John's is concerned about the ability of patients, physicians and clinicians access to our campus from other medical facilities located to the west if the 3rd street corridor is chosen. While we understand there would be mitigation, the amount of construction to build an overpass would cause a major disruption and endanger lives because of rerouting of ambulances during that time period. We believe consolidating train traffic along 10th Street will better serve our community and preserve the make- up of the Medical District. Thank you	B
Redenius	Paula		10/14/2009	Website	I want you to know that I am completely against a high speed rail overpass being built over Carpenter St. The main medical network in Springfield is in that area and it would greatly effect traffic flow around St. John's and Memorial Hospital. Our physicians are often rushed trying to get between the two hospitals and this could really slow them down as well as the patients that have to be rushed between hospitals to reach our Children's Hospital or NICU unit. Please don't do it.	E
Regan	Pat		10/15/2009	Website	Gentlemen, I wish you would more seriously consider the consequences of running the high speed rail system directly through the heart of downtown Springfield.	D

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Reische	Jan		10/14/2009	Website	As a real estate agent in Illinois, I have great concerns regarding the use of the 3rd street corridor in Springfield for high speed rail. Implementing this plan will drive down property values, affect response times of EMS to those who need emergency services as well affect the landscape of our historic downtown area. The medical district has continued to grow and bring jobs to the city, which are desperately needed in this area, but this progress may end if the 3rd street corridor is used. Cost is another big issue. This process needs to stop and not be "railroaded" through!	D
Restrepo	Sarah		10/13/2009	Website	I grew up in Springfield and work & shop here. I love taking the train, but the thought of overpasses thru town appalls me. Has anyone considered UNDERPASSES? They work well on Capitol and Cook and don't detract from the adjacent businesses. They aren't ugly, don't block the light, don't obscure store fronts, won't deter customers from businesses or take away from all the efforts to beautify Springfield and attract tourists. Think about it!	D
Reynolds	Will	Sierra Club Member	10/7/2009	Public Meeting	I strongly support high speed rail going through Springfield. In particular, Illinois should aggressively pursue modern high speed rail on its own dedicated track that travels over 200 mph. IDOT should consider the benefits of a high speed rail and multi modal facility for downtown Springfield on 3rd Street from a "smart growth" perspective. How would it benefit the commercial growth of surrounding businesses and residences? How would the proposed 10th Street station impact social service facilities at that site, including a shelter and rehab center? Rail is my preferred method of traveling to and from Chicago. Please ensure that freight traffic will not delay passenger trains.	N
Rhodes	Gary	Near South Neighborhood Assoc.	10/7/2009	Public Meeting	You looked at three alternative routes for Chicago but only looked at 3rd Street in Springfield. I think 3rd Street is a bad idea and I will support a lawsuit to stop this project on 3rd St. Please take the time to look at 10th Street so Springfield can finally put a long anticipated transportation center along 10th St. Please don't disrupt downtown Springfield with all those overpasses.	B

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Richards	Bill		10/19/2009	Website	RE: high speed rail thru Springfield... Since so many people have issues with both the 3rd street and 10th street intersections and proposed overpasses, why can't the federal monies be used to elevate the railroad tracks above 3rd street? Can you imagine what Chicago would be like if all their tracks were ground level. The 3rd street corridor would work fine to elevate from Iles to Sangamon Ave. without disturbing the downtown business, hospitals and other major east/west streets.	D
Richardson	Nancy		10/14/2009	Website	I DO NOT support high-speed rail on the St. Louis/Chicago route. There is no room to place additional rails and the number of trains would effectively cut off one side of town from both travel and emergency access. It is just not feasible for a small town.	M
Robson	Sharon		10/16/2009	Website	The 10th Street corridor makes far more sense for the routing of the high speed rail, as opposed to chopping the down town and medical district in half. While the paper yesterday cited that using 10th street could delay the project for as much as 6 years; it would be better to delay the project and to it in a fashion that would not hurt our great city. Because of the rail traffic and the width of the 10th street corridor, I personally think it is a far better option for many reasons, and most of the route would already have a much greater access for a construction easement. Please take the time and do what is right for the City of Springfield, and not chop through the 3rd street corridor. Please understand that the 10th street option will likely change the route which I go to work since I come from the east, but that is a small change that will not hurt anyone.	B
Rock	Krista		10/14/2009	Website	I am deeply concerned about high speed trains traveling through downtown Springfield. Medical patients frequently need to cross from one side of the tracks to the other in order to seek medical care. Additional train traffic would hinder patient care - very likely in emergent situations. Physicians and other healthcare providers travel between hospitals and physician practice locations and the trains would increase their travel time. This will not only inconvenience the physician and patient, but will delay medical care. Aside from detrimental effects on the medical community, high speed rail will have negative effects on downtown businesses and tourism. Springfield values visitors, and greeting them with numerous traffic delays and noise from additional trains is unacceptable.	E

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Rogers	Glen	Member, Grassroots Coalition for Consolidation	10/7/2009	Public Meeting	SEE COMMENT IN APPENDIX D	B
Roszhart	Jameson		10/16/2009	Website	A high speed rail along the 3rd street corridor has the potential to decimate the medical district and effect the health of the people in the surrounding area, especially those with urgent medical needs. Without proper study, moving forward with this project could potentially mean taking a gamble with people's lives.	E
Roth	Susan	Memorial Health Systems	10/19/2009	Website	SEE COMMENT IN APPENDIX D	E
Ruholl	Stephanie	Memorial Medical Center	10/19/2009	Website	IDOT should investigate the implementation of the high speed rail traffic along the 3rd street corridor. If this is implemented it could negatively impact the medical district within Springfield, IL as the freight traffic will go directly through the middle highly affecting patient care and impeding the physicians to provide exceptional care at several medical facilities (St. John's, Memorial Medical Center, SIU, Prairie, Springfield Clinic, etc.).	E
Sale	Daniel	Capitol Area Association of Realtors	10/7/2009	Public Meeting	The Capital Area Assn of Realtors supports the underlying concept of high speed rail, however, we are OPPOSED to the use of third street corridor for this initiative. We are appreciative of the constructive dialogue that has taken place in the past few weeks among all parties concerned. We strongly encourage this continued discussion in reaching an amicable resolution and alternative to 3rd St.	D
Sanford	John		10/7/2009	Public Meeting	What is the history of trains per day on the 3rd Street and other tracks through Springfield before the dual tracks were removed in 1970? And the UP and Amtrak projections more or less?	D
Schanbacher	Paul		10/7/2009	Public Meeting	I though the filmed presentation was full of verbiage you guys understand better than I do. But I am against using 3rd Street in Spfld and adding an additional track. I live on Railroad SE corner of 3rd and Ash with commercial building and Residence above. The cross over that is proposed for Ash Street will go over the RR means I will have no entrance to any building and will be forced to enter through the alley. I'm unhappy with your plans. Thanks for listening.	D

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Schisler	Lori	Vice President, Near South Neighborhood Assoc. and Member, Grassroots Coalition for Consolidation	10/7/2009	Public Meeting	SEE COMMENT IN APPENDIX D	B
Schisler	Lori	Near South Neighborhood Association (NSNA)	10/17/2009	Website	SEE COMMENT IN APPENDIX D	B
Schock - Shimkus	Aaron - John	U.S. Congress	10/20/2009	Letter	SEE COMMENT IN APPENDIX D	N
Schofield	Mark		10/7/2009	Website	I would like to know a few things. 1) Where would this new transportation center be built if the 10th street corridor were chosen as the viable option? 2) Where would the new tracks be built on 10th street? 3) I didn't see anything about Norfolk Southern at the meeting this evening. How is Norfolk Southern taking this, and what kind of a deal has been made with NS?	N
Schollett	Lyn		10/19/2009	Comment Form	SEE COMMENT IN APPENDIX D	X
Schrol	Mike	Springfield Bicycle Club	10/19/2009	Comment Form	Don't cut travel time by just 10%. Cut them in half with a European style high speed at 220 mph train	Z
Schuller	Jill		10/7/2009	Website	There is much debate about the impact (negative) on the ongoing efforts to revitalize the downtown business area of Springfield. As a business owner for almost 20 years in the downtown, I can say that having the disturbance and delays of increased rail traffic along 3rd Street will mean putting the downtown back 30 years to being a deserted area. It's a shame that with millions spent to create world wide tourism opportunities to the Lincoln Museum and the Capitol itself, that this impact has so little meaning to anyone outside of this town. I humbly suggest considering not just the potential influx of Federal dollars for the short-term, but the real potential of a lost downtown economy for the long-term. Take time to review other viable alternatives to preserve the delicate downtown business economy.	D

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Schweska	Tim	Sangamon County Board, Dist. 18	10/14/2009	Letter	SEE COMMENT IN APPENDIX D	S
Seck	Andy		10/16/2009	Website	I am concerned that the 3rd Street corridor plan has not taken into consideration the negative impact it will have on the Medical District. Future expansion of the Medical District could be stunted or halted completely if this plan comes to fruition. Sincerely, Andy Seck Manager of Distribution Services Memorial Medical Center	E
Sedlak	Sharon		10/14/2009	Website	I am concerned that traffic would cause delays for EMS in emergency situations.	E
Sexton	Debbie	Memorial Medical Center	10/19/2009	Website	Please reconsider the rail project. We are trying to create a medical district for the community and this would severely disrupt the quality of care we provide.	E
Shafer	Patricia	Near South Neighborhood Assoc.	10/7/2009	Public Meeting	I would like to start by saying I am for high speed rail. However, my neighbors and I feel the Third Street corridor is detrimental to the city as compared to the Tenth Street corridor. Running on Third Street impacts the city in a negative manner by going through our medical district, downtown historical area and through several neighborhoods. It will cause our property values to go down, access to businesses downtown will be lost and also access to private homes. We have worked very hard to revitalize our downtown and to reopen the Dana Thomas House to have this negative affect. We the people of these areas are highly against the Third Street corridor and feel Tenth Street is a better alternative.	B
Shaw	Tracie	Pioneer Park Neighborhood Assn	10/19/2009	Comment Form	I do not agree with moving the rail to 10th Street. It would disrupt both business and neighborhood residences. I believe it is needed, but the 10th Street neighbors have had enough. Our residences are overflowing with disruptions. They refuse to bring anything of economic development or jobs - but are oh so quick to bring those ideas or programs that have a tendency in the long run to tear down and not build up our neighborhoods.	F
Smith	Todd	Sangamon County Board, Dist. 2	10/14/2009	Letter	SEE COMMENT IN APPENDIX D	S
Snell	Sam	Sangamon County Board, Dist. 6	10/14/2009	Letter	SEE COMMENT IN APPENDIX D	S

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Springfield Resolution			N/A	Petition	SEE COMMENT IN APPENDIX D	X
Stephens	Don	Sangamon County Board, Dist. 5	10/14/2009	Letter	SEE COMMENT IN APPENDIX D	S
Stevens	Douglas		10/16/2009	Website	Please strongly consider the 10th St Rail Corridor. Utilizing the 3rd St corridor would significant impact traffic to both hospitals in a negative way. At least when using the 10th St. Corridor there are some current underpasses in place to facilitate traffic flow. Thank you for your time and consideration. Respectfully, Doug. Stevens	B
Stojakovich	Nicholas		10/15/2009	Website	SEE COMMENT IN APPENDIX D	D
Stojakovich	Nicholas		10/15/2009	Letter	SEE COMMENT IN APPENDIX D	B
Stratton	Nicholous	Retired	10/19/2009	Website	Serious consideration needs to be given to a proposal to use the 10th Street corridor as an alternative to increasing freight traffic on the 3rd Street corridor. Significant damage would be done by additional tracks and by the infrastructure that would have to be put in place to make the 3rd Street proposal possible. The Union Pacific project appears to be more about moving additional freight than about significantly increasing passenger traffic. IDOT needs to back off and look at the alternative.	B
Striffler	Scot	U.S. Coast Guard - Bridge Branch	10/16/2009	Website	SEE COMMENT IN APPENDIX D	Y
Stumpf	Greg	Sangamon County Board, Dist. 16	10/14/2009	Letter	SEE COMMENT IN APPENDIX D	S
Sullivan	Mike	Sangamon County Board, Dist. 11	10/14/2009	Letter	SEE COMMENT IN APPENDIX D	S

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Sutton	Tim		10/16/2009	Website	I am commenting on the proposed 3rd St corridor as a high speed rail system through Springfield, IL. This corridor bisects the medical district. Physicians and patients travel between hospitals several times daily. The introduction of high speed rail through this corridor would impede access to the needed medical care of thousands on a monthly basis. Delaying medical care can be the difference between life and death. The medical district contributes to the local economy enormously. Memorial Medical Center is the city's largest employer. I am sure I could go on and on with a list of reasons that this is a bad idea but the main points have been made. I am strongly against this proposal and urge IDOT to not only consider other options, but abandon this corridor as an option entirely.	X
Swanson	Gregory	AIA	10/19/2009	Website	I think that further study of the use of the Tenth Street corridor through Springfield, IL is needed. The vibration impact of the trains running on Third Street has not been addressed. There are many historic structures including several that are on the national historic register that would be impacted. I like the idea of high speed rail. I think that we should have a system that can reach the speeds that other countries can achieve. I want high speed rail in Springfield, IL but I would like it on the Tenth Street corridor since that is what every independent study since the 1920's has called to be done. Sangamon County was looking at acquiring land for a new train station to be built along the Tenth Street Line before this new high speed rail plan was introduced. Please study the options more before making a final decision. Where the high speed rail is located will have a huge impact on our community.	B
Tarr	Paul	Rotary Club Of Springfield	10/17/2009	Website	I am opposed to the 3rd St. corridor thru Springfield. IDOT has failed to consider a number of significant factors which will negatively impact our community in general and a number of critical issues involving Medical facilities and emergency responses, the National Historic Preservation Act, local traffic and transportation systems, and the overall economic impacts on the community as well as the inherent cost factors associated with the IDOT recommendation. The 10th St. corridor provides an alternative which should seriously be considered before a final decision is reached. Responsible timely public policy, including proper engineering and environmental study are all critical to assuring the long term success of this massive project. Thank You Paul Tarr	B

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Taylor	Tracie		10/15/2009	Website	The effect of increased freight traffic through our downtown would negatively impact traffic flow, impede emergency vehicles in and out of medical district and destroy an historic neighborhood. I am supportive of IDOT getting all the money available but not at the cost of the downtown of the State Capital.	D
Terry	Sue		10/17/2009	Comment Form	SEE COMMENT IN APPENDIX D	C
Theilen	Kristofer	City of Springfield Alderman Ward 8	9/22/2009	Letter	SEE COMMENT IN APPENDIX D	C
Thompson	John		10/19/2009	Comment Form	Joy! Oh Joy! I am so encouraged by this meeting. I'm feeling like positive community action is fixin to bust loose. It has been a long time coming.	Z
Tjelmeland	Joel	Sangamon County Board, Dist. 14	10/14/2009	Letter	SEE COMMENT IN APPENDIX D	S
Travis	Julie	Near South Neighborhood Assoc.	10/7/2009	Public Meeting	Rail on 3rd Street would be a disaster for Springfield. This is supposed to be a government of, by and for the people. This would be horrible for Springfield people. There is more to Illinois than Chicago. Please, please do the right thing. The 3rd Street rails were improved last year in preparation for high speed rail without citizens having input. THIS IS NOT RIGHT. Put the rail on 10th Street. It's the simplest and morally right thing to do.	B
Turner	Doris	Sangamon County Board, Dist. 19	10/14/2009	Letter	SEE COMMENT IN APPENDIX D	S
Unanue	Ann		10/14/2009	Website	I have no problem with the high speed trains, but increased freight trains will negatively impact access to medical care. Many patients go to SIU clinics on one side of the tracks and will have trouble accessing the hospital for tests on the other side.	E
Vaupel	Larry	Greater Livingston County Economic Development Council	10/13/2009	Fax	It is essential that Dwight & Pontiac continue to have Amtrak service & have stops along the high-speed rail. We currently depend on the Amtrak service. High speed rail will be a tremendous asset to our area and is much needed.	A

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Waldron	Randy		10/15/2009	Website	IDOT and the federal government need to think about the negative impact this high speed rail. Springfield is the capital city and will be negatively impacted by this program in so many ways. Home values along the path will suffer, businesses will fail, because customers can't get to them and the jewel of the area's financial future, the Mid-Illinois Medical District and our two hospitals will be split by the 3rd street corridor and cause possible deadly disruptions in medical care, This is the short list, but please let start making smart and not political decisions. thank you	E
Walk	Sheila		10/13/2009	Email	SEE COMMENT IN APPENDIX D	B
Walker	Linda		10/14/2009	Website	I am AGAINST the high speed rail going through our quiet town. The rail would cut off direct access to my subdivision which would lower our property values. Also, our library would have to find a new location as it is located in the old rail depot and the speed plus the increased number of trains would make it uncomfortable for patrons and the staff. Please do not send this rail through Williamsville - we have already survived a tornado and don't need a man-made disaster on top of the natural disaster. Thank You, Linda Walker	M
Walker	Craig		10/15/2009	Website	I am very adamantly opposed to the proposed high speed rail system as our small village can not afford to support it. Furthermore, we spent much effort and money to relocate our public library to it's current location, which is the old train depot. The proposed rail system would put too much added stress on the old building and would be very annoying to anyone either working at the library or visiting the site. We have very limited resources in our small community , so moving the library or building a new site is not an option. I truly believe raising taxes to support this adventure would be quite devastating for the majority of home owners in Williamsville. Without a doubt, the minuses far outweigh the pluses for the proposed rail system.	M
Wendler	M Cecilia		10/16/2009	Website	SEE COMMENT IN APPENDIX D	B
Wesley	Nicholas		10/12/2009	Website	This is a retarded idea. PLEASE DO NOT DO THIS!	X
Westlake	Kenneth	United States Environmental Protection Agency	10/20/2009	Letter	SEE COMMENT IN APPENDIX D	Y
Weyhenmeyer	Diana		10/14/2009	Website	SEE COMMENT IN APPENDIX D	E
Withrow	Denise		10/14/2009	Website	I work at St Johns Hospital and I think this would adversely affect the medical community and downtown area, because the flow of traffic would be greatly disrupted!	E

**ILLINOIS HIGH-SPEED INTERCITY PASSENGER RAIL
CHICAGO - ST. LOUIS CORRIDOR**

Last Name	First Name	Organization	Date	Format	Comment	Response Category
Woeber	Heidi	U.S. Fish and Wildlife	10/13/2009	Website	The Environmental Assessment adequately addresses the potential impacts of the project alternatives on fish and wildlife resources and federally listed threatened and endangered species in the project area. Should this project be modified or new information indicated endangered species may be affected, consultation should be initiated.	Y
Wrightsman	Loy		10/14/2009	Website	third street corridor will be murderous to the City of Springfield. there has to be an alternative.	D
Yokley	Thomas	Village of Williamsville	10/16/2009	Fax	SEE COMMENT IN APPENDIX D	M
Young	Al		10/14/2009	Website	SEE COMMENT IN APPENDIX D	E
Zahn	Michael		10/15/2009	Website	I am writing regarding IDOT's plan to run high speed rail down the 3rd Street corridor. I believe that this is one of the poorest thought out proposals in the history of mankind. I realize that there is a lot of money at stake, but let's not destroy our community in the quest for a pot of gold at the end of the rainbow. Please take the time to make this a positive for the City of Springfield as well as the State of Illinois.	D
Ziogas	Barbara		10/19/2009	Comment Form	SEE COMMENT IN APPENDIX D	D