FEDERAL RAILROAD ADMINISTRATION

Chicago to St. Louis High-Speed Rail Program Tier 1 Final Environmental Impact Statement Tier 2 Evaluation of Springfield Rail Improvements Project

Prepared by
U.S. Department of Transportation
Federal Railroad Administration
and
Illinois Department of Transportation

Cooperating Agencies

Federal Highway Administration
U.S. Fish and Wildlife Service
U.S. Army Corps of Engineers
U.S. Environmental Protection Agency, Region 5

Illinois Historic Preservation Agency Illinois Department of Agriculture Illinois Department of Natural Resources

Pursuant to:

National Environmental Policy Act (42 USC § 4332 et seq.), and implementing regulations (40 CFR Parts 1500-1508), 64 FR 28545, 23 CFR § 771, 49 USC § 303(formerly Department of Transportation Act of 1966, Section 4(f)); National Historic Preservation Act (16 USC § 470); Clean Air Act as amended (42 USC §§ 7401 et seq. and 40 CFR Parts 51 and 93); the Endangered Species Act of 1973 (16 USC § 1531-1544); the Clean Water Act (33 USC § 1251-1387); and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 USC § 4601)

Date of Approval

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FRA Administrator

for IDOT

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This Tier 1 Final Environmental Impact Statement (EIS) evaluates High-Speed Rail (HSR) service improvements in the 280-mile Chicago to St. Louis Corridor in Cook, Will, Grundy, Livingston, McLean, Logan, Sangamon, Macoupin, Jersey, Madison, and St. Clair counties in Illinois and in St. Louis County in Missouri. No-Build and high-speed rail improvement alternatives are evaluated. Build Alternatives would reduce passenger rail travel times, improve service reliability, increase frequency of trips, and increase capacity and safety for passenger and freight trains. For the Tier 1 Final EIS, the Preferred Alternatives are Alternatives C and D, which will utilize the Northeast Illinois Regional Commuter (NIRC) Rock Island District (RID) route between Chicago and Joliet and the existing Amtrak route from Joliet to St. Louis, with the exception of the portion of the corridor through Springfield. A Tier 2 Evaluation of the Springfield Rail Improvements Project in Sangamon County, Illinois is also included in this EIS. Relocating the Union Pacific corridor to 10th Street (Alternative 2A) is the Preferred Alternative through Springfield.