

Appendix

F

AGENCY COORDINATION





DEPARTMENT OF THE ARMY

MISSISSIPPI VALLEY DIVISION, CORPS OF ENGINEERS
P.O. BOX 80
VICKSBURG, MISSISSIPPI 39181-0080

REPLY TO
ATTENTION OF:

Executive Office

16 Sep 2011

Mr. David Valenstein
Division Chief
Environmental and Systems Planning
Office of Passenger and Freight Programs
U.S. Department of Transportation
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Mr. Valenstein:

I am writing in response to your August 9, 2011, letter requesting that the Corps of Engineers be a cooperating agency in the Environmental Impact Statement (EIS) process for the Chicago to St. Louis High-Speed Rail Tier 1 EIS.

Within the Mississippi Valley Division, your project will cross the geographic boundaries of our St. Louis and Rock Island Districts. I understand that Regulatory staffs at both the St. Louis and Rock Island Districts were involved in this project during the development of your 2004 EIS. On September 7, 2011, at the Federal Highway Administration's NEPA/404 merger meeting in Springfield, Illinois, Corps Regulator personnel heard presentations on the subject Tier 1 EIS process.

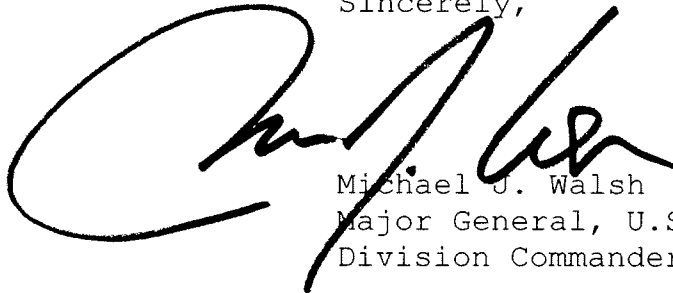
I concur in your request that the St. Louis and Rock Island Districts serve as cooperating agencies in this EIS process. Although the Corps must exercise its independent judgment while carrying out its regulatory responsibilities, the Corps will give deference to the maximum extent allowed by law to the project purpose, project need, and project alternatives that the Federal Railroad Administration determines appropriate for the project. I am confident that continued early coordination between our agencies will ensure that the purpose, need, and suite of alternatives presented in the NEPA document are usable

by the Corps in carrying out the its legal responsibilities under binding statutes and regulations (e.g., conducting the Corp's public interest review, determining the "least environmentally damaging practicable alternative" under the Clean Water Act section 404(b)(1) guidelines, and fulfilling other applicable legal requirements).

My points of contact are Mr. Keith McMullen of the St. Louis District Regulatory Branch, (314)331-8582, Keith.A.Mcmullen@usace.army.mil, and Mr. Ward Lenz, of the Rock Island District, (309) 794-5370, Gary.W.Lenz@usace.army.mil.

I look forward to working with you and your staff on this project.

Sincerely,

A large, stylized handwritten signature in black ink, appearing to read "Michael J. Walsh". The signature is written over the typed name and title.

Michael J. Walsh
Major General, U.S. Army
Division Commander



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Rock Island Field Office
1511 47th Avenue
Moline, Illinois 61265
Phone: (309) 757-5800 Fax: (309) 757-5807

IN REPLY REFER

TO:

FWS/RIFO

March 18, 2011

Mr. George E. Weber, Acting Deputy Director
Illinois Department of Transportation
Division of Public & Intermodal Transportation
James R. Thompson Center
100 West Randolph Street, Suite 6-600
Chicago, Illinois 60601

RECEIVED
MAR 22 2011

Illinois Dept. of Transportation
Division of Public and
Intermodal Transportation

Dear Mr. Weber:

This is in response to your letter of February 18, 2011, requesting our comments on the proposed Tier 1 Environmental Impact Statement (EIS), Illinois High Speed Rail Chicago to St. Louis. This study will examine a range of reasonable corridor-level alternative routes between Chicago and Joliet. The EIS will assess changing the existing rail corridor from one track to two tracks; increasing the number of high-speed passenger trains; potential corridor route alternatives between Chicago and Joliet, through the City of Springfield, and the approach to St. Louis. For the purposes of this letter we will provide information relative to the project described above.

Threatened or Endangered Species

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the U.S. Fish and Wildlife Service (Service) if they determine their project "may affect" listed species or critical habitat. If Federal agencies or their non-federal representatives determine their actions will have "no effect" on listed species, their habitats, or designated critical habitat, consultation is not required. However, we recommend you maintain a written record of why "no effect" findings are warranted for your Federal actions.

In order to determine if your project "may affect" threatened or endangered species in the project area, we invite you to use a new tool the Service has designed to help with the consultation process – the Section 7(a)(2) Technical Assistance webpage (http://www.fws.gov/midwest/endangered/section7/s7process_index.htm). By following the

instructions, you can determine what your action area is, whether listed species may be found within the action area, and if the project may affect listed species. You will find several products on the site that can streamline the consultation process for this and future projects. When determining if listed species may be located within a project area, you can download county specific species lists for all of the states in Region 3. Species specific best management practices will also eventually be available. Example letters and templates are available to assist with documenting "no effect" determinations and preparing requests for "not likely to adversely affect" concurrence.


Bald eagle - As of August 9, 2007, the bald eagle (*Haliaeetus leucocephalus*) is no longer included on the list of threatened and endangered species. It remains protected under the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act, and may not be harassed, harmed, or disturbed when present nor may nest trees be cleared. For more information go to <http://www.fws.gov/midwest/eagle/guidelines/index.html>.

Wetlands

National Wetland Inventory maps indicate that there may be wetlands within and adjacent to the project area. These areas may be affected by the proposed project. The Corps of Engineers is the Federal agency responsible for wetland regulation, and we recommend that you contact them for assistance in delineating the wetland types and acreage within the project boundary. Priority consideration should be given to avoid impacts to these wetland areas. Any future activities in the study area that would alter these wetlands may require a Section 404 permit. Unavoidable impacts will require a mitigation plan to compensate for any losses of wetland functions and values. The U.S. Army Corps of Engineers, Clock Tower Building, P.O. Box 2004, Rock Island, Illinois, 61201, should be contacted for information about the permit process.

These comments are provided as technical assistance in accordance with the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq). These comments do not constitute the report of the Secretary of the Interior on the project within the meaning of Section 2(b) of the Fish and Wildlife Coordination Act, do not fulfill the requirements under Section 7 of the Endangered Species Act, nor do they represent the review comments of the U.S. Department of the Interior on any forthcoming environmental statement. If you have questions, please contact Heidi Woeber of my staff at 309-757-5800, extension 209.

Sincerely,


for Richard C. Nelson
Field Supervisor

cc: ILDNR (Hamer)



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chicago Ecological Services Field Office
1250 South Grove Avenue, Suite 103
Barrington, Illinois 60010
Phone: (847) 381-2253 Fax: (847) 381-2285

IN REPLY REFER TO:
FWS/AES-CIFO/2009-FA-0558

September 8, 2011

David Valenstein
Division Chief
Environment and Systems Planning
Office of Passenger and Freight Programs
USDOT Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Mr. Valenstein:

This responds to your request for the U.S. Fish and Wildlife Service (Service) to be a cooperating agency with the Federal Railroad Administration (FRA) and the Illinois Department of Transportation (IDOT) in the development of a Tier 1 Environmental Impact Statement (EIS) for the Chicago to St. Louis High Speed Rail (HSR) project. The Tier 1 EIS will assess changing the existing rail corridor from one track to two tracks; increasing the number of high-speed passenger trains; potential corridor route alternatives between Chicago and Joliet, through the City of Springfield, and the approach to St. Louis; and the associated transportation and environmental impacts. It is anticipated that the EIS will also examine the viability of Chicago to Joliet corridors utilizing the Canadian National, Metra Rock Island District, and other reasonable corridors that could support high speed rail passenger service.

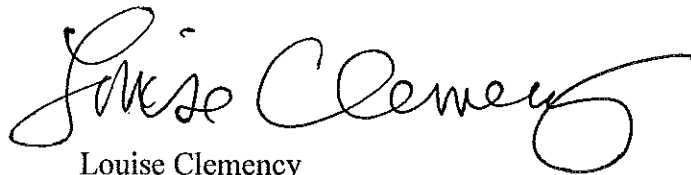
The Service accepts your request to serve as a cooperating agency for this project, to the degree that time and resources permit. We will provide technical assistance in the manner that you requested, specifically:

1. We will provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
2. We will participate in coordination meetings and joint field reviews, as appropriate; and
3. We will provide timely review and comment on pre-draft or pre-final environmental documents, including alternatives considered, anticipated impacts, and mitigation.

The Service's acceptance of cooperating agency status does not necessarily imply endorsement or support of the project or of a particular alternative. The intent of our acceptance of cooperating agency status is to ensure that significant environmental issues are identified as early as possible in the planning process and that throughout the multiple stages of the planning process, decision makers have the environmental information necessary to make informed and timely decisions. The Service has various statutory authorities and responsibilities. Cooperating agency status neither enlarges nor diminishes the decision-making authority of any agency involved in the NEPA process (CEQ memorandum of January 30, 2002).

We look forward to working closely with the FRA, IDOT, and other cooperating agencies as the planning of this project goes forward. If you have any questions, please contact Mr. Shawn Cirton at 847/381-2253, ext. 19.

Sincerely,

A handwritten signature in black ink, appearing to read "Louise Clemency". The signature is fluid and cursive, with a large loop at the end of the last name.

Louise Clemency
Field Supervisor

cc: USEPA, West
USACOE, Chernich
IDOT, Weber



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5

77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

AUG 16 2011

RECEIVED
AUG 30 2011

Illinois Dept. of Transportation
Division of Public and
REF ID: A641753

mailcode E-19J

David Valenstein
Division Chief
Environment and Systems Planning
Office of Passenger and Freight Programs
USDOT Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, D.C. 20590

RE: Federal Railroad Administration Request for the U.S. EPA to be a Cooperating Agency on their Joint Tier I & II Environmental Impact Statement with the Illinois Department of Transportation (IDOT) for a Chicago to St. Louis High-Speed Rail

Dear Mr. Valenstein:

The United States Environmental Protection Agency, Region 5 (EPA) has received your invitation letter of August 9, 2011, regarding a Tier I Environmental Impact Statement (EIS) for the above High Speed Rail (HSR) Project. It is proposed that a route from downtown Chicago to Joliet, Illinois and an approach into St. Louis will be considered; alternatives for double tracking the Chicago to St. Louis rail corridor will be identified; and adding necessary infrastructure, signaling, station, equipment, and rolling stock improvements for increasing railroad corridor speeds to 125 mph will be determined. A combined Tier I and Tier II analysis will be included in this NEPA documentation to select a route through the Springfield, Illinois corridor segment, such that segment construction could begin once the Record of Decision (ROD) is signed. Because EPA has expertise concerning the nation's natural resources and National Environmental Policy Act (NEPA) documents, we do have an interest in this project.

Pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and in keeping with our responsibilities under the NEPA and Section 309 of the Clean Water Act, we accept the invitation to be a cooperating agency for this project, to the degree time and resources permit, in the manner you requested, specifically:

1. We will provide meaningful early input to defining the purpose and need, the range of alternatives to be considered in detail, methodologies and level of detail for alternatives analysis;
2. Participate in coordination meetings and appropriate field reviews; and
3. Provide timely review and comment on pre-draft and subsequent environmental documents, including mitigation proposals.

We look forward to continuing discussion of the issues involved in this project along with the preparations for and review of the draft EIS. Feel free to contact me at 312-886-2910 / westlake.kenneth@epa.gov or Norm West, my staff member, at 312-353-5692 / west.norman@epa.gov, with further information or inquiries regarding this project.

Sincerely,



Kenneth A. Westlake
Chief, NEPA Implementation Section
Office of Enforcement and Compliance Assurance

Cc: George Weber, IDOT Bureau of Railroads
Kathy Chernich, US ACE
Shawn Cirton, US FWS

United States Department of Agriculture



Natural Resources Conservation Service
2118 West Park Court
Champaign, IL 61821
Phone: 217/353-6600
Fax: 217/353-6676

February 24, 2011

Mr. George Weber, Acting Deputy Director
Division of Public and Intermodal Transportation
Illinois Department of Transportation
Division of Public & Intermodal Transportation
James R. Thompson Center
100 West Randolph Street, Suite 6-600
Chicago, IL 60601

RECEIVED
MAR 1 2011

Illinois Dept. of Transportation
Division of Public and
Intermodal Transportation

RE: Tier 1 Environmental Impact Statement, Illinois High Speed Rail Chicago to St. Louis
Agency Scoping Meetings

Dear Mr. Weber:

We have reviewed the proposed project as requested.

The proposed infrastructure, signal, communication and station improvements would be confined to the existing rail corridor. These will have no impact on prime or important farmlands. If alternative corridors outside of existing track routes are proposed they will need additional investigation to determine their impacts on prime or important farmland.

Thank you for the opportunity to comment.

Sincerely,

A handwritten signature in black ink that reads "William J. Gradle".

WILLIAM J. GRADLE
State Conservationist

cc:

Ronald Ziehm, ASTC, USDA-NRCS, 502 Comfort Drive, Suite D, Marion, IL 62959
Steve Mozley, ASTC, USDA-NRCS, P.O. Box 19281, State Fairgrounds, Springfield, IL 62794
Don McCallon, ASTC, USDA-NRCS, 3605 N. IL Route 47, Suite C, Morris, IL 60450
Angela Biggs, ASTC, USDA-NRCS, 6021 Development Drive, Suite 3, Charleston, IL 61920
Lindsay Reinhardt, Acting SSS, NRCS, 2118 West Park Court, Champaign, IL 61821

TP:IL_DOT_High_Speed_rail_comment

United States Department of Agriculture



Natural Resources Conservation Service
2118 W. Park Court
Champaign, IL 61821-2986
(217) 353-6600

www.il.nrcs.usda.gov

August 31, 2011

David Valenstein, Division Chief
Environmental and Systems Planning
Office of Passenger and Freight Programs
U.S. DOT Federal Railroad Administration (FRA)
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Mr. Valenstein:

After reviewing the invitation to participate in the Tier II analysis of the Chicago to St. Louis High-Speed Rail Project, it was determined that the Natural Resources Conservation Service does not have adequate staff to support the effort as a Cooperating Agency. We may be called on for technical assistance or consultation, but this is probably best handled on an ad hoc basis.

We have previously completed the Land Evaluation and Site Assessment (LESA) and Farmland Protection Program evaluations. Please send us a copy of the draft and final environmental documents for this project for comment and contact us if we can assist you in any other manner.

Sincerely,

A handwritten signature in cursive script that reads "William J. Gradle".

WILLIAM J. GRADLE
State Conservationist

cc:

Ms. Wendy Messenger, Environmental Protection Specialist, Office of Railroad Policy & Development, Federal Railroad Administration, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., MS-20, Washington, DC 20590
George Weber, IDOT, Bureau Chief, Bureau of Railroads, Division of Public & Intermodal Transportation, 2300 S. Dirksen Parkway, Springfield, IL 62764
Michael Garcia, IDOT, Bureau of High Speed & Passenger Rail, Division of Public & Intermodal Transportation, 2300 S. Dirksen Parkway, Springfield, IL 62764
Gary R. Struben, State Soil Scientist, USDA-NRCS, 2118 W. Park Court, Champaign, IL 61821

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U.S. Department
of Transportation

**Federal Highway
Administration**

Illinois Division

September 2, 2011

3250 Executive Park Dr.
Springfield, IL 62703
(217) 492-4640
www.fhwa.dot.gov/ildiv

In Reply Refer To:
HPER-IL

Mr. David Valenstein
Environment Systems and Planning
Federal Railroad Administration
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Subject: Chicago to St. Louis High-Speed Rail Tier 1 Environmental Impact Statement

Dear Mr. Valenstein:

The Federal Highway Administration (FHWA) has received your letter of August 9, 2011, requesting FHWA become a cooperating agency for the subject project. The FHWA hereby accepts the request to become a cooperating agency because FHWA possesses special expertise with respect to the environmental issues that will be analyzed as part of the project. Specifically, FHWA will be interested in reviewing the potential impacts the project may have on safety and operations of roadways that may be impacted by the project as well as any impacts that the project may have on the Chicago Region Environmental and Transportation Efficiency Program.

FHWA agrees to participate in the development of the project to the degree, time and resources permit in the manner you requested, including:

- Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis;
- Participate in coordination meetings and joint field reviews, as appropriate, and
- Timely review and comment on the pre-draft and pre-final environmental documents to reflect the views and concerns of FHWA

We look forward to working with the Federal Railroad Administration on the project. Please contact Matt Fuller at (217) 492-4625 or by email at Matt.Fuller@dot.gov should you have any further information or inquiries regarding this project.

Sincerely,

Jon-Paul Kohler
Planning and Program Development Manager

ecc: Mr. George Weber, Bureau of Railroads, IDOT
Mr. Michael Garcia, Bureau of High Speed and Passenger Rail, IDOT



U.S. Department
Of Transportation

**Federal Aviation
Administration**

Central Region
Iowa, Kansas
Missouri, Nebraska

901 Locust
Kansas City, Missouri 64106-2325

March 3, 2011

Mr. George E. Weber, Acting Deputy Director
Illinois Department of Transportation
Division of Public & Intermodal Transportation
James R. Thompson Center
100 West Randolph Street, Suite 6-600
Chicago, IL 60601

Re: Tier 1 Environmental Impact Statement, Illinois High Speed Rail Chicago to St. Louis
Agency Scoping Meetings

Dear Mr. Weber:

The Federal Aviation Administration (FAA) reviews other federal agency environmental documents from the perspective of the FAA's area of responsibility; that is, whether the proposal will have negative effects on aviation. We generally do not provide comments from an environmental standpoint. Therefore, we have reviewed the material furnished with your letter dated February 18, 2011 and have no comments regarding environmental matters.

Airspace Considerations

The project may require formal notice and review for airspace review under Federal Aviation Regulation (FAR) Part 77, Objects Affecting Navigable Airspace. To determine if you need to file with FAA, go to <http://oeaaa.faa.gov> and click on the "Notice Criteria Tool" found at the left-hand side of the page.

If you determine that filing with FAA is required, I recommend a 120-day notification to accommodate the review process and issue our determination letter. Proposals may be filed at <http://oeaaa.faa.gov> (requires free registration).

More information on this process may be found at:
<http://www.faa.gov/airports/central/engineering/part77/>

If you have questions, please contact me at scott.tener@faa.gov or 816-329-2639.

Sincerely,

Scott Tener, P.E.
Environmental Specialist

U.S. Department of
Homeland Security

United States
Coast Guard



Commander (dpb)
Ninth Coast Guard District
1240 E. Ninth Street, Room 2047
Cleveland, OH 44199-2060

Phone: (216) 902-6087
FAX: (216) 902-6088

16590
B-049/sms
March 15, 2011

Mr. George Weber, Acting Deputy Director
Department of Intermodal and Public Transit
Illinois Department of Transportation
100 West Randolph Street – Suite 6-600
Chicago, Illinois 60601

Dear Mr. Weber:


This letter is in response to the Notice of Intent to prepare an Environmental Impact Statement (EIS) for the Chicago to St. Louis High-Speed Rail Corridor Program published in the February 14, 2011 edition of the Federal Register (76 FR 8397).

This office submitted comments in response to the original Environmental Assessment in 2009. We described what we believed to be existing bridges crossing waterways under study at that time, and a general statement that Coast Guard Bridge Permit actions may be necessary, pending further specific information to positively identify the waterways and bridges under the jurisdiction of Ninth Coast Guard District.

Based on the information provided so far for the Tier 1 Environmental Impact Statement (EIS), it appears the crossing of existing Norfolk Southern Railway and Canadian National Railway bridges will not be under further consideration. Without further detailed information this office cannot positively identify which waterways or existing bridges are under consideration for the project corridor(s), or the extent of our jurisdiction or involvement with the study. It appears that the existing Amtrak Bridge at Mile 3.77 over South Branch of Chicago River is included in the Union Pacific Railroad corridor in the study, but additional information would be needed to make that determination. There could be a Coast Guard Bridge Permit requirement depending on the extent of changes to existing structures. This office is prepared to clarify its jurisdiction, permitting requirements, or involvement in the ongoing EIS upon receipt of additional specific information.

Please feel free to contact me at (216) 902-6085 to discuss this project or to answer any questions or concerns. Thank you.

Sincerely,


SCOT M. STRIFFLER
Chief, Bridge Branch
By direction of Commander,
Ninth Coast Guard District

RECEIVED
MAR 18 2011

Illinois Dept. of Transportation
Division of Public and
Intermodal Transportation



**Illinois Historic
Preservation Agency**

FAX (217) 782-8161

1 Old State Capitol Plaza • Springfield, Illinois 62701-1512 • www.illinois-history.gov

Various Counties

Chicago to St. Louis

High Speed Rail Project

Exact Route Not Yet Selected

IHPA Log #011091109

March 21, 2011

George Weber, Bureau Chief
Illinois Department of Transportation
Division of Public and Intermodal Transportation
100 W. Randolph St., Suite 6-600
Chicago, IL 60601

Dear Mr. Weber:

Thank you for including the State Historic Preservation Office in the scoping meeting for the above referenced project. It was very beneficial to get an update on the project status. We also had the opportunity to talk to the cultural resources consultant to get a specific update on structures and archaeological survey progress. We look forward to meeting with you again to discuss the draft surveys and continue section 106 consultation.

Sincerely,

Anne E. Haaker
Deputy State Historic
Preservation Officer

RECEIVED
MAR 23 2011

Illinois Dept. of Transportation
Division of Public and
Intermodal Transportation



**Illinois Historic
Preservation Agency**

FAX (217) 782-8161

1 Old State Capitol Plaza • Springfield, Illinois 62701-1512 • www.illinois-history.gov

Various Counties

Chicago to St. Louis

High Speed Rail Project

Exact Route Not Yet Selected

IHPA Log #011091109

September 9, 2011

David Valenstein
U.S. Department of Transportation
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Mr. Valenstein:

We have received your letter of August 9, 2011 regarding the ongoing Environmental Impact Statement process for the proposed High Speed Rail project. The Illinois State Historic Preservation Office accepts your invitation to participate pursuant to 36 CFR part 800 in accordance with section 106 of the National Historic Preservation Act of 1966, as amended.

Sincerely,

Anne E. Haaker
Deputy State Historic
Preservation Officer



ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

1021 North Grand Avenue East, P.O. Box 19276, Springfield, Illinois 62794-9276 • (217) 782-2829
James R. Thompson Center, 100 West Randolph, Suite 11-300, Chicago, IL 60601 • (312) 814-6026

PAT QUINN, GOVERNOR

DOUGLAS P. SCOTT, DIRECTOR

217-782-0547

February 24, 2011

Mr. George Weber
Acting Deputy Director
Illinois Dept of Transportation
Division of Public & Intermodal Transportation
James R. Thompson Center
100 West Randolph Street, Suite 6-600
Chicago, Illinois 60601

RECEIVED
FEB 28 2011

Illinois Dept. of Transportation
Division of Public and
Intermodal Transportation

Dear Mr. Weber:

The Agency has reviewed the proposed Tier 1 Environmental Impact Statement for the Illinois High Speed Rail Chicago to St. Louis.

The Agency has no objections to the proposed project; a permit will be required from the Division of Water Pollution Control. A construction site activity stormwater NPDES permit will be required for one or more than one acre being disturbed during construction. For questions or comments, you may contact Al Keller, 217-782-0610.

Solid and hazardous waste must be properly disposed of or recycled.

Sincerely,

Lisa Bonnett
Acting Deputy Director



ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

1021 NORTH GRAND AVENUE EAST, P.O. BOX 19506, SPRINGFIELD, ILLINOIS 62794-9506 – (217) 782-2113

PAT QUINN, GOVERNOR

217/785-4140
TDD 217/782-9143

September 16, 2011

David Valenstein
Division Chief
Environment and Systems Planning
Office of Passenger and Freight Programs
USDOT Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Chicago to St. Louis High-Speed Rail Tier 1 Environmental Impact Statement

Dear Mr. Valenstein:

The Illinois Environmental Protection Agency appreciates your invitation to participate in the above-referenced project as a “cooperating Agency.” The Illinois EPA is looking forward to reviewing and commenting on the draft Environmental Impact Statement documents, however; we are not able to commit to serving as a cooperating agency.

Please contact Mike Rogers at 217/524-4408 with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'L. Kroack', with a long horizontal flourish extending to the right.

Laurel L. Kroack, Chief
Bureau of Air



Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
<http://dnr.state.il.us>

Pat Quinn, Governor
Marc Miller, Acting Director

August 15, 2011

Mr. David Valenstein, Division Chief
Environment and Systems Planning
U.S. DOT Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Chicago to St. Louis High-Speed Rail
Tier 1 Environmental Impact Statement
IDNR Cooperating Agency

Dear Mr. Valenstein:

Thank you for the opportunity to participate as a Cooperating Agency in the development of the Tier One Environmental Impact Statement for the above referenced project. It is important that the Illinois Department of Natural Resources be involved in the review process to assure resources protection and compliance with the state Endangered Species Protection Act and the Illinois Wetlands Protection Act of 1989.

Please address all correspondence and meeting agenda to Mr. Steve Hamer of the Office of Realty and Environmental Planning, Division of Ecosystems and Environment at One Natural Resources Way, Springfield, IL. 62702-1271.


If you have any questions on the above, please contact me at 217-785-4862.

Sincerely,

Steve Hamer
Transportation Review Program
Division of Environment and Ecosystems

file

Printed on recycled and recyclable paper



STATE OF MISSOURI
DEPARTMENT OF NATURAL RESOURCES

Jeremiah W. (Jay) Nixon, Governor • Sara Parker Pauley, Director

www.dnr.mo.gov

March 2, 2011

George Weber
Acting Deputy Director
Division of Public & Intermodal Transportation
Illinois Department of Transportation
100 West Randolph Street, Suite 6-600
Chicago, Illinois 60601

Re: Tier 1 Environmental Impact Statement, Illinois High Speed Rail Chicago to St. Louis (FRA) St. Louis City, Missouri

Dear Mr. Weber:

Thank you for submitting information on the above referenced project for our review pursuant to Section 106 of the National Historic Preservation Act (P.L. 89-665, as amended) and the Advisory Council on Historic Preservation's regulation 36 CFR Part 800, which requires identification and evaluation of cultural resources.

We have reviewed the information provided concerning the Tier 1 Environmental Impact Statement, Illinois High Speed Rail Chicago to St. Louis. We look forward to receiving further information relevant to the project, and to the opportunity to participate in this process.

If you have any questions, please write Judith Deel at State Historic Preservation Office, P.O. Box 176, Jefferson City, Missouri 65102 or call 573/751-7862. Please be sure to include the SHPO Log Number (**099-SLC-11**) on all future correspondence or inquiries relating to this project.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE



Mark A. Miles
Director and Deputy
State Historic Preservation Officer

MAM:jd

C Alexandra Newcomer, FRA
Jan Cameron, STL/CRO



Pat Quinn, Governor
Thomas E. Jennings, Director

Bureau of Land and Water Resources

State Fairgrounds · P.O. Box 19281 · Springfield, IL 62794-9281 · 217/782-6297 · TDD 217/524-6858 · Fax 217/557-0993

September 12, 2011

Mr. David Valenstein, Division Chief
Environment and Systems Planning
Office of Passenger and Freight Programs
USDOT Federal Railroad Administration
1200 New Jersey Avenue, SWE
Washington, DC 20590

Re: Invitation for Participating Agency
Chicago to St. Louis High-Speed Rail Project
Tier One Environmental Impact Statement

Dear Mr. Valenstein:

Thank you for your August 9, 2011 correspondence notifying the Illinois Department of Agriculture (IDOA) that the Federal Railroad Administration, in cooperation with the Illinois Department of Transportation (IDOT), has initiated a Tier One Environmental Impact Statement for the Chicago to St. Louis High-Speed Rail Project.

A Chicago to St. Louis High-Speed Rail Tier One Environmental Impact Statement (EIS) is being prepared to ascertain project objectives to meet current and future regional travel needs through significant improvements to the level and quality of passenger rail service along the Chicago to St. Louis Corridor. Specifically, the EIS will consider increasing the frequency of high-speed passenger trains between Chicago and St. Louis and increasing train speeds up to 125 mph from the 110 mph maximum speed currently planned for the corridor.

The Tier One EIS will assess changing the existing rail corridor from one track to two tracks; increasing the number of high speed passenger trains; potential corridor route alternatives between Chicago and Joliet, through the City of Springfield, and the approach to St. Louis; and the associated transportation and environmental impacts. The Tier One EIS will conclude with a Record of Decision selection of an alternative to carry forward into further analysis at a Tier 2 level.

The IDOA accepts your invitation to become a participating agency in the development of the Chicago to St. Louis High-Speed Rail Tier 1 Environmental Impact Statement.

Sincerely,

Steven D. Chard, Acting Chief
Bureau of Land and Water Resources

SDC:TS

cc: Barbara Stevens, IDOT Central Office
Agency project file