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# ENVIRONMENTAL JUSTICE ANALYSIS TECHNICAL REPORT





## **Technical Report – Environmental Justice Analysis**

### **Tier 2 Evaluation:**

### **Springfield Rail Improvements Project**

### **Springfield, Illinois**

Prepared by:



U.S. Department of Transportation  
Federal Railroad Administration



Illinois Department  
of Transportation

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## 1.0 Introduction

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This Environmental Justice Technical Report has been prepared for the Springfield Rail Improvements Project to satisfy Executive Order 12898 (EO 12898), *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (February 11, 1994), and to identify and address any disproportionate and adverse impacts on minority and/or low-income populations that could result from the implementation of the Preferred Alternative proposed in Volume II of the Final Environmental Impact Statement. In addition, this environmental justice analysis was prepared pursuant to the U.S. Department of Transportation (DOT) Order 5610.2(a), Final DOT Environmental Justice Order, issued May 2, 2012.

The DOT Environmental Justice Order 5610.2(a) is a key component of DOT's June 21, 1995 Environmental Justice Strategy (60 FR 33896). The Order reaffirms a process by which DOT and its Operating Administrations will integrate the goals of the Executive Order into their operations. This is to be done through a process developed within the framework of existing requirements, primarily the National Environmental Policy Act (NEPA), Title VI of the Civil Rights Act of 1964 (Title VI), the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (URA), the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and other DOT applicable statutes, regulations and guidance that concern planning; social, economic, or environmental matters; public health or welfare; and public involvement.

The Order is an internal directive to the various components of DOT and does not create any right to judicial review for compliance or noncompliance with its provisions. However, it directs federal agencies to "promote nondiscrimination in federal programs substantially affecting human health and the environment, and provide minority and low-income communities access to public information on, and an opportunity for public participation in matters relating to human health or the environment." The EO directs agencies to use existing laws to ensure that when they act:

- They do not discriminate on the basis of race, color, or national origin;
- They identify and address disproportionately high and adverse human health or environmental effects of their actions on minority and low-income communities; and
- They provide opportunities for community input during the National Environmental Policy Act (NEPA) process, including input on potential effects and mitigation measures.

EO 12898 also requires federal agencies to work to ensure greater public participation in the decision-making process. For the Preferred Alternative, this requirement has been satisfied by the review process under the National Environmental Policy Act (NEPA).

This report analyzes the Preferred Alternative's potential effects on minority and low-income populations, to determine if disproportionately high and adverse impacts on

those populations would result. This environmental justice analysis assesses the potential environmental and health effects of the Preferred Alternative on minority and low-income populations.

EO 12898 does not define the terms “minority” or “low-income.” However, guidance provided by the Council on Environmental Quality (CEQ) describes the terms in the context of an environmental justice (EJ) analysis. These definitions are unique to EJ analysis and are the basis for the methodology that follows:

- **Minority Individual** – A minority individual is classified by the U.S. Census Bureau as belonging to one of the following groups, American Indian or Alaskan Native, Asian or Pacific Islander, Black and Hispanic.
- **Minority Populations** – According to the CEQ guidelines, minority populations should be identified where either (a) the minority population of the affected area exceeds 50 percent or (b) the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis. The established screening criteria for this Tier 2 analysis were minority populations of the affected area which exceeded 50 percent.
- **Low-income population** – Low-income populations are identified where individuals have incomes below the U.S. Department of Health and Human Services poverty guidelines. A low-income population is either a group of low-income individuals living in proximity to one another or a set of individuals who share common conditions of environmental exposure or effect.
- **Adverse Impact** – The totality of meaningful individual or cumulative human health or environmental effects, including interrelated social and economic effects.
- **Disproportionately High and Adverse Impact** – An impact that is predominantly borne by a minority population and/or low-income population or, suffered by the minority population and/or low-income population and that is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

Title VI of the Civil Rights Act of 1964 and related statutes provide that no person shall on the ground of race, color, national origin, age, gender, disabilities, or religion be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal funds. This Environmental Justice analysis utilized key efforts to ensure, demonstrate, and substantiate compliance with Title VI in conjunction with Environmental Justice requirements. These efforts included identifying socio-economic and environmental impacts, determining whether the potential for disproportionate or discriminatory impacts were adequately addressed, and soliciting adequate involvement from the public.

## 2.0 Project Description

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### 2.1 Project Location

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The north limit of the Springfield Rail Improvements Project is the south right-of-way line of Sangamon Avenue. The south project limit is the north right-of-way line of Stanford Avenue. The purpose of the Springfield Rail Improvements Project is to enhance rail line capacity to accommodate and reduce the effects of the increasing high-speed passenger and freight train traffic on the three north-south rail corridors that pass through Springfield: the Union Pacific (UP) – 3<sup>rd</sup> Street, Norfolk Southern (NS) – 10<sup>th</sup> Street, and Canadian National (CN)/Illinois & Midland (I&M) – 19<sup>th</sup> Street (see Exhibit 2-1). The purpose includes reducing rail line effects by improving safety, reducing congestion, and enhancing community livability and supporting commercial activity. The Preferred Alternative (2A) is along the 10<sup>th</sup> Street (NS) rail corridor (see Exhibit 2-2).

### 2.2 Project Purpose and Need

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The purpose of the Springfield Rail Improvements Project is to enhance rail line capacity to accommodate and reduce the effects of the increasing high-speed passenger and freight train traffic on the three north-south rail corridors that pass through Springfield: the Union Pacific (UP), Norfolk Southern (NS), and Canadian National (CN)/Illinois & Midland (I&M), see Exhibit 2-2. The need for the Springfield Rail Improvements Project reflects the need for the Chicago to St. Louis High-Speed Rail Program and includes project needs to address track capacity, safety, congestion, and community livability and commercial activity in Springfield.

As part of the needs for enhanced safety of the Chicago to St. Louis corridor, as documented in the Tier 1 EIS for that project, there are specific needs inherent to the Springfield Project study area.

#### 2.2.1 Improve Safety

There are 68 at-grade crossings in the Springfield study area. Each one of these represents a point of conflict between passenger and freight rail traffic and roadway traffic.

There are 24 miles of unfenced railroad right-of-way in the study area providing numerous opportunities to trespass in dangerous areas. Table 2-1 shows ICC records (ICC, 2001-2010) for trespassing incidents in Springfield for the last 10 years are:

**Table 2-1. Springfield Illinois ICC Trespassing Incidents, 2000-2010**

Incidents	Fatalities	Injuries
23	8	15

While each of the corridors passes through residential and commercial areas, the CN (19<sup>th</sup> Street) corridor is the most residential, and the UP (3<sup>rd</sup> Street) (Amtrak) corridor is

most subject to trespassing because 3rd Street is parallel and immediately adjacent to the tracks. The UP tracks are centered in 3rd Street and the public street exists on one or both sides and immediately adjacent to the tracks through much of Springfield. Numerous homes and businesses front on 3rd Street. Aside from a periodic curb, there is little physical separation between the street and the railroad. North of South Grand Avenue and through downtown, the UP right-of-way is only approximately 30 feet wide. Pedestrians can easily and unknowingly infringe on railroad clearance, putting them in danger of being struck by a train.

Since most of the 3rd Street corridor is in dense commercial and residential areas, there are numerous pedestrians using the area at all times. The presence of 3rd Street adjacent to the tracks results in pedestrians crossing the tracks at locations other than at cross streets. Many people frequently find friends, family, jobs, parking, services, and shopping right across the tracks and choose to reach them without walking the extra distance to the next intersection.

### **2.2.2 Alleviate Congestion**

All major east-west streets across Springfield have an at-grade railroad crossing and many major streets such as North Grand Avenue, Carpenter, Adams, Washington, Laurel, and Ash streets cross all three railroads at-grade. A long train on any of these tracks can delay vehicle traffic through much of the city since it can simultaneously block almost all of the crossings on that track, and traffic queues can block vehicles on intersecting north-south streets. The I&M, NS and CN all have active rail yards in Springfield that frequently block adjacent crossings with stopped trains or trains involved in back and forth movements. Vehicle delays can result in a number of problems which reduce livability and inhibit economic activity, especially in an urban area.

### **2.2.3 Improve Livability and Commercial Activity**

#### Noise

Train noise comes from the locomotive engines, air brakes, side-to-side car movement, slack-and-bunch car movement, wheels on rail joints, and locomotive horns blown by trains as they approach at-grade crossings. This noise is generated by both freight and passenger (including high-speed) trains. Of these, train horns are the most disturbing. Because of the short distances between at-grade crossings in the rail corridors, trains must blow their horns almost constantly when moving through Springfield. The total duration of train horn noise in the study area is 207 minutes per day. Federal regulations provide public authorities the option to maintain and/or establish quiet zones provided supplemental safety measures are in place. There are currently no quiet zones in Springfield.

The locations near grade crossings have very high Ldn values, and would be comparable to living directly next to a major highway, or just off the end of the runway at a busy airport. The HUD threshold for an unacceptable outdoor house environment is 75 dBA Ldn. Each of the existing corridors passes through some residential areas,



but the CN (19th Street) and UP (3rd Street) corridors have the most adjacent residential development.

### Community Division

The UP, NS, and CN/I&M railroads operate on separate north-south corridors through Springfield, at 3rd Street, 10th Street and 19th Street, respectively. These rail lines present physical and psychological barriers that split downtown and divide neighborhoods. These barriers have created a set of development patterns that work against a healthy downtown and neighborhoods by isolating portions of the community and restricting access. Attracting residential and commercial redevelopment adjacent to the tracks is also very difficult. Home buyers see neighborhoods that are frequently blocked from access to schools, shopping, and services by rail traffic as less desirable. The rail corridors, especially when the crossings are occupied by trains, inhibit neighborhood connectivity (Walker, et al, 2009).

Community buildings exist along each of the three corridors. While some of these buildings provide services on a city wide basis, many are neighborhood specific. Closed streets and blocked crossings from stopped trains inhibit access to these buildings and places or make access less safe by requiring the crossing of tracks or encouraging walking along the tracks.

### Emergency Response and Community Services

The 3rd Street corridor runs directly through Springfield's Medical District passing between the campuses of the city's major hospitals. Stopped trains can delay emergency vehicles traveling to the hospitals, and delay physicians moving from one hospital to the other for both routine and emergency purposes. In addition, Springfield's planning goals is to enhance development opportunities in the Medical District, which would provide additional jobs and services to the surrounding communities. This development expansion is severely hindered because of the rail traffic on the UP rail line.

The project goals, derived from the purpose and need, focus on providing enhancement to the community, improvements to livability and improvements to community conditions. They include:

- Improve safety and reduce congestion by reducing the number of at-grade crossings.
- Reduce train noise.
- Reduce the barrier effect of the rail lines on neighborhoods by construction new overpasses and underpasses.

## **2.3 Alternatives Analysis**

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Several alternatives were developed for the project, including the No-Build Alternative, that were assessed in the Draft EIS, including the Preferred Alternative. The Preferred Alternative (2A) is along the 10<sup>th</sup> Street (NS) rail corridor (see Exhibit 2-1), and is discussed in detail below.

The alternatives retained for more detailed study in Springfield were:

- Alternative 1A – Double track 3<sup>rd</sup> Street with a grade separation at the passenger state only.
- Alternative 1B – Double track 3<sup>rd</sup> Street with multiple grade separations on 3<sup>rd</sup> Street only.
- Alternative 1C – Double track 3<sup>rd</sup> Street with multiple grade separations on 3<sup>rd</sup>, 10<sup>th</sup> and 19<sup>th</sup> Streets.
- Alternative 2A – Relocate UP to 10<sup>th</sup> Street with grade separations on 10<sup>th</sup> Street and 19<sup>th</sup> Street.
- Alternative 2B – Relocate UP to 10<sup>th</sup> Street with grade separation or closure of all crossings on 10<sup>th</sup> Street and some on 19<sup>th</sup> Street.

Alternatives 1A and 1B were eliminated because they fail to address safety, delay, noise, and community division goals on 10<sup>th</sup> or 19<sup>th</sup> Streets. The number of accidents and delays as well as the noise levels would increase doing more harm to the environmental justice communities than other alternatives.

Alternative 1C was eliminated because of the high cost and number of displacements while providing no benefit to Springfield relative to the other alternatives. The alternative also had a high number of community and environmental justice impacts.

Alternative 2B was eliminated because it had higher cost and more displacement than 2A and resulted in more adverse travel in the residential areas between Madison Street and North Grand Avenue.

Alternative 2A is the Preferred Alternative because it best achieves the project goals at the least cost. Alternative 2A also maximized benefits to environmental justice communities by abandoning one rail line (3<sup>rd</sup> Street) and reducing accidents, delays, and noise in the other two (10<sup>th</sup> and 19<sup>th</sup> Streets), and by improving emergency vehicle response time.

## **2.4 No-Build Alternative**

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The No-Build Alternative consists of maintaining the existing rail and street facilities after completion of the improvements approved by the Federal Railroad Administration

(FRA) in the 2004 Record of Decision (ROD Improvements) (see Volume 1 Section 3.2). No additional grade separations would be constructed. Quad gate installation along 3rd Street as part of the ROD Improvements would allow for a quiet zone for the 3rd Street corridor (UP). The No-Build Alternative would have a substantial increase in freight rail traffic for all three rail corridors compared to existing conditions.

The No-Build Alternative would result in increased accidents, delays, and noise on all three rail corridors, including those portions through environmental justice communities. It would not address the project purpose and need of improving livability and commercial activity and would not reduce community division or improve emergency response. This alternative would not achieve any of the project goals and would contribute to residential deterioration along all tree corridors.

## **2.5 Preferred Alternative (2A)**

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The Preferred Alternative, (2A) relocates UP freight and passenger (HSR) traffic to the 10th Street corridor. This alternative includes a specific combination of grade separations and grade crossing closures (see Exhibit 2-2). The passenger station for the Preferred Alternative would be relocated from 3rd Street to 10th Street on the east side of the rail corridor on the block between Adams and Washington Streets. An overhead pedestrian crossing would provide access to the platforms. This alternative includes closing the Adams Street crossing to provide the required 500 feet station platform length. Station parking (minimum 100 spaces) would be located east of the station between Adams and Washington Streets.

In accordance with EO 12898, the project area was reviewed for publicly funded construction projects over the last 10 years that may have had a disproportionately high or adverse impact on low-income and minority neighborhoods. These projects are discussed below.

The recently completed (2011) Capitol Avenue project extends through minority neighborhoods from 11th Street through 19th Street. It included replacement of curbs and sidewalks, installation of residential corner monuments, landscaping and burying overhead utility lines. This was part of a federal, state and city funded Streetscape Project. There were no disproportionate adverse impacts associated with this project.

The Madison Park Place project was completed approximately 10 years ago and included demolition of the degraded John Hay Homes Public Housing project and its replacement with a new single family residential subdivision of more than 100 homes. The project area is located east of 11th Street between Madison Street and Carpenter Street and was a positive impact to minority and low-income groups.

The Genesis Place Housing Redevelopment consists of 41 units, both single family and multi-family homes is currently underway. This development replaces a former high-rise housing project and is scattered over various locations east of the 10th Street tracks in environmental justice communities of concern.

Both the Madison Park Place and Genesis Place projects are sponsored by the Springfield Housing Authority. No adverse impacts are associated with these projects.

Springfield has funded redevelopment of the old Southtown area at 11<sup>th</sup> Street and South Grand Avenue. This is a business revitalization project designed to both enhance the structure of existing businesses and to attract new enterprises to the Southtown area.

The project area does not have a history of publicly funded construction projects that have had a disproportionately high or adverse impact on local minority or low-income populations.



Exhibit 2-1. Existing Springfield Railroad Corridors

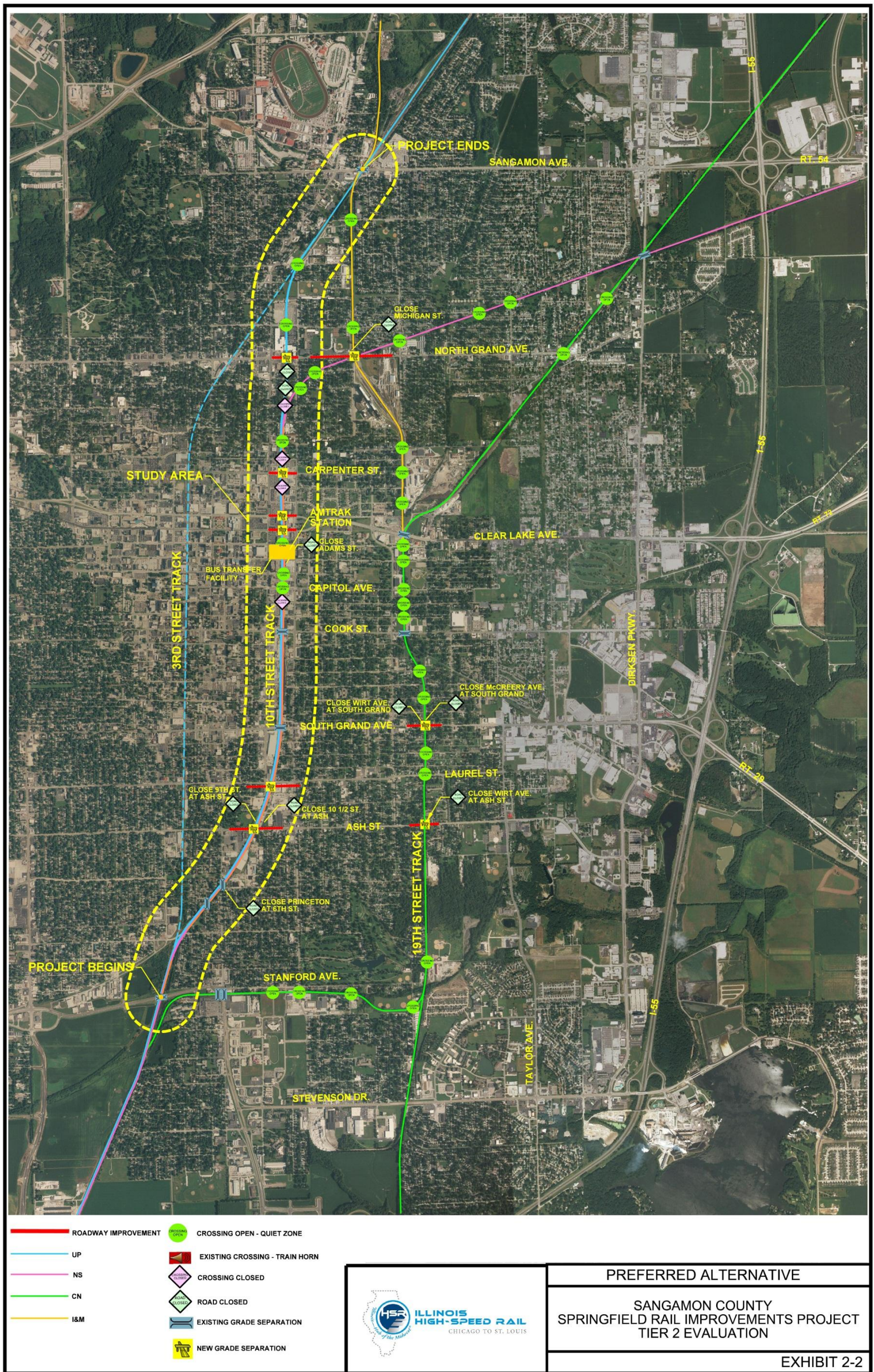


Exhibit 2-2. Preferred Alternative

### **3.0 Methods for Evaluating Impacts**

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The environmental justice analysis for the Preferred Alternative follows the guidance and methodologies recommended in the federal Council on Environmental Quality (CEQ)'s *Environmental Justice Guidance under the National Environmental Policy Act* (December 1997). The CEQ, which has oversight of the federal government's compliance with EO 12898 and NEPA, developed its guidance to assist federal agencies with their NEPA procedures so that environmental justice concerns are effectively identified and addressed.

The CEQ methodology involves collecting demographic information on the area where the project may cause significant adverse effects; identifying low-income and minority populations (communities of concern) in that area using census data and other available means; and identifying whether the project's adverse effects are disproportionately high on the low-income and minority populations in comparison with those on other populations. Under NEPA, the potential for disproportionately high and adverse effects on minority and/or low-income populations is one of the factors the FRA considers in making its finding on a project and issuing a Record of Decision.

The assessment of environmental justice involves four basic steps:

1. Identify the area where the project may cause significant and adverse effects (i.e., the project area);
2. Compile population and economic characteristics for the project area and identify potential environmental justice areas (i.e., minority or low-income communities) within the area of effect;
3. Identify the Preferred Alternative's potential adverse effects on minority and low-income communities; and
4. Evaluate the Preferred Alternative's potential adverse effects on minority and low-income communities relative to its overall effects to determine whether any potential adverse impacts on those communities would be disproportionate.

Many of the methods used to evaluate each of the four basic steps are typical of environmental justice assessments. For the first step of identifying an area that the project may affect, a distance of 1,000 feet from the centerline of the Preferred Alternative was determined reasonable. This distance includes persons or communities that would be directly affected such as displacements or relocation of a community facility, and indirectly affected such as changes to pedestrian, vehicular, or business access.

For the second assessment step of compiling population and economic characteristics, data from the U.S. Census Bureau is typically used to evaluate the presence of low-income and minority populations. Data from the *2010 Census* were compiled from the census website for information on population, race, and ethnicity. This data includes the maximum extent of roadway work at proposed grade separations.

This data was available at the census block level. Data from the U.S. Census *American Community Survey (ACS) 2006-2010* were compiled from the census website for information related to income and poverty. The *2010 Census* does not provide income and poverty estimates. The ACS replaced the decennial census on topics of social, economic, and housing data. The ACS releases one-year, three-year, and five-year period estimates of income and poverty. The five-year period estimates were used for this environmental justice analysis because the five-year estimates have the largest sample size, providing the best survey-based income and poverty estimates at this project's geography. The ACS data for income and poverty was available at the census tract level, but not at the block group or block level. The census data was compiled and linked in a GIS to TIGER geography shapefiles to identify the physical locations of the minority and low-income populations.

Where needed, other means of data collection were used to compliment the census data. Businesses likely to be displaced or relocated were contacted for information on ownership and number of employees. Aerial photography was reviewed for identifying means of access and locations of affected persons and businesses. Several local agencies such as the Springfield Chamber of Commerce and Springfield were contacted for information on local businesses and communities.

For the third and fourth steps of identifying the Preferred Alternative's potential adverse effects to minority and low-income communities and determining whether those impacts would be disproportionate, the following neighborhood and community issues were considered: residential and business displacements; changes in neighborhood quality and barriers; community cohesion, community facilities, and public services and facilities; safety; changes in access to residences, businesses and communities; changes in access for bus routes, pedestrians and vehicles; and other environmental resources and conditions identified in Volume II.

The analysis determined whether communities of concern within the study area would experience disproportionately high and adverse effects. A community of concern would experience a disproportionate high and adverse effect if that community would predominantly bear the impact, or the impact borne would be considerably more severe or greater in magnitude than the adverse impact on the general population. In addition, the analysis considered the project's measures to avoid or minimize disproportionately high and adverse impacts and the benefits from the project to identified communities of concern.



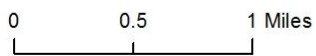
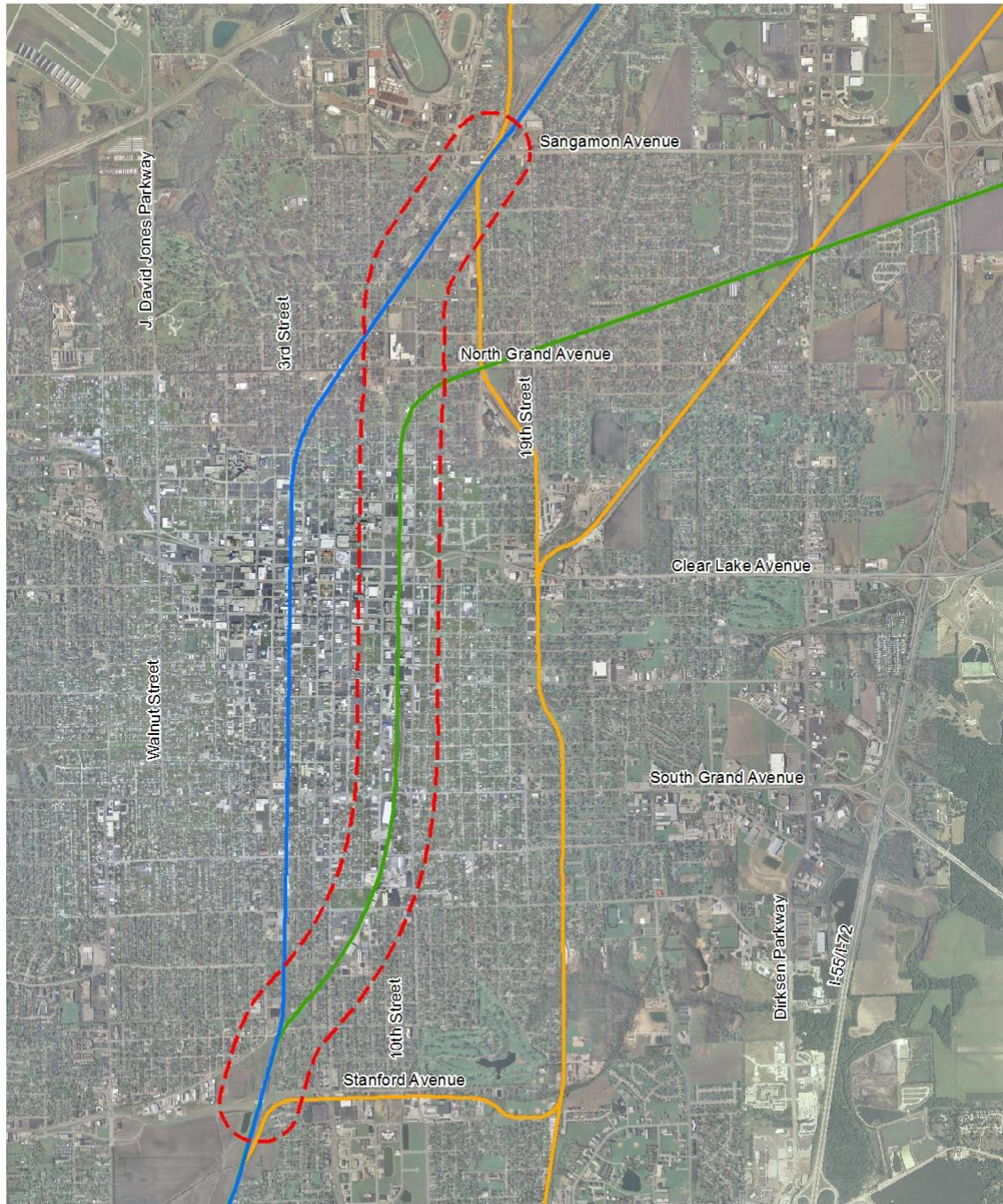
## 4.0 Study Area

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The study area for environmental justice encompasses the area most likely to be affected by the Preferred Alternative and considers the area where potential impacts resulting from construction and operation of the Preferred Alternative could occur. The study area for the environmental justice analysis includes the area within 1,000 feet on either side of the 10th Street railroad tracks, which encompasses the limits of disturbance and all right-of-way needed to construct the project, and all limits of disturbance, as shown in Exhibit 4-1. Sangamon Avenue constitutes the northern limit of the project area and Stanford Avenue is the southern limit. The project area used for this environmental justice analysis, in relation to the Volume II study area and Springfield is shown in Exhibit 4-2. The census blocks and tracts that are partially or wholly within the study area were used to assess effects to potential environmental justice populations. Other possible effects to the community outside this study area, such as pedestrian access, were included in this analysis.

Identification of potential environmental justice areas includes collecting data on race, ethnicity, and poverty status gathered from the U.S. Census Bureau's *Census 2010* and *2006-2010 American Community Survey* for the census blocks and tracts within the project area, and then aggregated for the project area as a whole. For comparison purposes, data for Springfield were also compiled. Based on census data and CEQ guidance (described above), potential environmental justice areas were identified as follows:

- *Minority communities:* CEQ guidance defines minorities to include American Indians or Alaskan Native, Asian and Pacific Islanders, African Americans or Black persons, and Hispanic persons. This environmental justice analysis also considers minority populations to include persons who identified themselves as being either "some other race" or "two or more races" in the *Census 2010*. Following CEQ guidance and the screening criteria established for this Tier 2 analysis, minority communities of concern were identified where the minority population of the affected area exceeds 50 percent.
- *Low-income communities:* The percent of individuals living below the poverty level in each census tract, available in *2006-2010 American Community Survey*, was used to identify low-income populations. Because CEQ guidance does not specify a threshold for identifying low-income communities, any census tract with a low-income population greater than 50 percent was considered a low-income community of concern. This was the Tier 2 screening criterion established for this analysis.



 Study Area

 Amtrak/UP (3rd)

 NS (10th)

 CN/IM (19th)

Exhibit 4-1. Study Area Location

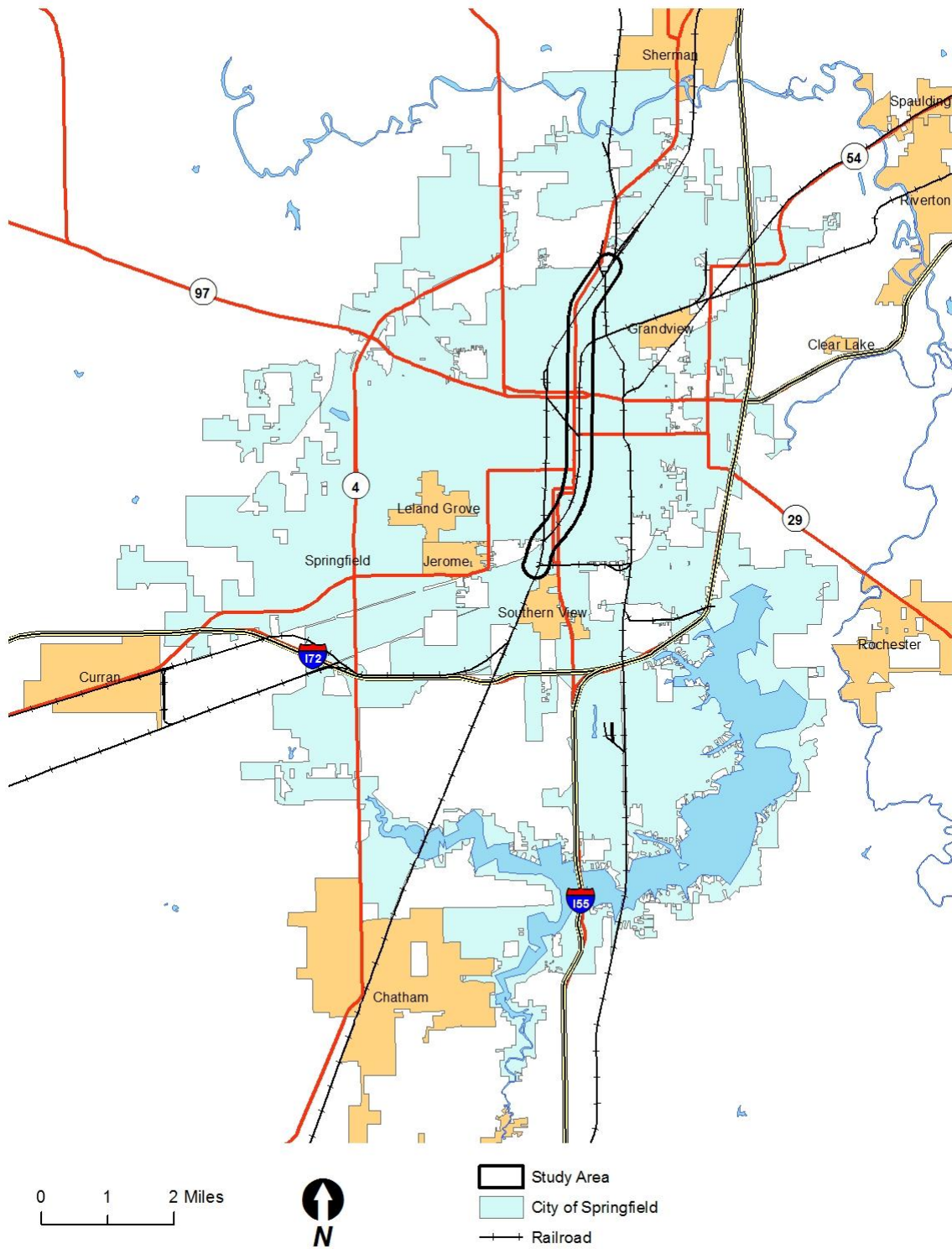


Exhibit 4-2. Study Area within Springfield

## **5.0 Existing Conditions**

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The existing conditions of the study area used for this analysis are described in this section. Racial and ethnic characteristics, income, and poverty status are included to determine if communities of concern occur in the study area, and provide the basis for an analysis of impact populations.

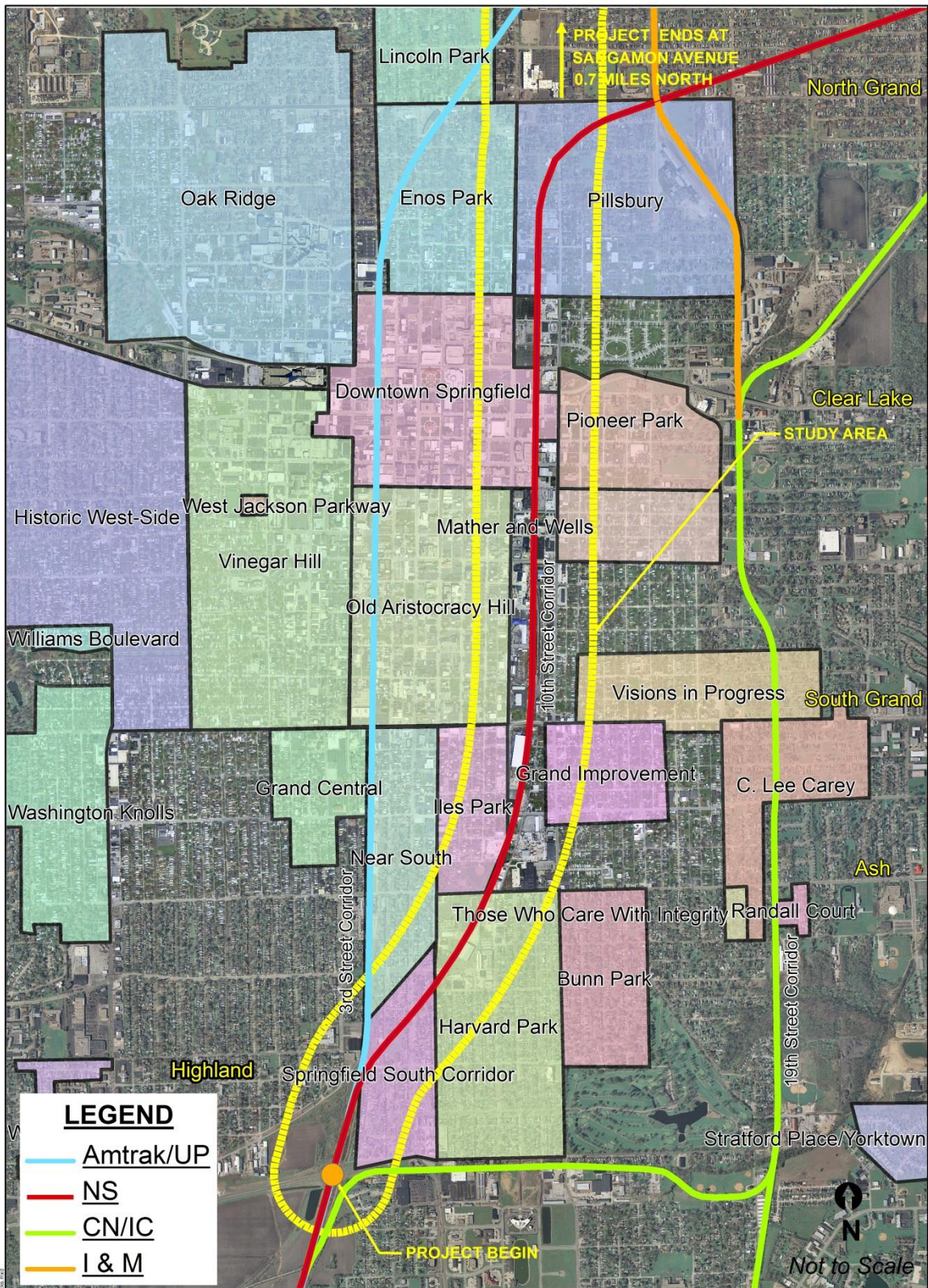
The Preferred Alternative passes through or is adjacent to the Springfield neighborhoods of Pillsbury, Enos Park, Downtown Springfield, Pioneer Park, Old Aristocracy Hill, Mather and Wells, Iles Park, Grand Improvement, Near South, Harvard Park, and Springfield South Corridor (see Exhibit 5-1). Racial and ethnic characteristics, income, and poverty status of these areas are included to determine if communities of concern occur in the study area, and provide the basis for an analysis of impact populations.

### **5.1 Racial and Ethnic Characteristics**

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Detailed information regarding race and ethnicity of the project area and Springfield was compiled at the census block level from the *2010 Census*.

Table 5.1 summarizes the percent of each race for the blocks located in the study area and in Springfield. Exhibit 5-2 depicts the racial composition within the study area and Springfield as depicted in this exhibit, the composition of the study area is predominantly white. Of the minority population, black or African American is the predominant race within the project area and Springfield. The "Other Race" category reflects individuals who reported themselves as "some other race alone" and "two or more races." Minority populations other than black or African American (American Indian and Alaskan native, Asian American, native Hawaiian and other Pacific Islander, and other) in the study area and Springfield comprised about six percent of the total population.



**Exhibit 5-1 Neighborhood Associations**

**Table 5-1. Race and Ethnic Characteristics in 2010 by Percent**

Area	Race Characteristics						Ethnic Characteristics
	White	Black or African American	American Indian and Alaska Native	Asian American	Native Hawaiian and Other Pacific Islander	Other	Hispanic or Latino
Study Area	64.2	29.7	0.3	0.6	0.0	5.2	2.1
City of Springfield	75.8	18.5	0.2	2.2	0.0	3.3	2.0

Source: U.S. Census Bureau, 2010 Census, block level. See Appendix A for individual block data.

Table 5.1 also summarizes the percent of Hispanic or Latino populations in the study area and Springfield. Both geographies were comprised of about two percent of this ethnicity.

Refer to Table A-1 in Appendix A for detailed census block data of individual blocks in the study area.

## 5.2 Income and Poverty Levels

Information regarding income and poverty levels was compiled at the census tract level from the *2006-2010 American Community Survey*. Table 5.2 summarizes the median household income and the percent of individuals below the poverty level in the study area and Springfield. Median household income in the project area (average of all tract values) was \$16,733 lower than the median household income for all of Springfield. The number of individuals in the study area who reported income below the census poverty level was 9.8 percent higher than those in Springfield as a whole.

**Table 5-2. Median Household Income and Poverty Status in 2010**

Area	Median Household Income (\$)	Population below Poverty Level (%)
Project Area	30,476	26.0
City of Springfield	47,209	16.2

Source: U.S. Census Bureau, *American Community Survey, 2006-2010*, tract level. See Appendix A for individual tract data.

Refer to Table A-2 in Appendix A for detailed Census tract data of individual tracts in the project area.

### 5.3 Racial and Ethnic Minorities and Low-Income Populations

Based on the census data gathered for racial and ethnic populations, and poverty, an overall characterization of the project area was calculated and compared to Springfield. Table 5-3 summarizes the percent of racial minorities, Hispanic or Latino, and low-income populations of the study area and Springfield. The study area had higher populations for both percent racial minority and low-income, but the percent of Hispanic or Latino population was identical for both geographies.

Table A-1 in Appendix A lists the racial and ethnic characteristics of the 325 individual census blocks in the project area. Of the 325 blocks, 75 blocks have minority populations greater than 50 percent. These 75 blocks represent communities of concern within the project area.

**Table 5-3. Racial and Ethnic Minorities, and Low-Income Populations**

Area	Percent Racial Minority	Percent Hispanic or Latino	Percent Low-Income
Project Area	35.8	2.1	26.0
City of Springfield	24.2	2.0	16.2

Source: U.S. Census Bureau, 2010 Census (block level) and American Community Survey, 2006-2010 (tract level). See Appendix A for individual tract and block data.

Exhibit 5-2 depicts the location of racial minority communities of concern in the study area and the surrounding city. The majority of these minority population blocks are located in the central portion of the study area between North Grand Avenue and Ash Street and east of the NSRR and east of the NS Railroad corridor, although most are not directly adjacent (about 500 feet away).

Exhibit 5-3 depicts the blocks having greater than 50 percent black or African American populations, and Exhibit 5-4 depicts the blocks having greater than 50 percent of minorities other than black or African American. These exhibits illustrate the majority of racial minority composition as black or African American within the study area and Springfield. Only two blocks having populations of minorities other than black or African American greater than 50 percent area located within the study area. These two blocks have total populations of only 1 and 3, and are located on the fringe of the study area.

Exhibit 5-5 depicts the census blocks within the project area and Springfield having greater than 50 percent Hispanic or Latino populations. Of the 325 total census blocks

within the project area, no blocks have Hispanic or Latino populations greater than 50 percent.

Exhibit 5-6 depicts census tracts within the project area and Springfield having greater than 50 percent low-income populations. No tracts have low-income populations greater than 50 percent. Therefore, Environmental Justice populations of minorities exist in the study area based on the CEQ definitions and the Tier 2 screening criteria.



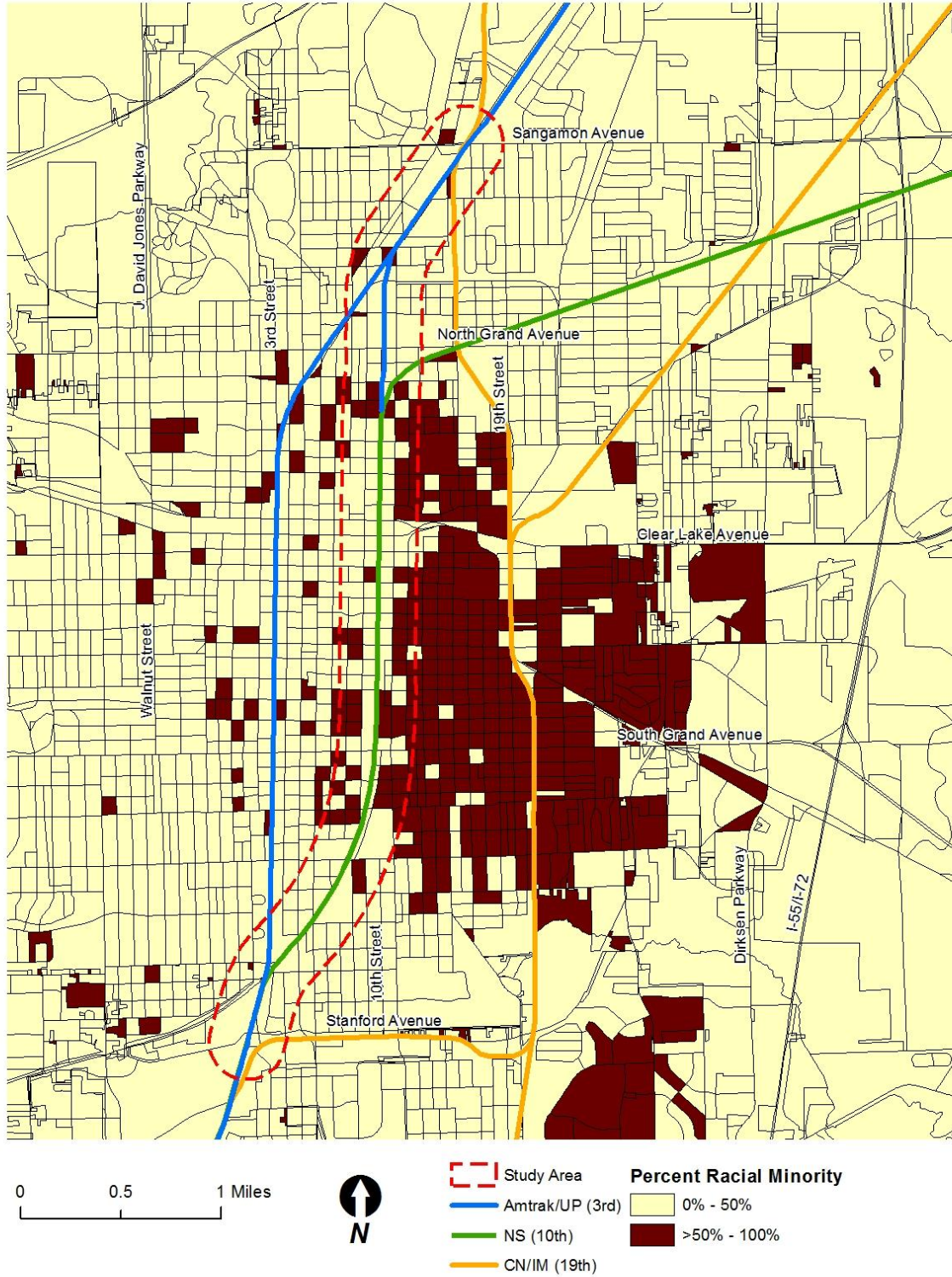
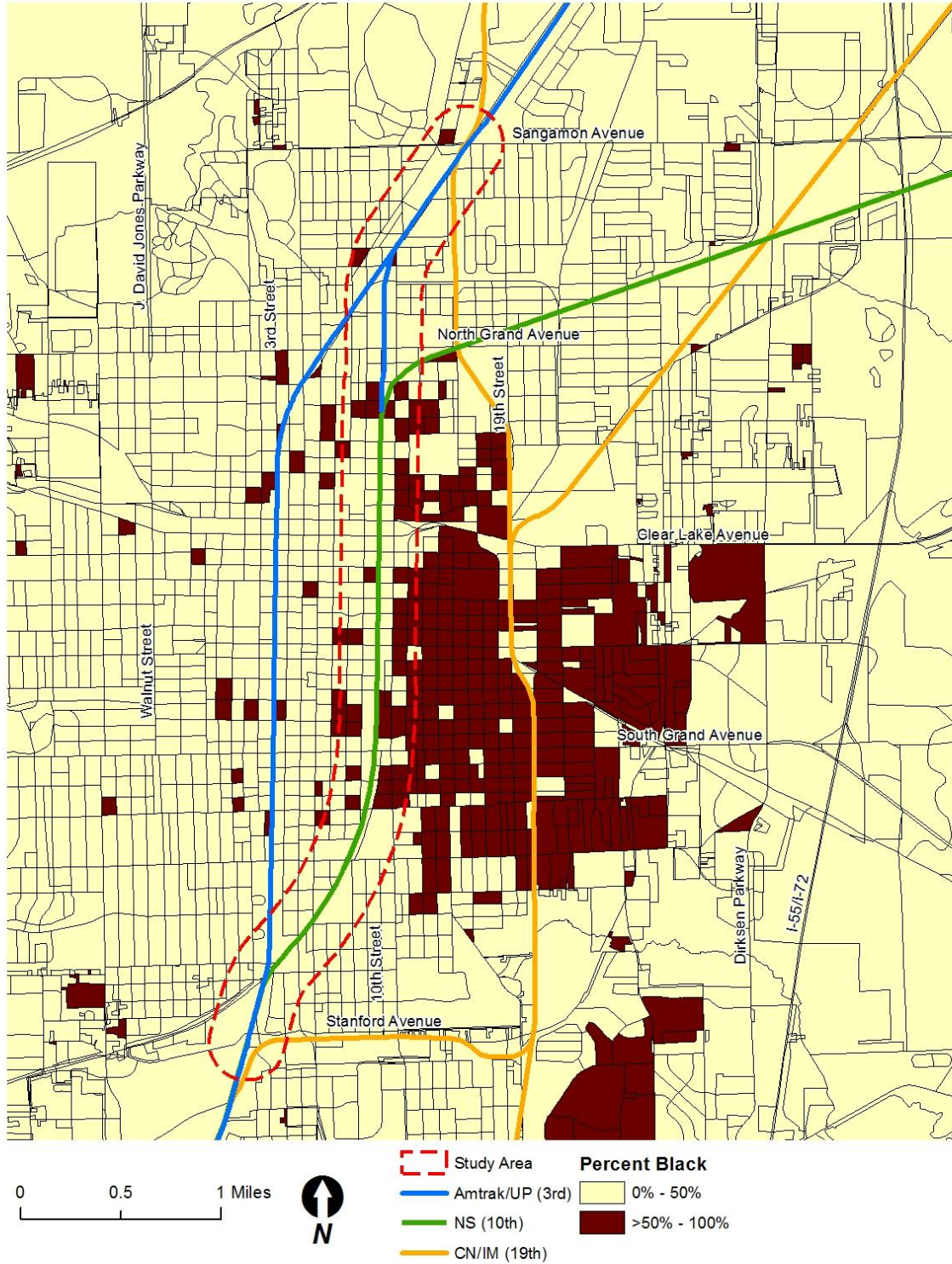
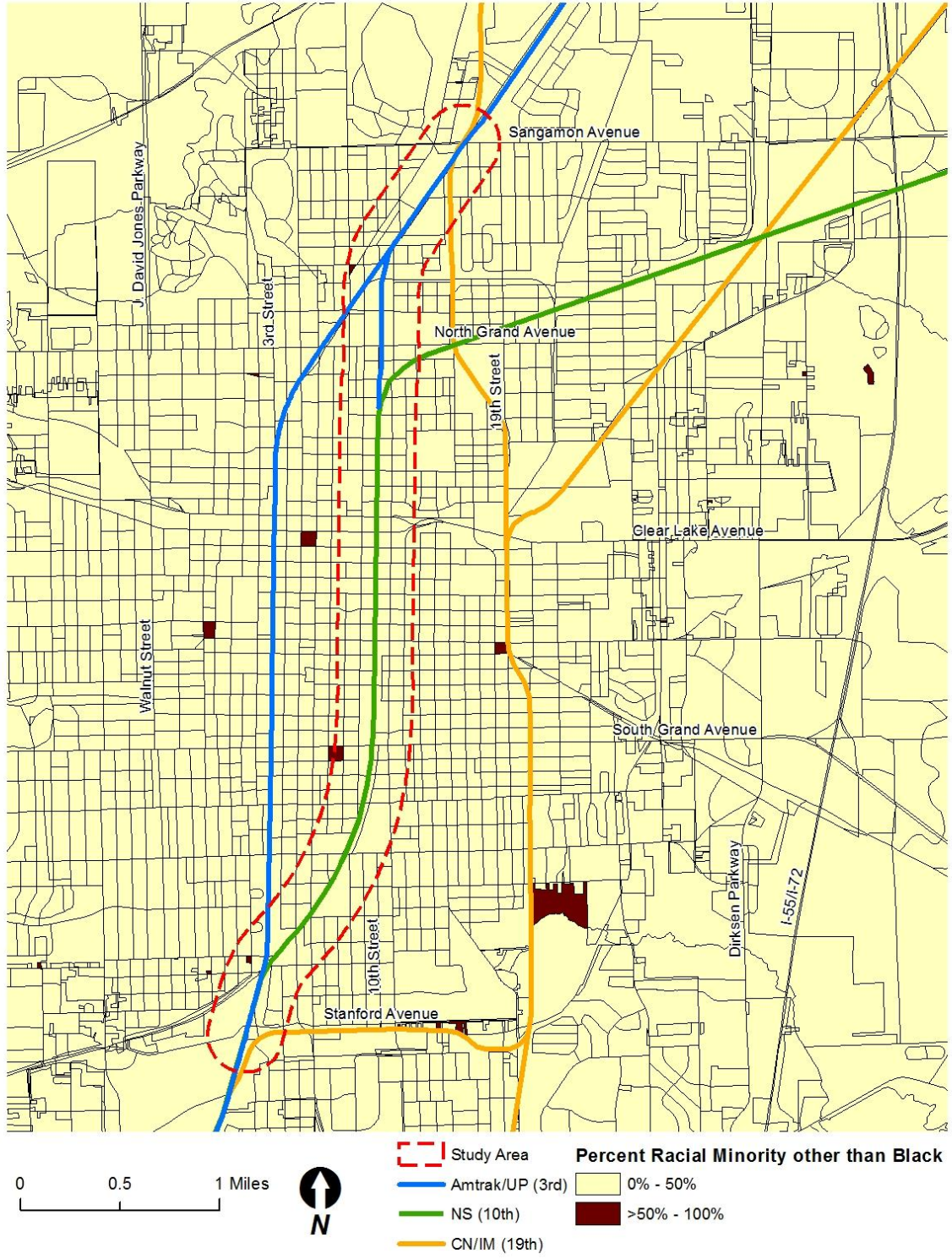


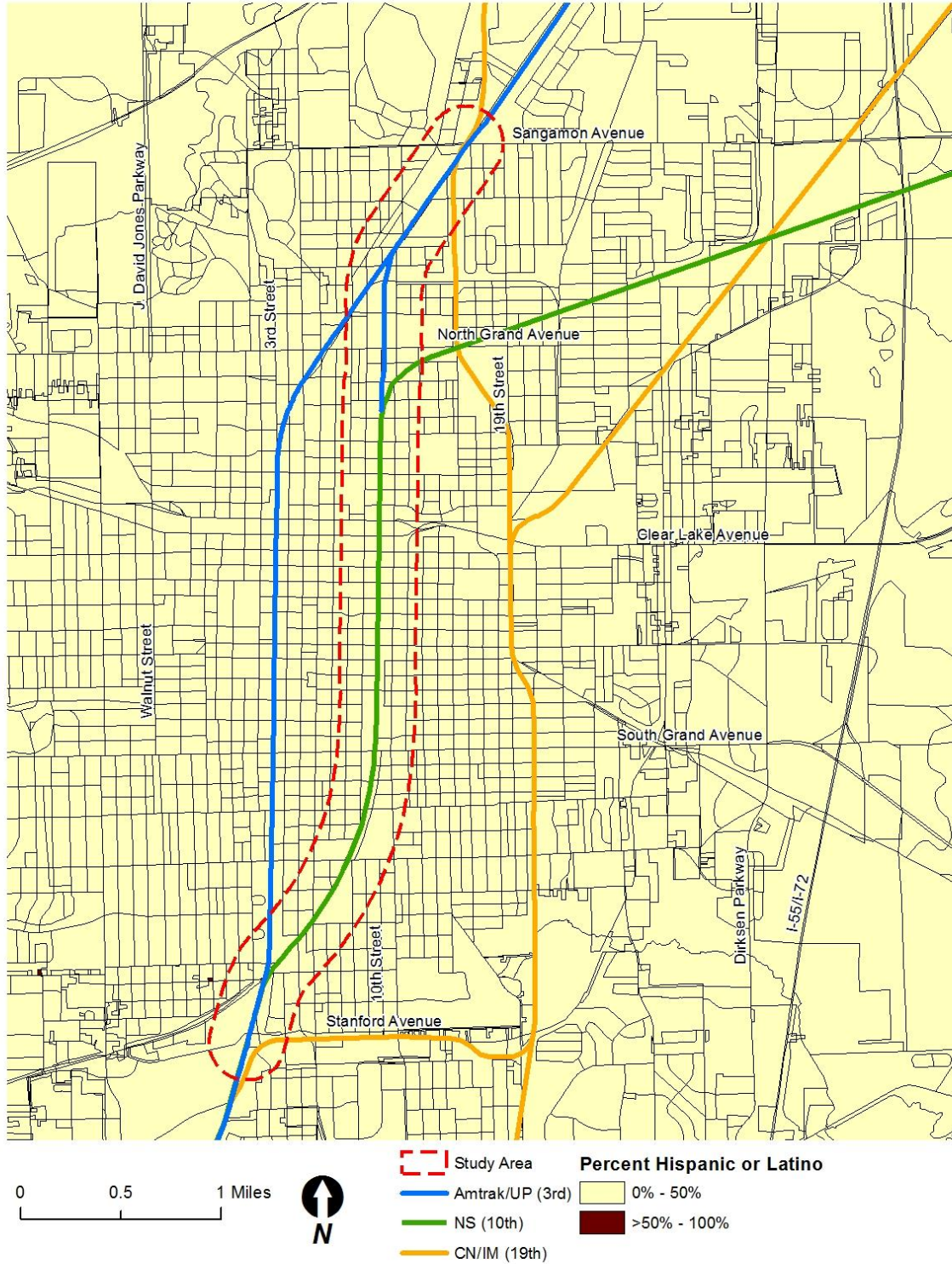
Exhibit 5-2. Racial Minority Percentages by Census Block



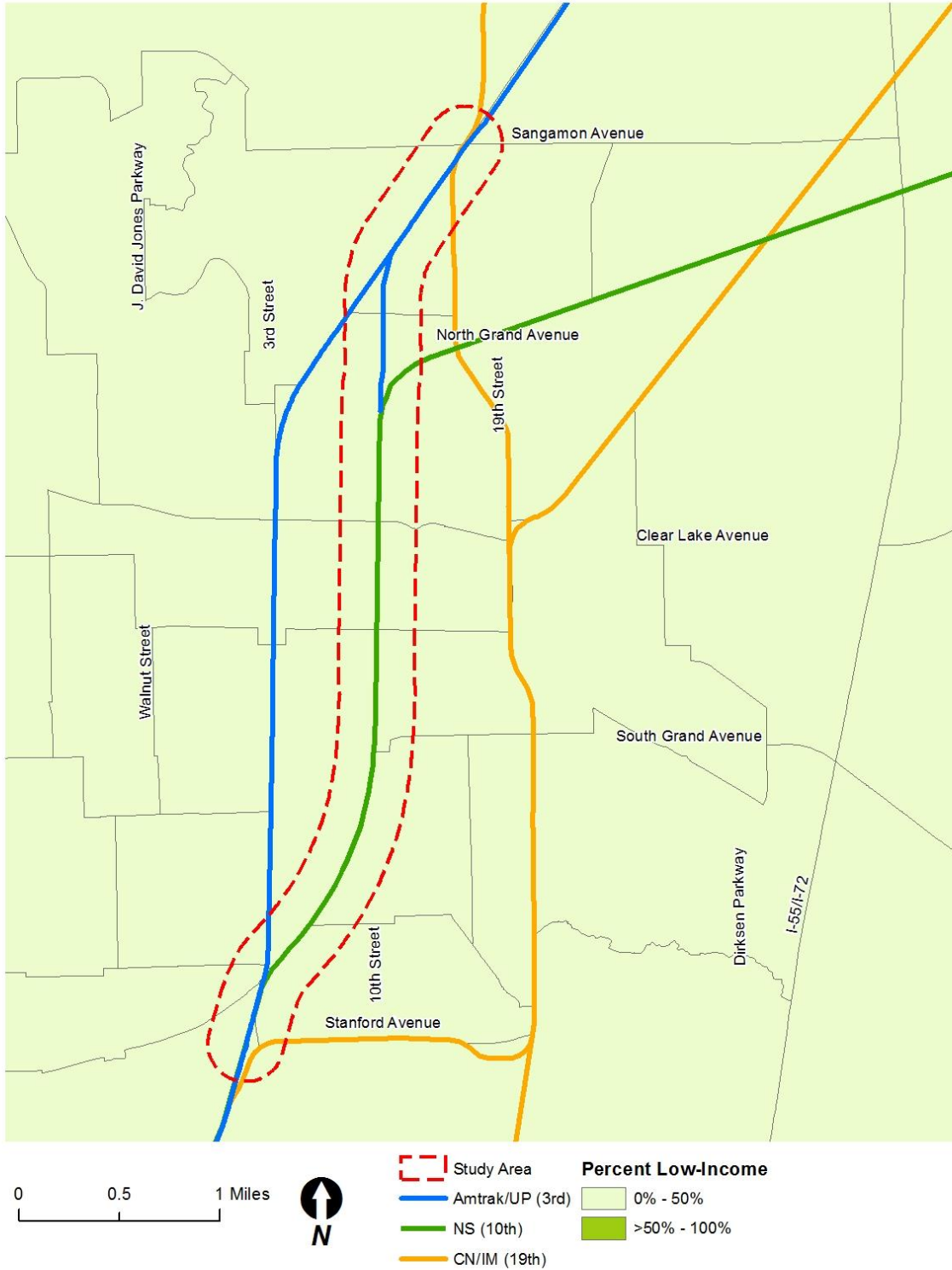
**Exhibit 5-3. Black Population Percentages by Census Block**



**Exhibit 5-4. Racial Minorities other than Black Percentages by Census Block**



**Exhibit 5-5. Hispanic or Latino Minority Percentages by Census Block**



**Exhibit 5-6. Low-Income Percentages by Census Tract**

## 6.0 Impact Analysis

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Detailed information regarding minority and low-income populations in the study area was compiled from the *2010 Census* and the *American Community Survey 2006-2010* data. Table 15-3 provides the percentage of the population in the Preferred Alternative study area and Springfield comprised of minority and low-income persons. The study area contains communities of concern for racial minorities based on individual census blocks. However, the project area does not contain an overall greater than 50 percent minority or low-income population based on *2010 Census* data. Minority or low-income percentages greater than 50 percent for the study area could constitute an environmental justice impact.

### 6.1 Rail Traffic Impacts

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The number of census block areas or communities of concern (from 2010 census data) where minority populations exceed 50 percent (see Exhibit 5-1), and which would experience an increase in rail traffic, is shown in Table 6-1. The number of census tracts where low-income communities of concern, which would experience an increase in rail traffic is also shown in Exhibit 5-5 and listed in Table 6-1.

Table 6-1. Affected Environmental Justice Areas

Alternative	Environmental Justice Populations			
	Minority Blocks	Total Blocks	Low Income Tracts	Total Tracts
No-Build	208	807	0	20
Preferred	178	607	0	17

### 6.2 Residential Displacements

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Table 6-2 lists the residential displacements located within blocks identified as Environmental Justice populations. A total of 23 residences would be displaced from areas of racial minorities greater than 50 percent. This represents approximately 20 percent of the total number of residential displacements. This affected percentage of displaced minorities is less than the overall percentages of the racial minorities in the study area and Springfield (36 and 24 percent respectively). Therefore, displacement impacts to racial minorities in the study area are not disproportionate.

**Table 6-2. Residential Displacements in Minority Communities**

Tract, Block	Residential Displacement ID	# Displaced	Percent Racial Minority (Entire Block)
000503, 5009	R1, R104	2	100
000900, 1014	R26-R29, R172	5	75
000900, 1020	R30-R37	8	70
002300, 1035	R162-R165, R168	5	58
001800, 2025	R160	1	79
002300, 3015	R47, R48	2	53
<b>Total</b>		<b>23</b>	

### **6.3 Commercial Displacements**

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Table 6-3 depicts the number of commercial displacements for the Preferred Alternative. This table lists the number of employees for each affected business and if the business is minority-owned. This information was obtained through personal communication. Of the 43 affected businesses, five are minority-owned and employ 10 people total. The displacement numbers can be referenced in Exhibit B-1 of Appendix B in Volume II.

The No-Build Alternative will not directly impact minority or low income populations with displacements, however increasing train frequency and longer duration of train horn noise will continue to create poor quality of life and environmental impacts to these communities.

The Preferred Alternative would result in 43 business relocations, of which 11 percent comprise minority and/or low-income businesses. These businesses are predominately industrial in nature and not related to service or retail related offerings to residential customers. The Uniform Relocation Act applies to all federal or federally assisted activities that involve the acquisition of real property or the displacement of person or business. In compliance with that Act, property owners would receive just compensation for property acquisitions required for the selected alternative as well as relocation expenses.

Three government or non-profit establishments are included in the commercial designation for the Preferred Alternative including: the Illinois Environmental Protection (EPA), the Salvation Army, and Planned Parenthood. These non-profit establishments serve all of the surrounding communities, both Environmental Justice and non-Environmental Justice communities combined. Nearby property appears to be available for these facilities to relocate. The Salvation Army currently has plans to move to a new location at 100 N. 9th Street independently of this project. Therefore, displacing these establishments would result in only temporary impacts to the environmental justice areas until the relocation of these facilities is established, as discussed in the subsequent section.

**Table 6-3 Commercial Displacements**

<b>Business</b>	<b>Minority-Owned</b>	<b>Number of Employees</b>	<b>Exhibit Number<sup>(1)</sup></b>
Donald Farley	No	2	C1
Martin Wieland	Not Applicable	-	C3
Illinois Disposal Inc.	No	17	C4
Public Assets Service Corp. (IEPA)	No	700-800	C5
John Lesko	Yes	2	C6
Benjamin Kruger	No	1	C7
Auto Recyclers/C&D Enterprises	No	3	C8
Springfield Electric Supply	No	280	C9, 10, 11
Crowder Corporation	No	12	C12
Marvin Gubin	No	5	C13
Capital City Coalition	Unknown	20	C14
St. John's Hospital	No	Vacant Lot	C15
Salvation Army	No	15	C17
Planned Parenthood	No	No Response	C18
Public Building Commission	No	370	C19
Family Video Movie Club	No	50	C21, 23
Community Care Systems	Not Applicable	Vacant	C22
1015 Capitol LLC	No	29	C24
Kwik- Wall Property Co.	Yes	5	C26
Kwik- Wall Property Co.	No	65	C28
Stamprete of Springfield	Not Applicable	Vacant	C29
Evans Masonry Consortium	No	10-60	C30
O'Dells Auto Salvage	No	3	C31
Jessie Jones	No	8	C32
Global Printing & Graphics	No	7-10	C34
Napier Machine & Welding Co.	No	1	C35
R&R Properties of Springfield	Yes	1	C37
David O'Shea	No	Vacant	C38, 40
Branner Glass	Not Applicable	Vacant	C39
O'Connor Mailing System	No	10	C41
Bardo Inc.	No	4	C42
Angelo LLC	No	2	C43
Marion Myerscough	No	3	C44
Christopher Ryan	Not Applicable	Vacant	C45
Elizabeth Dennis	Yes	1	C46
T&J Family Limited Partnership	No	1	C47
Nudo Enterprise	No	15	C48
Bradley & Sheila Zeiger	No	2-6	C49
Steve Goulden	No	5	C50, 51, 52
People's National Bank	Not Applicable	Vacant Lot	C53



Mini Express Inc.	Yes	1	C87
James & Kathleen Warren	No	Vacant	C88, 89
Robert Tick	Not Applicable	Vacant	C90
<sup>(1)</sup> Refer to Exhibit B-1 in Appendix B of Volume II			

## **6.4 Public Services/Facilities**

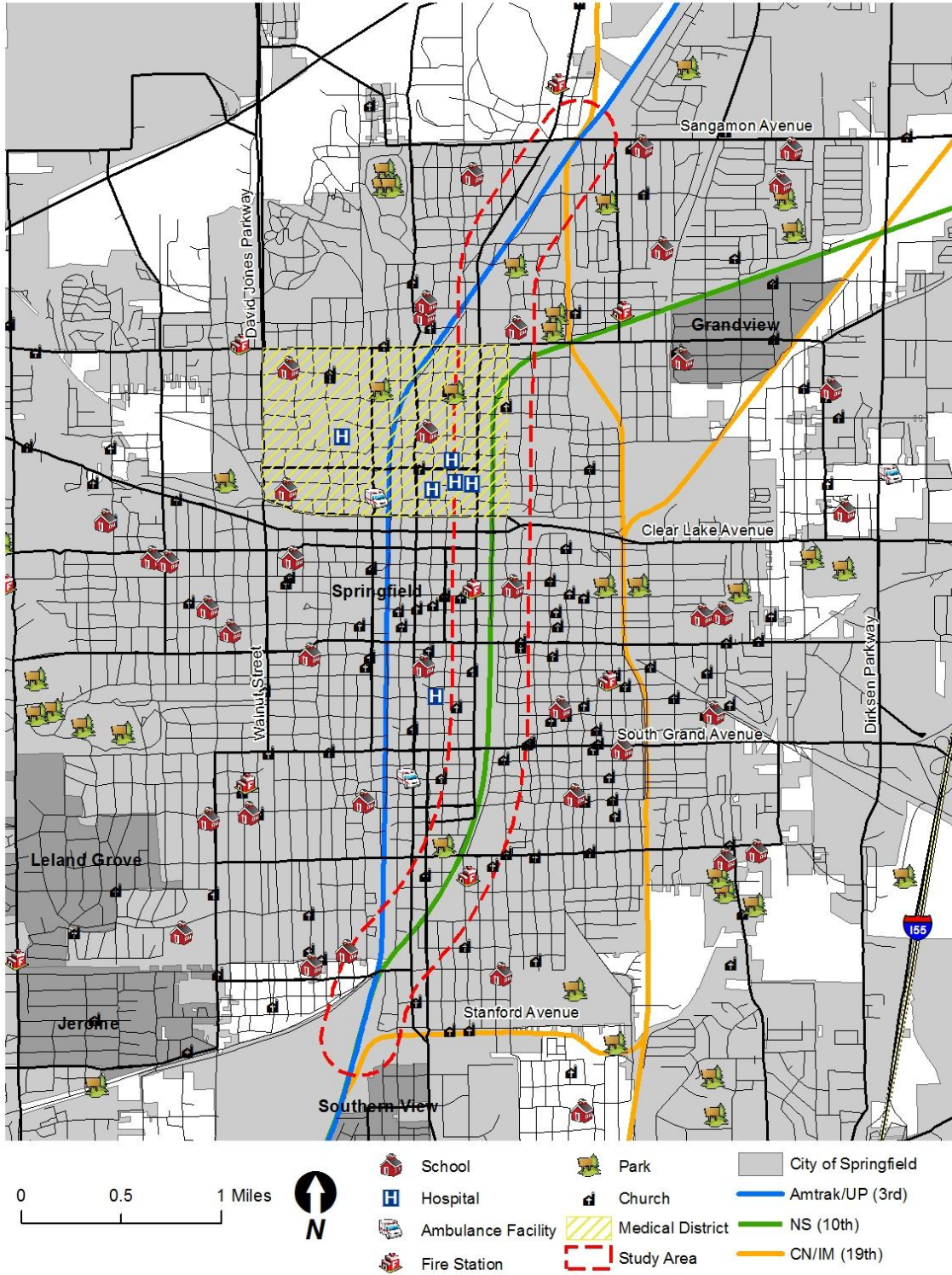
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Public and community facilities such as schools, hospitals, fire stations, churches, and parks are shown in Exhibit 6-1. As discussed above, public services and facilities that would be displaced by the Preferred Alternative are the Illinois EPA, the Salvation Army, and Planned Parenthood. The Illinois EPA headquarters is at 1021 North Grand Avenue East. The Illinois EPA is an Illinois agency whose mission is to safeguard environmental quality, consistent with the social and economic needs of the state, so as to protect health, welfare, property, and the quality of life. The agency’s primary function is to enforce the environmental laws of the state. The proposed project would dissect the headquarters building, and displace the north entrance, office space, and parking north and south of the building, all of which is leased by the Illinois EPA. Adequate replacement is nearby. Office space could be replaced through the addition of floors, or construction of additional buildings or add-ons to the north of the existing headquarters. Acquiring property to the north may also be possible for replacing lost parking space.

The Salvation Army is at 221 N. 11th Street. The Salvation Army is an evangelical Christian church known for charitable work. This parcel is the site for their Main Thrift Store and Adult Rehabilitation Center. Construction of the proposed underpasses on Madison Street and Jefferson Street would eliminate access to the existing Salvation Army lot. Currently, the Salvation Army has plans to move to a recently purchased location at 100 N. 9<sup>th</sup> Street.

The Planned Parenthood Springfield Health Center at 1000 E. Washington Street is a provider of sexual and reproductive health care, education, and information. Their services include family planning, abortion and birth control services, HIV and other STD testing, and men and women’s health services. The proposed project would displace the structure. There are comparable locations within the same vicinity for relocation of this facility, resulting in no effect. It could be relocated on the same block lot, or other vacant facilities that are available in the area.

The Preferred Alternative is anticipated to have a net positive effect on access and response times for emergency vehicles serving the Springfield communities once construction is complete (see Appendix B for correspondence from the Police and Fire Departments). By reducing the number of rail corridors through Springfield and by providing grade separations, the existing rail barriers will be minimized for improved emergency vehicle access and response times. Response time for emergency vehicles is expected to improve from decreased train delay times and improved roadway access as



**Exhibit 6-1. Community Facilities**

a result of improved roadway system linkage, elimination of the UP Railroad on the 3<sup>rd</sup> Street Corridor, construction of eight grade separations, and consolidation of UP and NS railroad traffic into one corridor. Police, fire, and emergency response times may be temporarily affected during construction. Coordination with public response agencies serving the project area would continue during construction to avoid and minimize disruptions to emergency response.

## 6.5 Community Impacts

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The miles of corridor with rail traffic passing through residential neighborhoods for each alternative is shown in Table 6-4.

**Table 6-4. Miles of Rail Corridor Through Residential Neighborhoods**

Alternative	Miles of Corridor in Residential Areas
No-Build	9.1
Preferred	5.4

The No-Build Alternative would involve the continued service of three existing rail corridors through Springfield, creating barriers with long train stoppages that generate noise and congestion; divide the city neighborhoods; isolate portions of the community; and increase safety concerns at crossings and force pedestrians into harm's way by trying to move around them.

The Preferred Alternative decreases the amount of rail corridor that extends through the residential neighborhoods of Springfield, decreasing the amount of noise impacts to communities by establishing Quiet Zones; improving congestion; and improving safety to communities by creating grade separations and eliminating unlimited pedestrian access across the tracks through road closures and fencing.

## 6.6 Access Changes

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The need to improve safety in the study area by eliminating the ability of pedestrians to cross the tracks throughout the rail corridor will be provided by street closures and exclusionary fencing along the Preferred Alternative. Each of the proposed street closures associated with the Preferred Alternative would result in changes in travel patterns and adverse travel (see Exhibit 5.3 of Volume II). Adverse travel is the additional distance individual vehicles or pedestrians would need to travel because the street is closed.

Of the proposed road closures, only a few are within environmental justice areas. Road closures along the Preferred Alternative are primarily in industrial areas where businesses would be displaced and moved to a new location, or where access would not require adverse travel. Adverse travel for these residents would be limited to no more than one block at the most. Adverse travel resulting from road closures is not a factor

for residents within the study area going shopping, or for emergency services, or access to public facilities in the study area since the primary east-west arterials are North Grand Avenue, Carpenter, Jefferson, Madison, Washington, Monroe, Laurel, and Ash Streets (see Appendix B for correspondence).

Abandonment of the 3<sup>rd</sup> Street Corridor and construction of new grade separations in 10<sup>th</sup> and 19<sup>th</sup> Streets would mitigate the delays due to adverse travel by eliminating delays due to trains blocking crossings. All locations within the combined 10<sup>th</sup> Street Corridor would be within 0.4 miles of a grade separation as opposed to 1.4 miles under the No-Build condition. Areas affected by street closures would see improved emergency vehicle access since the risk of crossings being blocked by trains would be eliminated on 3<sup>rd</sup> Street and dramatically reduced on both 10<sup>th</sup> Street and 19<sup>th</sup> Street.

#### Reservoir Street

Traffic using Reservoir Street would reroute one block north to North Grand Avenue where a grade separation would be constructed. The current Average Daily Traffic (ADT) on Reservoir Street is 900. The maximum adverse travel for any vehicle is 0.4 miles. There are no community facilities on Reservoir Street, and closure would not affect emergency vehicle access. Pedestrians wishing to travel east or west across the proposed UPRR would utilize the proposed North Grand Avenue grade separation, a maximum extra distance of one block.

#### Division Street

Traffic using Division Street would reroute two blocks to the north to North Grand Avenue where a grade separation would be constructed. The current ADT is 800. The maximum adverse travel for any vehicle is 0.6 miles. There are no community facilities on Division Street, and closure would not affect emergency vehicle access. Pedestrians wishing to travel east or west across the proposed UPRR would utilize the proposed North Grand Avenue grade separation, a maximum extra distance of two blocks.

#### Enterprise Street

Pedestrian and vehicular traffic using Enterprise Street would reroute three blocks to the north and use the proposed grade separation at North Grand Avenue or two blocks to the south to the at-grade crossing at Enos Street.

#### Miller/Reynolds Streets

Closing the at-grade rail crossing at Miller Street (Average Daily Traffic (ADT) =500) and Reynolds Street (ADT = 700) will likely divert that pedestrian and vehicular traffic to Carpenter Street (ADT = 7,700). All three of these streets pass through minority neighborhoods east of the 10th Street tracks and non-minority neighborhoods west of 10th Street. The effect of adverse travel to pedestrians in these nearby neighborhoods would be minor due to the unrestricted passageway provided by the proposed grade separation at Carpenter Street within one block from Miller and Reynolds Streets. The

increase in traffic on Carpenter Street will be the same in the non-minority neighborhoods as it is in the minority neighborhoods. There are no other locations where the proposed project will increase traffic in minority neighborhoods. The increase in traffic on Carpenter Street (primarily commercial) is offset by the corresponding decrease in traffic on Miller and Reynolds Streets (primarily residential). In addition, construction of an underpass at Carpenter Street will reduce traffic delays and congestion and improve traffic safety in the adjacent neighborhoods.

#### Adams Street

Vehicular and pedestrian traffic using Adams Street would be rerouted to the at-grade crossing of Washington Street one block to the north or Monroe Street one block to the south. The current ADT is 2,250. The maximum adverse travel would be 0.4 miles. The Sangamon County Complex, including county offices, courtrooms and jail is on the south side of Adams Street between 9<sup>th</sup> Street and the rail corridor. Visitor parking is west of 9<sup>th</sup> Street. Employee parking is on the east side of the rail corridor. Some employees would have a longer (up to 600 feet) walk from their parking to the county building. There are no other critical community facilities on Adams Street, and closure would not affect emergency vehicle access.

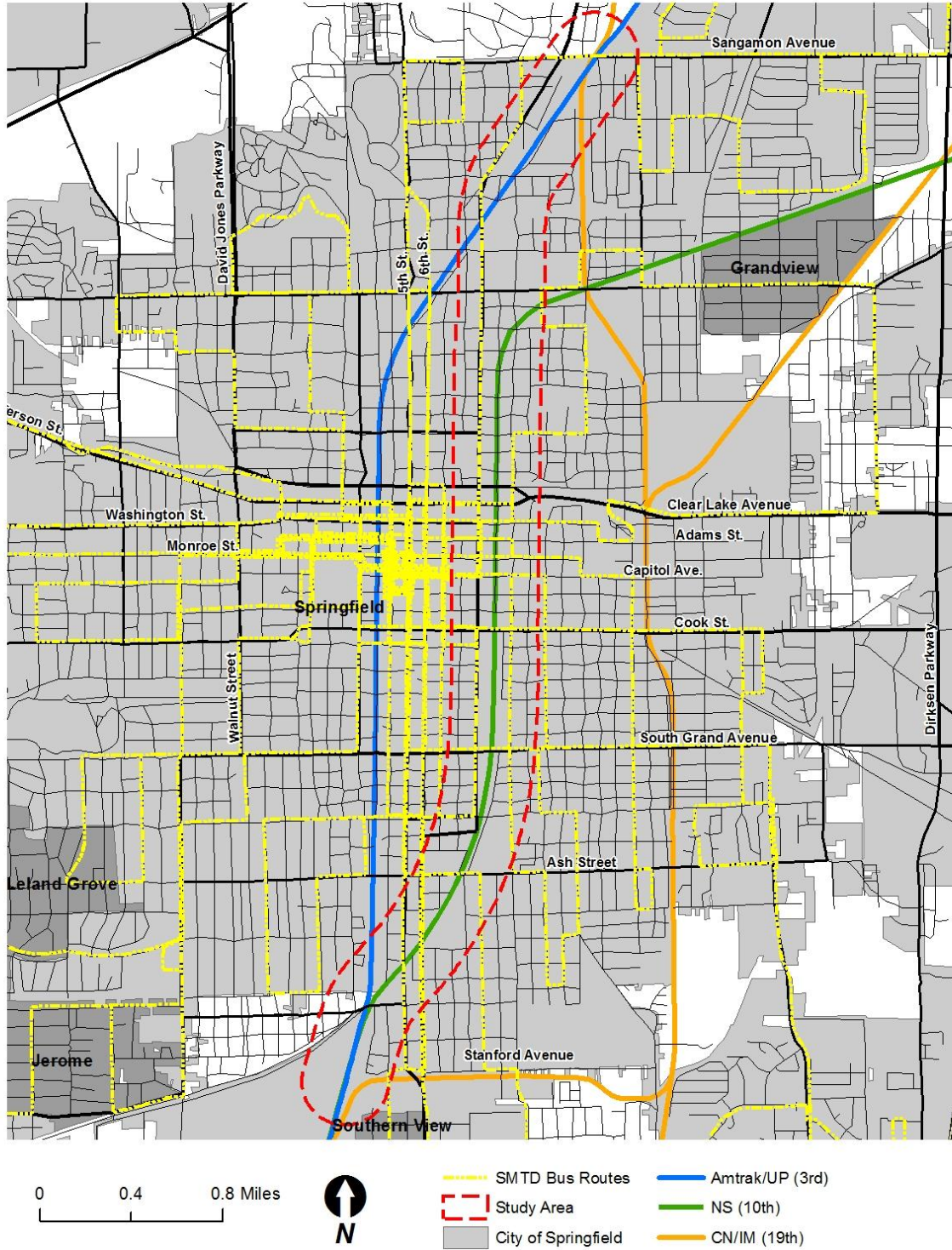
#### Jackson Street

Pedestrian and vehicular traffic using Jackson Street would be rerouted one block to the north of the Capitol Avenue at-grade crossing or two blocks to the south to the Cook Street grade separation. The current ADT is 350. The maximum adverse travel for pedestrians and vehicles would be 0.4 miles. There are no critical community facilities on Jackson Street in this area, and closure would not affect emergency vehicle access.

Public transit routes in Springfield currently use the following streets to access both sides of the 10<sup>th</sup> Street railroad tracks (Preferred Alternative) (see Exhibit 6-2):

- Sangamon Avenue
- Jefferson Street
- Washington Street
- Adams Street
- Monroe Street
- Capitol Avenue
- Cook Street
- South Grand Avenue
- Ash Street
- 6<sup>th</sup> Street
- 5<sup>th</sup> Street

All of these crossings may serve minority and low-income communities of concern, however only the Adams Street crossing is proposed to be closed by the Preferred Alternative for the new station location. Transit service will remain on the streets directly one block north and south of Adams Street. This location is also within the downtown business district and not within a residential area. Therefore, any change in routing is not anticipated to have a negative impact on any communities of concern.



**Exhibit 6-2. Springfield Bus Routes**

## CONCLUSION

The following effects by the Preferred Alternative to communities, access, and public services and facilities are:

- Relocation of three public services and facilities - the Illinois EPA, the Salvation Army, and Planned Parenthood.
- Increase of rail traffic through 5.2 miles of residential areas.
- Adverse travel for vehicular and pedestrian traffic due to the closure of seven at-grade crossings at the streets of Reservoir, Division, Enterprise, Miller, Reynolds, Adams and Jackson.

Minority populations are known to occur in these residential and commercial areas served by the three public facilities and existing at-grade crossings. Nearby property appears to be available for the three public facilities. The Salvation Army currently has plans to move to a new location at 100 N. 9th Street independently of this project. Therefore, displacing these establishments would result in only temporary impacts to the Environmental Justice areas until the relocation of these facilities is established.

Abandonment of the 3<sup>rd</sup> Street Corridor and construction of new grade separations in 10<sup>th</sup> and 19<sup>th</sup> streets would mitigate the delays resulting from adverse travel by eliminating delays due to trains blocking crossings. Locations within the combined 10<sup>th</sup> Street corridor would be within 0.4 miles of a grade separation as opposed to 1.4 miles under the No-Build Alternative. Even those areas affected by street closures would see improved emergency vehicle access since the risk of crossings being blocked by trains would be eliminated on 3<sup>rd</sup> Street and reduced on both 10<sup>th</sup> Street and 19<sup>th</sup> Street. Access would be provided to all businesses and residences that remain.

The Preferred Alternative would pass through or are adjacent to the Springfield neighborhoods of Pillsbury, Downtown Springfield, Pioneer Park, Mather and Wells, Iles Park, Grand Improvement, Harvard Park, and Springfield South Corridor (see Exhibit 5-1). Consolidating UP rail traffic onto the 10<sup>th</sup> Street Corridor is not expected to result in adverse disruption and further division of these communities. Rail traffic has long existed on the 10<sup>th</sup> Street Corridor, and the proposed action, while accommodating the predicted increase in rail traffic, would remain on an existing rail alignment.

Positive impacts to the Springfield communities and neighborhoods would result from the elimination of 32 at-grade crossings, improvements to remaining at-grade crossings, and the elimination of train horn blowing. Benefits from these actions center on increased safety and general noise reduction city-wide. New grade separations would increase safety not only for vehicular traffic but also pedestrians traveling across these railroad crossing locations. Safety would also increase for vehicular and pedestrian traffic from proposed improvements to at-grade crossings remaining along the 10<sup>th</sup> and 19<sup>th</sup> Street corridors, due to fencing along the railroad right-of-way and four quadrant gates at crossings to prohibit vehicles from entering during train crossings. The

proposed at-grade crossing treatments would support elimination of blaring noise from train horns traveling through the city's communities.

## **6.7 Public Participation**

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EO 12898 requires federal agencies to work to ensure greater public participation in the decision-making process. In addition, CEQ guidance suggests that federal agencies should acknowledge and seek to overcome linguistic, cultural, institutional, geographic, and other barriers to meaningful participation.

Public participation has been a key element of the Springfield Rail Improvements Project. The study team worked to connect with the project's interested and impacted parties through a variety of communications and outreach tactics. The public has been educated and informed about the project's process, activities and findings. The team has maintained a website, written and distributed newsletters, sent out email broadcasts, circulated kiosk displays, and facilitated community presentations. Key stakeholders and their constituents in the project area were also directly engaged through a series of stakeholder interviews and the formation of four advisory groups. The advisory groups have met five times through the study.

Direct engagement of the general public has also been a critical component of the project team's public involvement efforts. The project has had two public open houses, each of which were attended by about 300 people and a public hearing attended by about 225 people. These public meetings provided a means to both inform the public and solicit its input at key milestones in the project. The project also included additional tools to gain public input, including a project email, a telephone hotline, and the maintenance of a direct mail repository.

### **6.7.1 Stakeholder Interviews**

The project team identified stakeholders' input to learn about community issues that could impact the project and to gain insights on effective public outreach and participation activities. The team conducted 17 key informant interviews with municipal, business and community stakeholders, including minority groups. These meetings introduced stakeholders to the project; obtained their initial thoughts on the project; and helped the team become aware of key issues, opportunities, and the best methods to engage constituents.

### **6.7.2 Stakeholder Advisory Groups**

Four distinct stakeholder groups were identified and formed corresponding advisory committees: Business, Community, Medical and Public Officials. Fifteen representatives from the area chamber of commerce, local businesses, and professional trade organizations came together to form the Business Advisory Group. The Community Advisory Group consists of 20 members serving on behalf of 15 neighborhood associations, a bicycle/pedestrian advocacy group, and several civic and minority faith-based organizations. Delegates from the region's largest health care providers participate in the Medical Advisory Group. Lastly, the Public Officials Advisory Group



includes elected officials such as city aldermen, county board members, and state and federal representatives, as well as agents from the regional planning commission, park district, and mass transit district.

All four advisory groups have convened five times since the beginning of the study (February 2010, April 2010, November 2010, August 2011 and June 2012). Advisory group members serve as liaisons between the study team and their respective constituencies. They also provide guidance on the best ways to attain public input.

### **6.7.3 Communications, Outreach, and Engagement**

#### Website

A comprehensive project website that contains information on every aspect of the project as well as meeting summaries, a presentation calendar, and information presented at the open houses. The project website has had more than 14,000 visits since it was launched in April 2010.

#### Newsletters

Project newsletters are another means of communicating with the public. Three newsletters have been written and distributed. The first newsletter served as an introduction to the project and advertised the first open house. The second newsletter reported on public input results from the first open house. The third newsletter provided an update on the project and announced the second open house. The newsletters are distributed to approximately 2,800 people and are also sent via email to a list of about 500 individuals. This same email list has received additional e-broadcasts about open houses and website updates.

#### Email & Mail Correspondence

The project also has an email account that is checked daily and has received 50 emails to date. The nature of the email messages range from presentation requests to comments regarding the proposed alternatives. Messages are logged in a database and responded to as necessary. Additionally, the project has received twelve letters from individuals, businesses, and organizations, representing the interests of neighborhoods, property owners, professional associations, businesses, and the Mid-Illinois Medical District.

#### Community Presentations

Since the project's onset, the project team has made 29 community presentations, reaching more than 1,100 people (see Table 6-6). Presentations have been hosted by neighborhood associations, minority faith-based groups, the local school district, and civic, trade, and professional organizations. By going into the community to share project information, answer questions and obtain feedback, the project gained exposure to a wider audience of constituents than those who would normally self-select to attend project meetings. Environmental communities were engaged and included in the public involvement efforts for the project overall.

### Informational Kiosks

The project team also created four large-scale display kiosk that changed locations about every 6-8 weeks. The kiosks' eight panels described the project's purpose and background, timeline, current and future rail conditions, and how to get involved. Beginning in April 2010, the kiosks were displayed at various locations in and around the study area, including local hospitals, civic and municipal buildings, churches, and shopping malls.

**Table 6-5 Community Presentations**

<b>ORGANIZATION</b>	<b>DATE</b>	<b>APPROX. NUMBER ATTENDED</b>
1. Regional/Urban Design Assistance Team	02/26/10	8
2. Faith Coalition for the Common Good (Steering Committee)	03/15/10	4
3. Regional Planning Commission	03/17/10	25
4. IDOT Teamsters	03/19/10	450
5. Hawthorne Place Neighborhood Association	03/24/10	28
6. Union Baptist Church	03/25/10	35
7. Greater Springfield Chamber of Commerce (Board of Directors)	03/29/10	35
8. Springfield Area Transportation Study	04/01/10	25
9. Randall Court Neighborhood Association	04/06/10	9
10. Pillsbury Mills Neighborhood Association	04/07/10	10
11. Springfield Area Transportation Study Policy Committee	04/08/10	20
12. Pioneer Park Neighborhood Association	04/12/10	8
13. Harvard Park Neighborhood Association	04/14/10	55
14. Springfield School District	04/19/10	65
15. Sacred Heart Griffin High School	04/28/10	8
16. Enos Park Neighborhood Improvement Association	05/11/10	35
17. Rotary Club	05/19/10	30
18. City of Springfield Community Relations Commission	05/20/10	10
19. Lincoln Park Neighborhood Association	05/20/10	22
20. American Institute of Architects	06/02/10	14
21. Capital Area Association of Realtors	06/22/10	13

#### 6.7.4 Public Open Houses

The project's two public open houses and public hearing corresponded with: 1) an initial discussion of the project's purpose and needs, and 2) the development of preliminary alternatives. These interactive sessions have given interested citizens and stakeholders opportunities to examine detailed project information and to share their corridor preferences and concerns. They have also provided settings for residents to meet with and ask questions of the project team.

The first open house was held on Tuesday, April 20, 2010 and had more than 290 people in attendance. Meeting notices in the form of letters, flyers and posters were sent to all four stakeholder advisory groups, elected officials, and approximately 120 area churches. The first newsletter included the open house announcement and a postcard was sent as an email-broadcast. The website's home page and Facebook page also featured event announcements. Radio advertisements ran on WMAY, WTAX, WFMB, and WUIS along with newspaper ads in *The Illinois Times*, *Springfield Business Journal*, *Capital City Courier* and *Pure News*. A press advisory was distributed to local media contacts and generated an interview on WMAY the day before the open house and an article in *The State Journal Register* the day of the meeting. The four kiosks displayed open house flyers and were located at Memorial Hospital, Prairie Capital Convention Center, the City's Municipal Building, and the Central Library. Additionally, door hangers were distributed to residences located immediately adjacent to the three existing rail corridors.

At the first open house, participants learned about the project's purpose and need, technical activities and engagement process as well as shared their community values, concerns and desires with the project team. To capture public input, project attendees were asked to complete a comment form and to visit a public input station where they could post their thoughts about the project for all to see. A total of 108 comment forms were completed. Respondents, 86 percent of whom were city residents, indicated that they found the open house to be well planned and worth their time.

The study's second open house was held on Tuesday, November 16, 2010 and was attended by 309 citizens. The main purpose of this open house was to:

- Present the alternatives for accommodating increasing rail traffic;
- Share the evaluation factors in the alternative selection process; and
- Obtain public input on which alternative would best serve Springfield.

The open house was announced in the project's third newsletter and was mailed to approximately 2,800 people. Advisory groups members were sent letters and an email message; flyers were mailed to elected officials; approximately 120 area churches were sent posters; and an announcement was sent to 500 people via an e-broadcast. The project's website and Facebook page were updated with an open house notice. Radios ads ran on WMAY, WTAX, WFMB, and WUIS. Newspaper ads were featured in *The Illinois Times*, *Springfield Business Journal*, and *Capital City Courier*. Flyers were made available on the project's kiosks, which were located at the County Municipal Building,

Springfield Art Association, Abundant Faith Christian Center and Pilgrim Rest Missionary Baptist Church. Additionally, the Faith Coalition for the Common Good circulated an email to its 200 members; St. John's Hospital notified its 3,600 employees; and Memorial Hospital included an announcement in its newsletter to 4,500 employees. Earned media included an article in *The State Journal-Register* and a radio interview with WTAX, both the day before the open house.

Attendees were encouraged to visit 12 stations, three of which featured information on the proposed alternatives for accommodating rail traffic. The other stations featured: project information; historic structures; noise and vibration; corridor redevelopment opportunities; land acquisition process; high-speed rail; non-viable alternatives; railroad safety; and public engagement. The alternative stations displayed descriptions, maps and technical comparisons based on evaluation factors such as traffic delays, expected crash frequency and estimated displacements. These three stations represented variations of the following alternatives:

- Double track 3<sup>rd</sup> Street;
- Shift 3<sup>rd</sup> Street rail traffic to 10<sup>th</sup> Street; and
- Shift 3<sup>rd</sup> Street and 19<sup>th</sup> Street rail traffic to 10<sup>th</sup> Street.

A total of 233 comment forms were received – 199 at the open house, 31 via the project's website and three via mail and electronic mail.

In order to inform, educate, and engage with the project's interested and impacted parties, Springfield employed a multitude of communications and outreach tools. The various tools often complement one another, and the total combination of methods has helped to maximize public outreach and engagement efforts. From the onset, public input has been regarded as a key element to the project's success. Comments received from the public during the public involvement process which pertain to Environmental Justice issues include the perception that the project would further divide the west side of Springfield from the east side and concerns of displaced residences.

## 7.0 Conclusions

The following table summarizes the conclusions of this Environmental Justice analysis regarding the presence of communities of concern, as Environmental Justice areas, identified adverse effects to Environmental Justice populations, identified beneficial effects to Environmental Justice populations, identified whether adverse impacts are disproportionately borne by Environmental Justice populations, identified appropriate mitigation for adverse effects, and summarized coordination and outreach activities.

**Table 7-1. Environmental Justice Analysis Summary**

Communities of Concern	<ul style="list-style-type: none"> <li>• Racial minorities in the study area - 75 of 325 blocks having greater than 50 percent minorities consisting predominantly of black or African American race. Percent racial minority of the study area is 36 percent compared to 24 percent in Springfield.</li> <li>• Minority and low income populations are identified in the study area and within the project area.</li> </ul>
Adverse Effects	<ul style="list-style-type: none"> <li>• Residential displacements – 23 of 113 (20 percent) occur in blocks having greater than 50 percent racial minorities.</li> <li>• Commercial displacements – 5 of 50 (10 percent) are estimated to be minority-owned and employ an estimated 10 employees total of unknown race.</li> <li>• Public facilities/agencies displaced: Illinois EPA, Salvation Army, and Planned Parenthood.</li> <li>• Adverse travel of a maximum of 0.6 mile for motorists would occur at Reservoir Street, Division Street, Enterprise Street, Miller Street, Reynolds Street, Adams Street, and Jackson Street.</li> <li>• Adverse travel up to no greater than one block for residents affected by proposed road closures.</li> <li>• Adverse travel for pedestrians no longer allowed unlimited access across tracks used to access neighborhoods and communities in and along the study area.</li> <li>• Potential temporary affects to police, fire and emergency response times during construction.</li> </ul>

<p>Disproportionate Adverse Impacts to EJ Populations</p>	<ul style="list-style-type: none"> <li>• No disproportionate adverse impacts were identified after review of all impacts to resource and issue categories assessed in the Volume II document. The adverse effects to communities of concern identified in this analysis do not appear to be disproportionate when considering the magnitude of the existing congested and unsafe conditions in the project study area as well as the degree of benefits to the communities of concern resulting from project implementation.</li> </ul>
<p>Beneficial Impacts to EJ Populations</p>	<ul style="list-style-type: none"> <li>• Elimination of 3<sup>rd</sup> Street train traffic, vehicular traffic delays and overall congestion.</li> <li>• Improved safety conditions for all pedestrians and motorists in the study area: elimination of 32 at-grade crossings and safety improvements to remaining at-grade crossings; and new grade separations and fencing eliminates unsafe, unlimited pedestrian access points across track.</li> <li>• Net positive effect on access and response times for emergency, fire and police responders due to grade separations and the elimination of the 3<sup>rd</sup> Street rail corridor.</li> <li>• Creation of quiet zones by eliminating train horn noise for all residents, businesses, and community facilities occurring along the 3<sup>rd</sup> Street, 10<sup>th</sup> Street, and 19<sup>th</sup> Street corridors.</li> <li>• Indirect economic and employment benefits from the planned multimodal facility on the 10<sup>th</sup> Street corridor.</li> </ul>
<p>Coordination/Outreach Activities</p>	<ul style="list-style-type: none"> <li>• 17 stakeholder interviews.</li> <li>• 4 Stakeholder Advisory Groups including the Community Advisory Group which represented local neighborhood associations and several civic and minority organizations.</li> <li>• Project website.</li> <li>• 3 project newsletters were distributed to about 2,800 people by mail and about 500 people by e-mail.</li> <li>• E-mail and mail correspondence for comments and questions.</li> <li>• 29 community presentations reaching more than 1,100 people and included locations at neighborhood associations, minority</li> </ul>

	<p>faith-based groups, the local school district, and civic organizations.</p> <ul style="list-style-type: none"> <li>• 4 informational kiosks at various locations in and around the project area.</li> <li>• 2 public open houses and 1 public hearing.</li> </ul>
Mitigation Measures	<ul style="list-style-type: none"> <li>• Improvements at remaining at-grade crossings and construction of new grade separations would offset adverse impacts from road closures along the 10th Street corridor by allowing unrestricted pedestrian and vehicular passage at grade separations during the presence of freight and passenger rail traffic, and increased safety from new quad-gate at-grade crossings.</li> <li>• Displaced persons and businesses would receive just compensation and relocation assistance for property acquisitions</li> <li>• Compensation and relocation assistance would be given to the three public facilities/agencies that would be displaced. Adequate replacement property appears to be available nearby for the Illinois EPA and Planned Parenthood. The Salvation Army plans to move to a recently purchased location independent of this project.</li> <li>• Coordination with public response agencies serving the project area during construction to avoid and minimize disruptions to emergency response.</li> <li>• Providing access to all businesses and residences that are not displaced.</li> <li>• Mitigation for adverse travel from the elimination of access by constructing grade separations and fencing: installation of sidewalks, lighting, landscaping, kiosks, bus station amenities and pedestrian overpasses at grade separations.</li> </ul>

Considerations regarding environmental justice as required by Executive Order 12898, and the U.S. DOT Order, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” have been reviewed. Minority and low-income populations are known to occur within the Preferred Alternative study area based on the 2010 Census data. Railroad traffic currently exists within each of the three

existing railroad corridors. The 10<sup>th</sup> Street (NS) rail line passes through more non-minority than minority communities, and through more non-low-income than low-income communities, so the impacts from the Preferred Alternative are not disproportionate from that perspective as compared to the No-Build Alternative.

Title VI of the Civil Rights Act of 1964 addresses discrimination issues associated with federally funded projects. No groups or individuals have been excluded from participation in public involvement activities, denied the benefit of the project or subjected to discrimination in any way on the basis of race, color, age, sex, national origin, disability or religion.

Alternatives screening compared the number of census blocks/tracts containing over 50 percent minority or low-income populations which allowed identified communities of concern and for a probability of Environmental Justice impacts for each alternative

The Preferred Alternative includes adverse human health and environmental effects, however the benefits that are provided by the Preferred Alternative are of a magnitude that exceeds the adverse impacts to the Environmental Justice population within the project's study area.

The public participation process has ensured the full and fair participation of all potentially affected communities in the transportation decision-making process.

The relocation of the 3<sup>rd</sup> Street Corridor to the 10<sup>th</sup> Street Corridor under the Preferred Alternative would encourage potential opportunities for commercial expansion and development of businesses around the Medical District along 3<sup>rd</sup> Street. Other opportunities would also be possible along the abandoned 3<sup>rd</sup> Street Corridor, such as a city-wide pedestrian/bike path or parkway for additional green space. This enhancement to the community could provide the opportunity for businesses to cater to needs of additional visitors to the Downtown area and the Lincoln sites. In addition, a multimodal facility, consisting of a train station and transit hub for buses and taxi service, has been planned by Springfield for the 10<sup>th</sup> Street Corridor. This facility is intended to provide services and jobs to Springfield's east side. This complex is proposed to be constructed on about four city blocks and may contain restaurants, shops, office space, a daycare facility, meeting rooms, and parking. This facility conforms to Springfield's Downtown Redevelopment Plan and Springfield's 2030 Comprehensive Plan.

Comparable housing for the displaced residents is available within close proximity to the railroad corridor. Available space is also within close proximity for businesses which choose to relocate in the same vicinity.

Positive impacts to Springfield, the communities of concern and neighborhoods would result from the elimination of 32 at-grade crossings, improvements to remaining at-grade crossings, and the elimination of train horn blowing. Benefits from these actions center on increased safety, reduced delays and general noise reduction city-wide. New grade separations would increase safety not only for vehicular traffic but also



pedestrians traveling across these railroad crossing locations. Safety would also increase for vehicular and pedestrian traffic from proposed improvements to at-grade crossings remaining along the 10<sup>th</sup> and 19<sup>th</sup> Street Corridors. The proposed at-grade crossing treatments would support elimination of blaring noise from train horns traveling through Springfield's communities.

The Preferred Alternative will provide the creation of quiet zones throughout the city that will greatly enhance the livability with the reduction of noise for all residents. Safety will also be enhanced for motorists, bicyclists and pedestrians by constructing nine grade separations on the most highly traveled roadways. The remaining streets will have four-quadrant railroad crossing gates so that access across the track is secured while trains are present. The construction of the nine grade separations and the abandonment of the 3<sup>rd</sup> Street tracks will greatly reduce delay times for traffic traveling east or west through Springfield.

Consolidating UP rail traffic onto the 10th Street Corridor would result in adverse disruption to communities of concern, in that unlimited access across the track would no longer exist in the study area and road closures would cut off access. Rail traffic has long existed on the 10th Street Corridor, and the proposed action, while accommodating the predicted increase in rail traffic, would remain on an existing rail alignment except for the section between Ridgely Avenue and Phillips Street. Improvements at remaining at-grade crossings and construction of new grade separations would offset adverse impacts from road closures along the 10th Street corridor by allowing unrestricted pedestrian and vehicular passage at grade separations during the presence of freight and passenger rail traffic, and increased safety from new quad-gate at-grade crossings. All seven road closures would be within one block of a grade separation or at-grade crossing except for a two-block distance at Division and Enterprise Streets, which are located at the junction of the NSRR and proposed UPRR.

Therefore, because the benefits to communities of concern in the project area were determined to outweigh the adverse effects to these communities, no disproportionately high and adverse human health and environmental effects are anticipated to result from implementation of the project.

## **8.0 Resources**

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Civil Rights Restoration Act of 1987 :

[http://www.fhwa.dot.gov/environment/environmental\\_justice/facts/restoration\\_act.cfm](http://www.fhwa.dot.gov/environment/environmental_justice/facts/restoration_act.cfm)

Environmental Justice at Department of Transportation:

[http://www.fhwa.dot.gov/environment/environmental\\_justice/ej\\_at\\_dot/order\\_56102a/](http://www.fhwa.dot.gov/environment/environmental_justice/ej_at_dot/order_56102a/)

Executive Order 12898: Environmental Justice

<http://www.archives.gov/federal-register/executive-orders/pdf/12898.pdf>

Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency:

<http://www.justice.gov/crt/about/cor/Pubs/eolep.php>

National Environmental Policy Act :

[http://www.epa.gov/compliance/ej/resources/policy/ej\\_guidance\\_nepa\\_ceq1297.pdf](http://www.epa.gov/compliance/ej/resources/policy/ej_guidance_nepa_ceq1297.pdf)

Title VI of the Civil Rights Act of 1964 :

<http://www.justice.gov/crt/about/cor/coord/titlevistat.php>

Title VI Regulation 49 C.F.R 21:

<http://www.gpo.gov/fdsys/pkg/CFR-1999-title49-vol1/xml/CFR-1999-title49-vol1-part21.xml>

Uniform Relocation Assistance and Real Property Acquisition Act of 1970:

<http://www.fhwa.dot.gov/realestate/ua/index.htm>

U.S. DOT Order 5610.2 (a): Environmental Justice:

[http://www.fhwa.dot.gov/environment/environmental\\_justice/ej\\_at\\_dot/order\\_56102a/](http://www.fhwa.dot.gov/environment/environmental_justice/ej_at_dot/order_56102a/)

Appendix A

**2010 Census Tract and Block Data**

**Table A-1. Racial and Ethnic Minorities within the Study Area by Block**

Tract	Block	Total Population													Ethnicity		
			White	%	Black or African American	%	American Indian & Alaskan Native	%	Asian American	%	Native Hawaiian & Other Pacific Islander	%	Other	%	Total Minority (%)	Hispanic or Latino	%
001800	1022	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
000503	5011	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
000503	4004	70	50	71	20	29	0	0	0	0	0	0	0	29	0	0	
001800	1023	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
001500	1002	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
000900	1031	30	29	97	0	0	0	0	0	0	0	1	3	3	0	0	
000900	1012	28	15	54	8	29	0	0	0	0	0	5	18	46	4	14	
000800	1001	42	28	67	10	24	1	2	0	0	0	3	7	33	2	5	
000800	1021	50	29	58	17	34	0	0	0	0	0	4	8	42	0	0	
000800	1017	59	17	29	37	63	0	0	0	0	0	5	8	71	5	8	
000800	1025	22	6	27	16	73	0	0	0	0	0	0	0	73	0	0	
002801	1029	19	17	89	2	11	0	0	0	0	0	0	0	11	0	0	
002801	1002	11	10	91	1	9	0	0	0	0	0	0	0	9	0	0	
001800	2036	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
001800	2048	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
002600	4009	63	41	65	13	21	0	0	0	0	0	9	14	35	1	2	
001400	1040	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
002801	1031	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
001800	2044	63	53	84	9	14	0	0	0	0	0	1	2	16	0	0	
000501	1012	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
000400	1020	16	13	81	3	19	0	0	0	0	0	0	0	19	0	0	
002200	2009	85	74	87	8	9	0	0	0	0	0	3	4	13	0	0	
000900	1036	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
001400	1025	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
001800	1010	2	0	0	1	50	0	0	0	0	0	1	50	100	1	50	
001500	1008	69	53	77	15	22	1	1	0	0	0	0	0	23	0	0	
000800	3004	75	7	9	64	85	0	0	0	0	0	4	5	91	0	0	
001400	1038	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
001800	1012	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
001700	1026	4	4	100	0	0	0	0	0	0	0	0	0	0	0	0	
001700	1005	3	2	67	0	0	0	0	0	0	0	1	33	33	1	33	
001700	1002	18	1	6	15	83	0	0	0	0	0	2	11	94	1	6	
001800	1020	13	8	62	5	38	0	0	0	0	0	0	0	38	0	0	
001800	2028	25	12	48	6	24	0	0	0	0	0	7	28	52	0	0	







Tract	Block	Total Population	Race Population												Ethnicity		
			White	%	Black or African American	%	American Indian & Alaskan Native	%	Asian American	%	Native Hawaiian & Other Pacific Islander	%	Other	%	Total Minority (%)	Hispanic or Latino	%
002300	1022	24	4	17	16	67	0	0	0	0	0	0	4	17	83	0	0
002300	1023	47	18	38	25	53	0	0	0	0	0	0	4	9	62	0	0
000503	5006	2	2	100	0	0	0	0	0	0	0	0	0	0	0	0	0
000400	1025	1	1	100	0	0	0	0	0	0	0	0	0	0	0	0	0
000503	5001	3	1	33	1	33	0	0	0	0	0	0	1	33	67	0	0
001700	1025	24	3	13	19	79	0	0	0	0	0	0	2	8	88	0	0
001800	2023	23	12	52	8	35	0	0	0	0	0	0	3	13	48	0	0
001500	1028	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
001800	2031	3	1	33	2	67	0	0	0	0	0	0	0	0	67	0	0
001800	2024	35	26	74	9	26	0	0	0	0	0	0	0	0	26	2	6
001800	2027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
001700	1021	6	6	100	0	0	0	0	0	0	0	0	0	0	0	0	0
001700	1013	29	1	3	28	97	0	0	0	0	0	0	0	0	97	0	0
002300	2005	8	8	100	0	0	0	0	0	0	0	0	0	0	0	0	0
002300	3015	76	36	47	18	24	0	0	6	8	0	0	16	21	53	6	8
002300	2004	117	57	49	52	44	0	0	0	0	0	0	8	7	51	0	0
000100	3064	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
000400	3053	20	20	100	0	0	0	0	0	0	0	0	0	0	0	0	0
000400	1010	26	26	100	0	0	0	0	0	0	0	0	0	0	0	0	0
000503	4003	36	19	53	17	47	0	0	0	0	0	0	0	0	47	0	0
000503	4009	151	138	91	7	5	0	0	0	0	0	0	6	4	9	1	1
000503	5013	33	32	97	0	0	0	0	0	0	0	0	1	3	3	0	0
000503	5002	22	18	82	4	18	0	0	0	0	0	0	0	0	18	0	0
000400	1017	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
000503	5020	24	23	96	1	4	0	0	0	0	0	0	0	0	4	0	0
000900	2002	63	36	57	21	33	1	2	0	0	0	0	5	8	43	4	6
000900	1030	5	5	100	0	0	0	0	0	0	0	0	0	0	0	0	0
000900	1010	14	14	100	0	0	0	0	0	0	0	0	0	0	0	0	0
000900	1018	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
000900	1006	68	48	71	18	26	0	0	0	0	0	0	2	3	29	2	3
000900	1005	36	28	78	6	17	0	0	0	0	0	0	2	6	22	0	0
001800	1011	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
000900	2001	4	3	75	0	0	0	0	0	0	0	0	1	25	25	0	0
000400	1023	16	11	69	5	31	0	0	0	0	0	0	0	0	31	0	0
001400	1039	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
001400	1024	295	116	39	169	57	0	0	1	0	0	0	9	3	61	12	4



Tract	Block	Total Population	Race Population												Ethnicity		
			White	%	Black or African American	%	American Indian & Alaskan Native	%	Asian American	%	Native Hawaiian & Other Pacific Islander	%	Other	%	Total Minority (%)	Hispanic or Latino	%
000900	1034	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
000800	3006	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
001500	1027	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
002801	1023	71	66	93	1	1	0	0	0	0	0	4	6	7	0	0	0
001800	2046	78	59	76	16	21	0	0	0	0	0	3	4	24	0	0	0
002600	3002	74	63	85	8	11	0	0	0	0	0	3	4	15	0	0	0
000400	3046	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
001800	2047	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
000100	3066	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
000900	1021	85	26	31	58	68	0	0	0	0	0	1	1	69	3	4	0
000900	1026	10	10	100	0	0	0	0	0	0	0	0	0	0	0	0	0
000800	1018	60	13	22	39	65	0	0	0	0	0	8	13	78	0	0	0
000400	1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
000503	4005	37	26	70	7	19	0	0	0	0	0	4	11	30	0	0	0
000503	5007	31	25	81	3	10	0	0	1	3	0	2	6	19	0	0	0
001400	1001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
001400	1010	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
001400	1026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
001500	1011	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
001800	2037	37	20	54	15	41	0	0	0	0	0	2	5	46	0	0	0
001800	2002	3	0	0	0	0	0	0	0	0	0	3	100	100	0	0	0
001800	2001	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
001800	2012	17	1	6	15	88	0	0	0	0	0	1	6	94	0	0	0
001800	2013	22	14	64	8	36	0	0	0	0	0	0	0	36	0	0	0
001800	2030	51	22	43	22	43	0	0	0	0	0	7	14	57	4	8	0
001700	1033	35	9	26	26	74	0	0	0	0	0	0	0	74	0	0	0
001700	1019	19	9	47	10	53	0	0	0	0	0	0	0	53	4	21	0
001700	1032	41	9	22	26	63	3	7	0	0	0	3	7	78	0	0	0
002300	2007	64	35	55	29	45	0	0	0	0	0	0	0	45	1	2	0
000900	1009	1	1	100	0	0	0	0	0	0	0	0	0	0	0	0	0
002200	2000	100	88	88	5	5	0	0	1	1	0	6	6	12	2	2	0
002200	2002	15	12	80	3	20	0	0	0	0	0	0	0	20	3	20	0
001800	2051	40	39	98	0	0	0	0	1	3	0	0	0	3	0	0	0
002802	2016	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
002700	2002	153	119	78	24	16	0	0	2	1	0	8	5	22	2	1	0
000400	1015	32	30	94	1	3	0	0	0	0	0	1	3	6	2	6	0

Tract	Block	Total Population	Race Population												Ethnicity		
			White	%	Black or African American	%	American Indian & Alaskan Native	%	Asian American	%	Native Hawaiian & Other Pacific Islander	%	Other	%	Total Minority (%)	Hispanic or Latino	%
000400	3043	1	0	0	0	0	0	0	0	0	0	1	100	100	0	0	
000400	4002	29	21	72	6	21	0	0	1	3	0	0	1	3	28	0	0
001500	1029	16	0	0	16	100	0	0	0	0	0	0	0	100	0	0	
001500	1035	4	0	0	4	100	0	0	0	0	0	0	0	100	0	0	
001700	1007	19	9	47	10	53	0	0	0	0	0	0	0	53	1	5	
001800	1025	32	10	31	17	53	0	0	0	0	0	5	16	69	5	16	
000800	1007	31	11	35	20	65	0	0	0	0	0	0	0	65	0	0	
001400	1035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
002801	1032	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
002801	1026	3	3	100	0	0	0	0	0	0	0	0	0	0	0	0	
002801	1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
000900	1002	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
000503	5016	52	43	83	8	15	0	0	0	0	0	1	2	17	0	0	
000900	2006	223	124	56	87	39	1	0	0	0	0	11	5	44	5	2	
000900	1014	24	6	25	14	58	3	13	0	0	0	1	4	75	0	0	
000800	1005	51	17	33	26	51	1	2	0	0	0	7	14	67	5	10	
000900	1020	73	22	30	50	68	0	0	0	0	0	1	1	70	1	1	
000900	1032	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
000503	4000	30	26	87	4	13	0	0	0	0	0	0	0	13	4	13	
000503	4008	83	68	82	4	5	0	0	2	2	0	9	11	18	2	2	
002600	4003	25	19	76	4	16	0	0	0	0	0	2	8	24	0	0	
000503	5000	3	3	100	0	0	0	0	0	0	0	0	0	0	0	0	
001800	2011	42	21	50	20	48	0	0	0	0	0	1	2	50	0	0	
001800	2014	75	28	37	33	44	0	0	0	0	0	14	19	63	0	0	
002300	1003	33	5	15	27	82	0	0	0	0	0	1	3	85	0	0	
002300	1005	15	11	73	4	27	0	0	0	0	0	0	0	27	0	0	
002300	1035	33	14	42	18	55	0	0	0	0	0	1	3	58	0	0	
002300	1016	22	8	36	14	64	0	0	0	0	0	0	0	64	0	0	
002300	1015	11	3	27	6	55	1	9	0	0	0	1	9	73	1	9	
001800	2035	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
002600	4014	53	41	77	4	8	0	0	0	0	0	8	15	23	0	0	
002600	3004	60	54	90	3	5	0	0	2	3	0	1	2	10	0	0	
002300	3020	36	23	64	7	19	0	0	0	0	0	6	17	36	0	0	
002300	3016	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
002300	3018	80	74	93	4	5	0	0	0	0	0	2	3	8	3	4	
002300	3014	79	66	84	12	15	0	0	0	0	0	1	1	16	0	0	



Tract	Block	Total Population	Race Population												Ethnicity		
			White	%	Black or African American	%	American Indian & Alaskan Native	%	Asian American	%	Native Hawaiian & Other Pacific Islander	%	Other	%	Total Minority (%)	Hispanic or Latino	%
001500	1006	41	24	59	16	39	0	0	0	0	0	0	1	2	41	0	0
000900	1025	51	34	67	13	25	0	0	0	0	0	0	4	8	33	3	6
000900	1007	23	12	52	11	48	0	0	0	0	0	0	0	0	48	1	4
000900	1016	53	37	70	12	23	0	0	0	0	0	0	4	8	30	0	0
000800	1006	2	2	100	0	0	0	0	0	0	0	0	0	0	0	0	0
000800	1000	45	15	33	30	67	0	0	0	0	0	0	0	0	67	4	9
000800	1008	47	24	51	20	43	0	0	0	0	0	0	3	6	49	0	0
000800	1024	40	13	33	27	68	0	0	0	0	0	0	0	0	68	0	0
000503	4001	47	43	91	0	0	0	0	0	0	0	0	4	9	9	2	4
002300	3013	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
000503	4002	21	20	95	1	5	0	0	0	0	0	0	0	0	5	0	0
000100	3060	26	22	85	3	12	0	0	0	0	0	0	1	4	15	1	4
002600	4002	64	55	86	3	5	0	0	1	2	0	0	5	8	14	4	6
002600	4004	85	72	85	8	9	0	0	0	0	0	0	5	6	15	1	1
001400	1013	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
001800	1002	30	7	23	20	67	0	0	0	0	0	0	3	10	77	0	0
000900	1033	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
001400	1012	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
001400	1037	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
001500	1036	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
000400	2022	40	40	100	0	0	0	0	0	0	0	0	0	0	0	1	3
000400	1008	75	68	91	1	1	0	0	1	1	0	0	5	7	9	2	3
000400	1026	46	30	65	10	22	1	2	3	7	0	0	2	4	35	0	0
000900	1024	4	4	100	0	0	0	0	0	0	0	0	0	0	0	0	0
000900	1029	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
000503	5010	65	53	82	10	15	0	0	0	0	0	0	2	3	18	0	0
002300	1020	4	4	100	0	0	0	0	0	0	0	0	0	0	0	0	0
002300	1021	11	8	73	0	0	0	0	0	0	0	0	3	27	27	0	0
001500	1039	19	0	0	18	95	0	0	0	0	0	0	1	5	100	0	0
001700	1008	3	3	100	0	0	0	0	0	0	0	0	0	0	0	0	0
001800	1014	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
001800	1024	22	7	32	10	45	0	0	5	23	0	0	0	0	68	1	5
001800	1039	14	3	21	11	79	0	0	0	0	0	0	0	0	79	0	0
001800	1048	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
001700	1024	71	28	39	36	51	1	1	0	0	0	0	6	8	61	4	6
001700	1031	27	5	19	20	74	2	7	0	0	0	0	0	0	81	0	0

**Table A-2. Median Household Income and Low-Income Minorities within the Study Area by Tract**

Area	Total Population	Median Household Income (\$)	Population below Poverty Level (2010)	%
000400	3,158	45,972	635	20
000503	3,829	38,300	525	14
000800	1,976	24,722	971	49
000900	1,680	17,523	712	42
001400	620	16,071	282	46
001500	920	14,224	344	37
001700	1,303	32,556	396	30
001800	1,878	31,154	457	24
002200	3,197	44,953	324	10
002300	2,282	24,352	930	41
002600	2,804	35,478	665	24
002801	3,047	40,406	700	23
Study Area	26,694	30,476	6,941	26
City of Springfield	113,094	47,209	18,284	16

Source: U.S. Census Bureau, American Community Survey, 2006-2010 (tract level).

Appendix B  
**Correspondence**

Jul 17, 2012

Mr. Joseph E. Shacter  
Director, Division of Public and Intermodal  
Illinois Department of Transportation  
100 West Randolph Street, Suite 6-600  
Chicago, Illinois 60601

Dear Mr. Shacter:

As leaders of the city of Springfield's medical community, we are writing you to underscore our united support for the Draft EIS Alternative 2A consolidating the Third Street rail traffic onto the Tenth Street rail corridor. This is an issue of vital importance to the future of the medical industry and the entire city and region.

The Third Street tracks currently bifurcate the Mid-Illinois Medical District, separating Springfield's two hospitals and the Southern Illinois University School of Medicine. Alternative 2A will dramatically improve emergency vehicular access to and between Memorial Medical Center and St. John's Hospital. Both Memorial and St. John's are teaching hospital affiliates of the Southern Illinois University School of Medicine and partners in the Southern Illinois Trauma Center. As such, ambulances bring trauma patients to the hospitals 24 hours a day, seven days a week from an 18-county region. A large percentage of these trauma patients are victims of automobile accidents, heart attacks, strokes and other life-threatening conditions. Delays of minutes can mean the difference between life or death, recovery or permanent debilitation. The current, at-grade railroad crossings within the Medical District boundaries (Madison to North Grand Avenue) create serious obstacles to the critical transportation of these patients, resulting in increased safety risks and unnecessary delays.

We strongly support Alternative 2A because it will remove these existing barriers. Alternative 2A will remove and relocate the Third Street railroad tracks to the Tenth Street corridor and create overpasses and underpasses at major east/west arterial streets along Tenth and Nineteenth Streets. This will provide unimpeded west bound access to both hospitals from Interstate 55, state highways, roads and residents living on the east side of Springfield.

Alternative 2A will also spur economic growth and development along both the Third Street corridor and within the Mid-Illinois Medical District. The Medical District master plan calls for growing the two hospital campuses towards one another along Carpenter Street to ultimately create an integrated medical community serving patients from central and southern Illinois. Alternative 2A will facilitate the realization of the Medical District vision, consistent with the Master Plan that recommends removal of the Third Street railroad tracks.

Eliminating the vibrations from train traffic will allow for the construction of medical facilities that house sensitive or highly-calibrated medical equipment along the vacated Third Street rail corridor within the Medical District. The vacated Third Street corridor is in the heart of the medical district and will allow Memorial, St. John's and the SIU School of Medicine to expand specialized services and realize the economic benefits that accompany such expansion. It will also encourage entrepreneurial development of medically-related and other support services such as the new County Market grocery store between Madison and Carpenter Streets.

Alternative 2A will significantly reduce noise, vibration and traffic delays throughout Springfield and improve vehicular and pedestrian safety by creating multiple grade separations between train, vehicular and pedestrian crossings. Improved safety and reduced traffic delays will greatly benefit health care patients, families, doctors, nurses, students and employees of Memorial Medical Center, St. John's Hospital and Southern Illinois University School of Medicine who travel to and from our health care facilities every day.

Furthermore, relocating the passenger trains to the Tenth Street corridor will enable the creation of the long-planned multi-modal center along the Tenth Street corridor and serve as a catalyst for economic development in east Springfield.

The railroad issue we are facing today will prove to have historic significance, comparable to the decision to locate the state's newest medical school in Springfield 40 some years ago. The creation of the SIU School of Medicine in 1970 has served as a catalyst for growth in our community's medical services sector ever since. Alternative 2A will have a similar catalytic effect for the next 40 years. We strongly urge IDOT and the Federal Railroad Administration to issue a Record of Decision in support of Alternative 2A. Thank you.

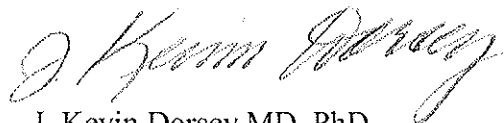
Sincerely,



Michael Boer  
President  
Mid-Illinois Medical District



Edgar J. Curtis  
President & CEO  
Memorial Health System



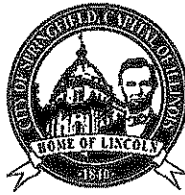
J. Kevin Dorsey MD, PhD.  
Dean and Provost  
SIU School of Medicine



Bob Ritz  
President & CEO  
St. John's Hospital

CC: U.S. Senator Richard Durbin





**SPRINGFIELD POLICE DEPARTMENT  
CITY OF SPRINGFIELD, ILLINOIS**

**Robert L. Williams, Jr.  
Chief Of Police**

July 19, 2012

Joseph E. Shacter, Director  
Division of Public and Intermodal  
Illinois Department of Transportation  
100 West Randolph Street, Suite 6-600  
Chicago, IL 60601

Re: Alternative 2A

Dear Director Shacter:

As Police Chief for a community with thousands of emergency calls each week, I am writing you to express my support for Alternative 2A, a relocation of railway tracks to the 10th Street corridor in Springfield, IL.

After reviewing several options, my decision for this recommendation is primarily based on safety; however, there were other factors that influenced my decision as well, with limited resources being a major contributor. The 10th Street corridor represents the safest option for our emergency response vehicles. The new corridor will also give our emergency responders more route options and quicker response times, when it is necessary to respond in such a manner.

The Springfield Police Department operates from a centralized location that is supported by three minor satellite locations. The bulk of all activities either begin or end from the downtown location, including most of the activities for the uniform (or Field Operations) Division. Relocating the railroad tracks to the 10th Street corridor offers minimal interruption of these services.

Therefore, from a strategic standpoint, as well as receiving multiple feedback from various stakeholders in the community, I support the move of rail traffic to the 10th Street corridor. I am also not surprised that, after months of public engagement, the community selected this option as well.

Based on all the above rationale, I again urge the adoption of this plan for rail traffic in our great and historic city.

Sincerely,

Robert L. Williams, Jr.  
Chief of Police

RLW/lsw



Office of Planning & Economic Development  
City of Springfield, Illinois

J. Michael Houston  
Mayor

Michael J. Farmer  
Director

July 23, 2012

Mr. Joseph E. Shacter  
Director, Division of Public and Intermodal  
Illinois Department of Transportation  
100 West Randolph Street, Suite 6-600  
Chicago, Illinois 60601

Dear Director Shacter:

On behalf of the Springfield, Illinois Office of Planning and Economic Development (OPED), please consider adopting the recommendations put forth by Hanson Professional Services with respect to their Environmental Impact Study findings for routing increased passenger and freight rail traffic through this city off of the "Third Street Corridor" and onto the "10<sup>th</sup> Street Corridor" or Recommendation entitled 2A.

This office is in total agreement with Hanson's Recommendation 2A and respectfully urges the FRA move expeditiously for approval. OPED's rationale for requesting FRA approval of this sensible solution is based on three primary factors:

--Enhanced safety for the citizens and visitors of Springfield. An impactful reduction of at grade crossings will ensure smooth flow of traffic for pedestrians, automobiles, trucks, and vital health and safety vehicular delivery services.

--The noise reduction caused by the elimination of continual train whistles blaring into adjacent neighborhoods and public spaces, will drastically, improve the quality of life in Springfield and add to its natural beauty and audio serenity.

--Finally, Recommendation 2A "fulfills the project purpose and need with the lowest total cost while minimizing environmental impacts." While not uppermost in prioritization, lower cost makes this option even more viable and justifiable.

Again the OPED appreciates your thoughtful consideration and ultimate approval of Recommendation 2A and looks forward to learning of your decision. Feel free to contact me with any questions or issues.

Sincerely,

Michael J. Farmer

Cc: Mayor Michael J. Houston



**SPRINGFIELD FIRE DEPARTMENT**

**825 EAST CAPITOL**

**SPRINGFIELD, IL 62701**

Phone: 788-8474 Fax: 788-8442

July 25, 2012

Mr. Joseph E. Shacter  
Director, Division of Public and Intermodal  
Illinois Department of Transportation  
100 West Randolph Street, Suite 6-600  
Chicago, Illinois 60601

Dear Mr. Shacter:

As Chief of the Springfield Fire Department, I strongly support *Draft EIS Alternative Plan 2A* consolidating the 3<sup>rd</sup> Street tracks onto the 10<sup>th</sup> Street rail corridor and improving the 19<sup>th</sup> Street tracks/corridor. It is the best plan for public safety and emergency response.

By adding new grade separations at a number of locations along 10<sup>th</sup> Street, as proposed by IDOT's recommendation, the east/west travel capabilities of emergency services providers will greatly improve. First responders will face fewer delays waiting for trains. Arriving to crash victims or fire locations will be significantly improved. Fires increase in size very rapidly and time is critical to saving lives in medical emergencies.

Removing train traffic from 3<sup>rd</sup> Street will also eliminate obstacles between the main fire station at 9<sup>th</sup> and Capitol and the Capitol Complex. Thousands of people work in state government buildings that are literally "across the tracks" from the fire station. Even though there is one underpass presently, it is narrow and when trains arrive it is frequently congested because drivers try to avoid nearby blocked crossings at other intersections. An influx of additional slow-moving freight trains will only exacerbate this problem.

The current 68 At-Grade crossings will be reduced to 32, thereby lessening the chance of a train and vehicle crash by more than 50%. The department will continue to and improve upon providing top-rated service if the 3<sup>rd</sup> Street trains would be permanently moved to 10<sup>th</sup> Street.

I strongly urge IDOT to issue a Record of Decision in support of Alternative 2A.

Thank you,

Ken Fustin  
Springfield Fire Chief

Tract	Block	Total Population	Race Population										Ethnicity				
			White	%	Black or African American	%	American Indian & Alaskan Native	%	Asian American	%	Native Hawaiian & Other Pacific Islander	%	Other	%	Total Minority (%)	Hispanic or Latino	%
002300	1034	21	5	24	16	76	0	0	0	0	0	0	0	0	76	0	0
002300	1006	20	7	35	12	60	0	0	0	0	0	0	1	5	65	0	0
000400	1024	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Study Area		9,367	6,016	64	2,781	30	31	0	60	1	0	0	479	5	36	194	2

Source: U.S. Census Bureau, 2010 Census, block level.

Shaded cells indicate blocks with greater than 50 percent minorities