2015 FRA Rail Program Delivery

Monitoring Case Study: Chicago to St. Louis

High-Speed Inter-City Passenger Rail

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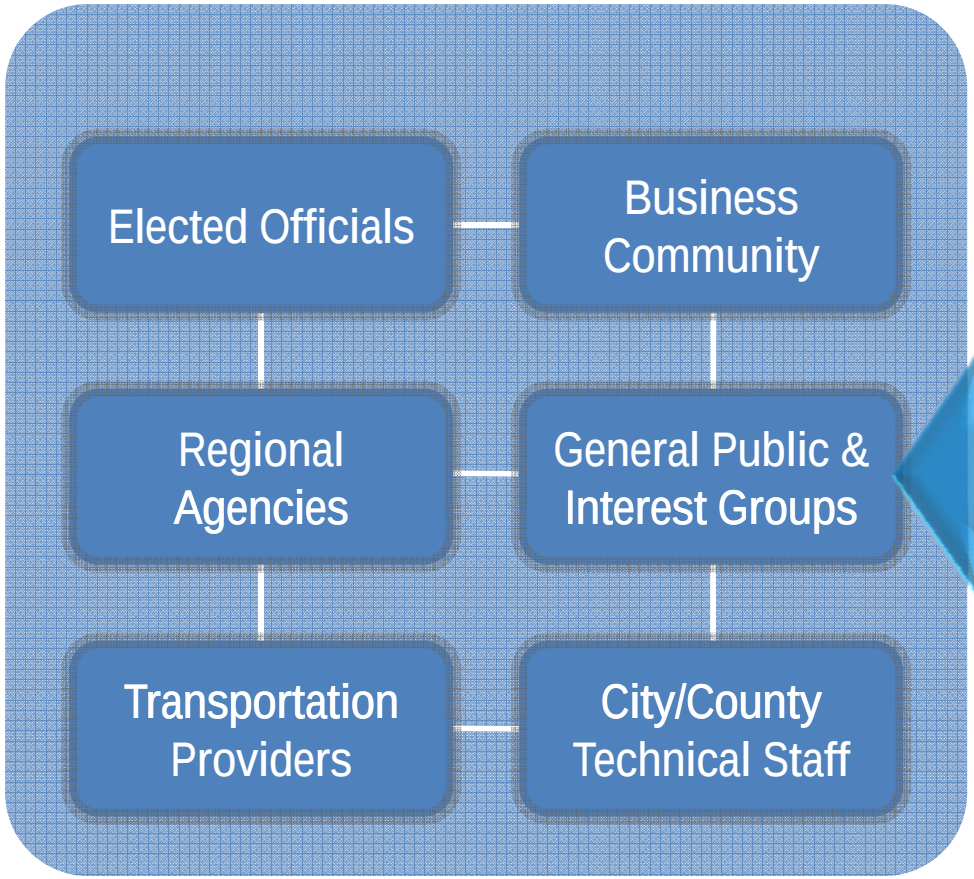
Today's Presentation Includes

- Background
- Environmental Documentation
- Environmental Procedures
- Mitigation Commitments
- Field Monitoring
- Challenges & Advancements
- Lessons Learned

History: Chicago-St. Louis Corridor

- IDOT has actively developed the Chicago to St. Louis corridor since the mid1980's
- Previously completed National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS) with 2004 Record of Decision (ROD)
- Sizeable ridership at intermediate stations
- Initial 15-mile 110 mph segment in service Fall 2012

Who's Involved?



Project Partners

- Illinois Department of Transportation (IDOT)
- Federal Railroad Administration (FRA)
- Union Pacific Railroad (UPRR)
- Amtrak
- Illinois Commerce Commission (ICC)
- Others

Support

- Parsons Brinckerhoff - Program Manager
- IDOT Consultants (PTB Advertisements)
- UPRR Contractors/Consultants

What are we building?

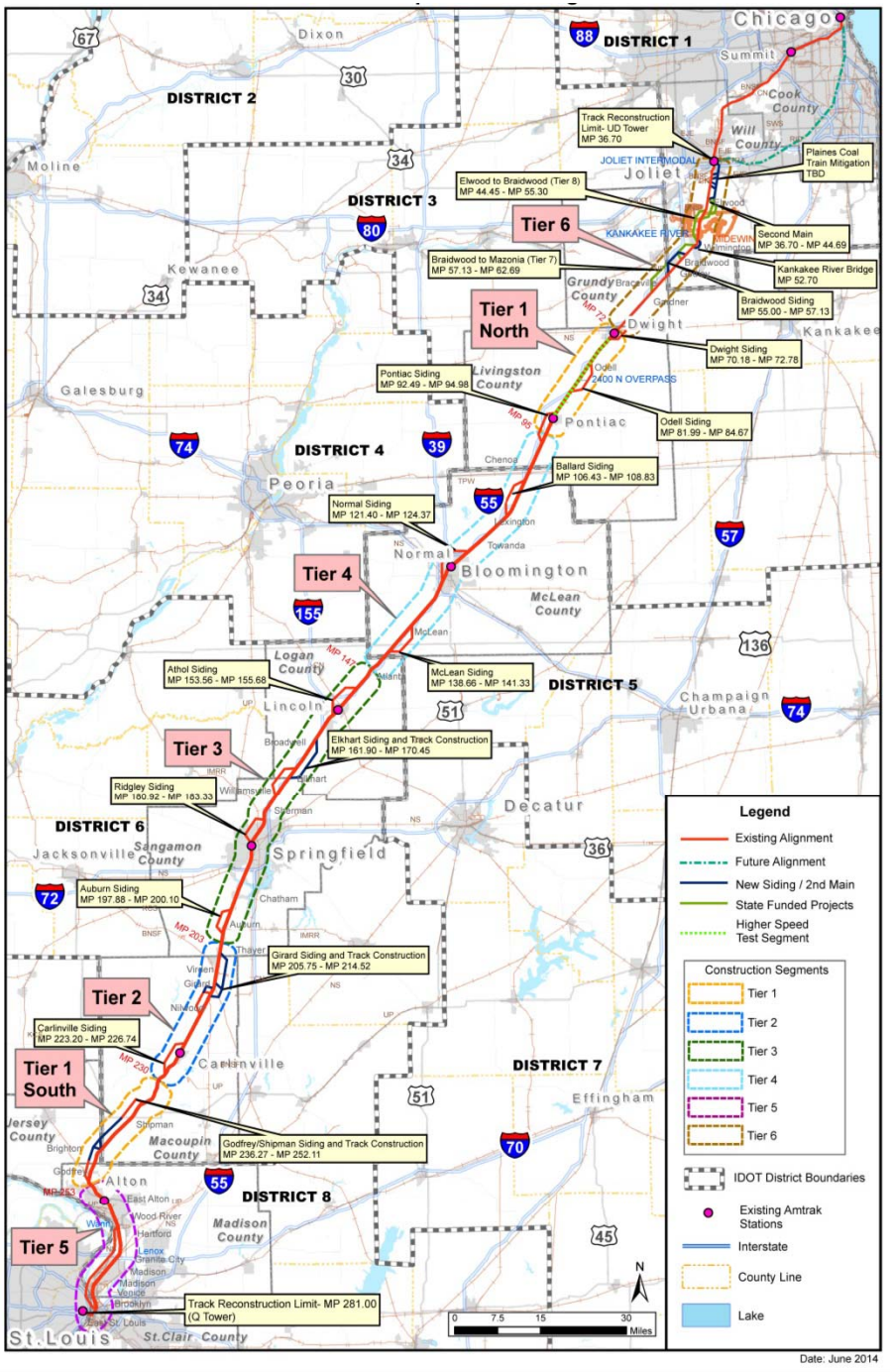
- Upgrades for passenger speeds up to 110 mph
- Design and construction of **243 miles of main track** including concrete ties, welded rail, etc between East St. Louis and Joliet
- Realignment of curves
- New **second tracks** and **sidings**
- Grade crossing **warning devices**
- Construction of **grade crossings**
- Train control **signaling**
- Turnouts, culverts, bridges, fencing, etc.
- Purchase six new high-speed **train sets**
- Eight (8) new/renovated **stations**

Benefits

- Reduction in travel time by about an hour
- Enhanced reliability
- New passenger cars and locomotives
- New/rehabilitated stations
- Safety improvements
- Less damage to the environment

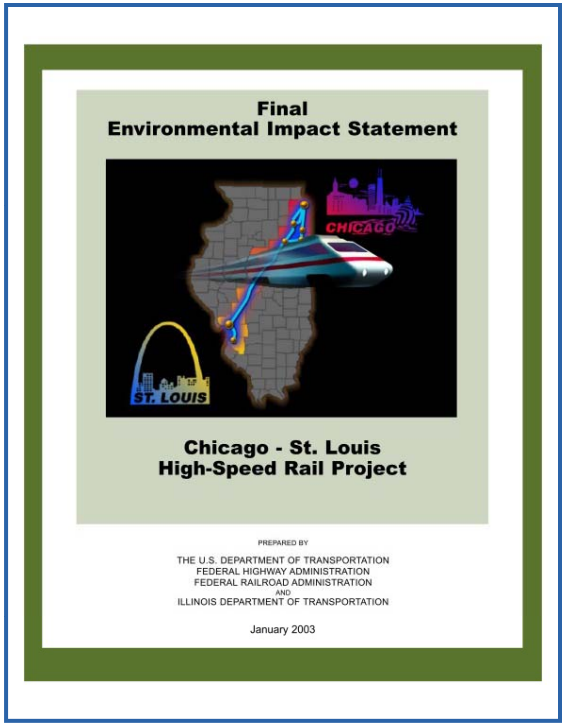
Phased Design and Construction

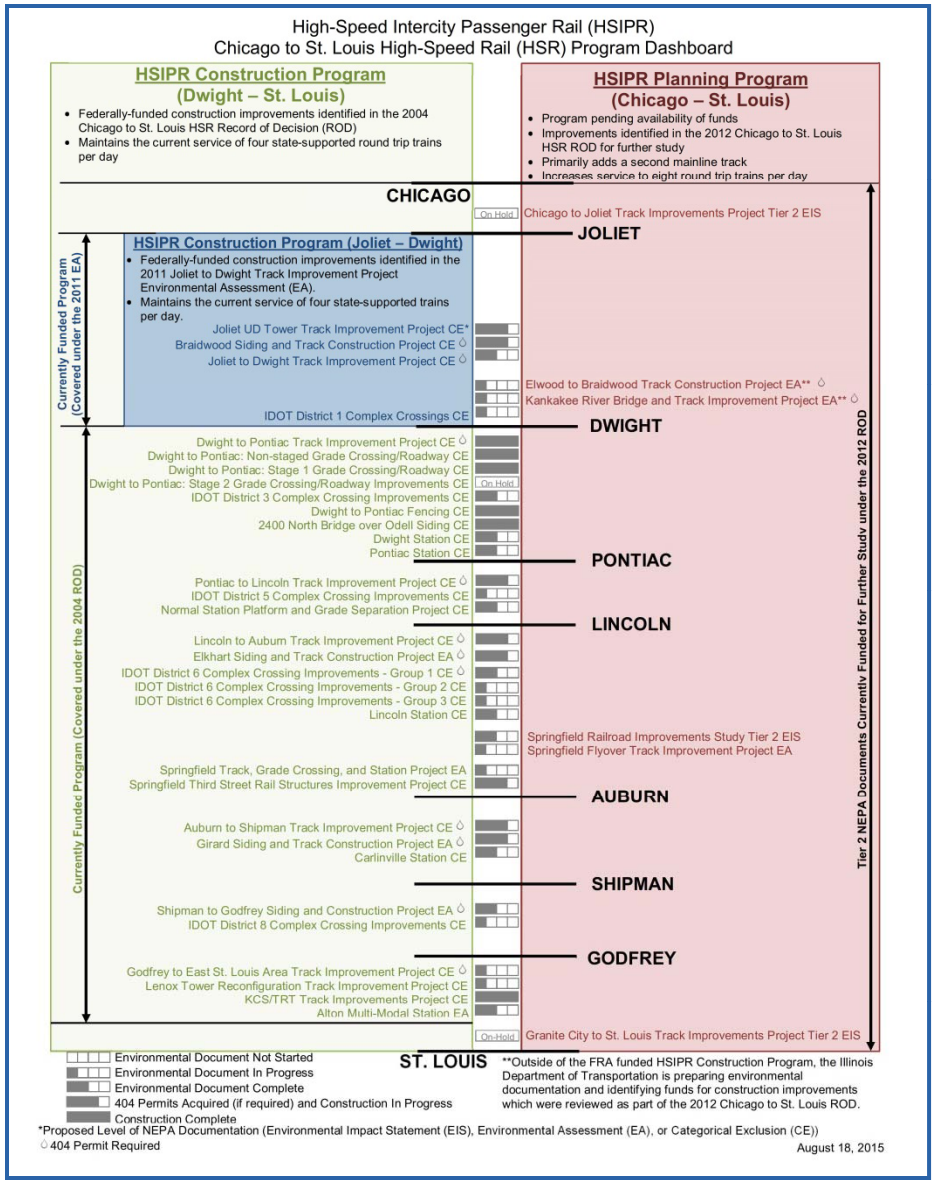
- Construction may occur in one section while another is in NEPA/
- Bid packaging by section
- Initial higher speed test segment is within Tier 1 North (Dwight to Pontiac)



Environmental Documentation

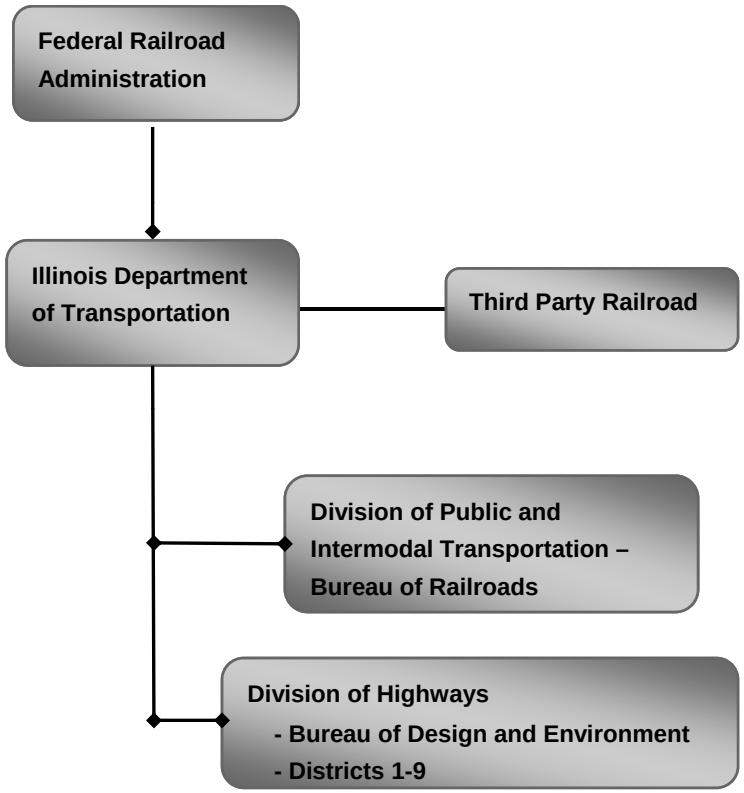
- EIS/ROD completed in 2004 used as the basis for funding
- Additional Tier 2 NEPA documentation under way (50+ documents)





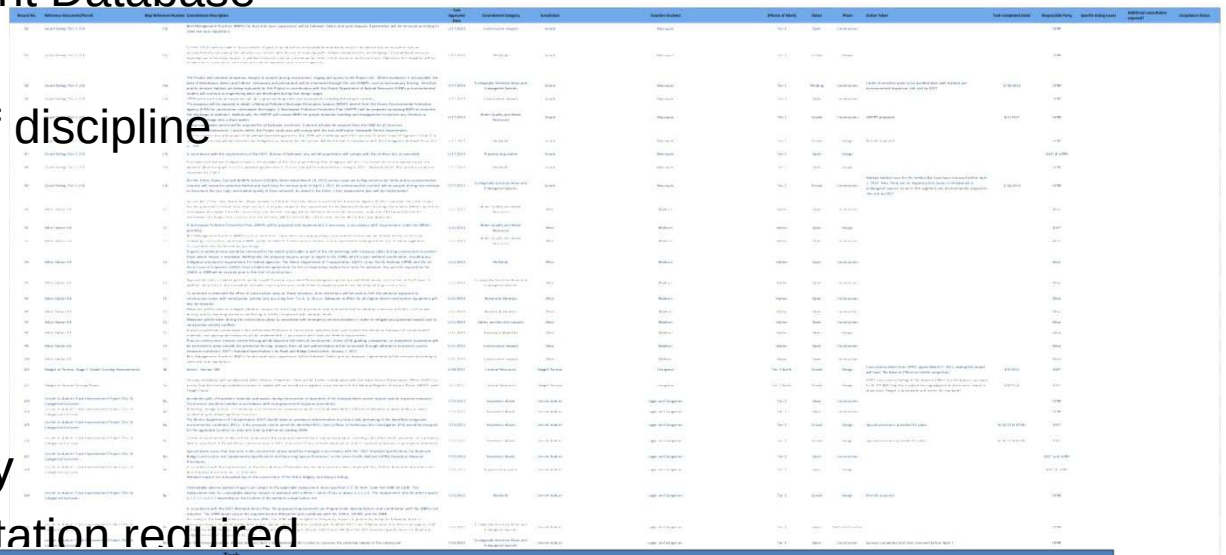
Environmental Manual

- Division of Public and Intermodal Transportation (DPIT) Manual
  - Organizational framework
  - Environmental procedures
  - Categorical Exclusion
  - Environmental Assessment
  - Environmental Impact Statement
  - Special environmental analysis
  - Public involvement
  - Regulations and guidance



Mitigation Commitments

- Review commitments during design and construction
- Mitigation Commitment Database
  - Commitment
  - Category/ area of discipline
  - Jurisdiction
  - Status
  - Schedule
  - Action taken
  - Responsible party
  - Additional consultation required



Record No.	Reference Document/Permit	Map Reference Number	Commitment Description	Task Approved Date	Commitment Category	Jurisdiction	Counties Involved	(Phases of Work)	Status	Phase	Action Taken	Task Completed Date2	Responsible Party
83	Girard Siding (Tier 2) EA	11b	The Project will minimize temporary impacts to prairies during construction, staging and access to the Project site. Where avoidance is not possible, the area of disturbance (direct and indirect, temporary and permanent) will be minimized through the use of BMPs, such as exclusionary fencing. Sensitive prairie remnant	5/17/2013	Ecologically Sensitive Areas and Endangered Species	Girard	Macoupin	Tier 2	Pending	Construction	Limits of sensitive areas to be avoided were well marked, per environmental inspection site visit by IDOT.	3/18/2014	UPRR
84	Girard Siding (Tier 2) EA	11b	UPRR will ensure that all equipment will be in good working order and	5/17/2013	Construction Impacts	Girard	Macoupin	Tier 2	Open	Construction			UPRR
85	Girard Siding (Tier 2) EA	11b	The proposal will be required to obtain a National Pollutant Discharge Elimination System (NPDES) permit from the Illinois Environmental Protection Agency (IEPA) for construction stormwater discharges. A Stormwater Pollution Prevention Plan (SWPPP) will be prepared containing BMPs to minimize the discharge of sediment. Additionally, the SWPPP will contain BMPs for proper materials handling and management to prevent any chemical or material discharge into surface waters. A local stormwater permit will be required for all hydraulic structures. A permit will also be required from the IDNR for all structure replacements/extensions. Culverts within the Project study area will comply with the non-notification Statewide Permit requirements.	5/17/2013	Water Quality and Water Resources	Girard	Macoupin	Tier 2	Closed	Construction	SWPPP prepared.	8/2/2013	UPRR
86	Girard Siding (Tier 2) EA	11b	Prior to construction and as part of the wetland permitting process, the UPRR will coordinate with IDOT and the US Army Corps of Engineers (USACE) to secure the necessary wetland permits and mitigation as required for the Section 404 Permit	5/17/2013	Wetlands	Girard	Macoupin	Tier 2	Closed	Design	Permits acquired.		UPRR
87	Girard Siding (Tier 2) EA	11b	In accordance with the requirements of the IDOT, Bureau of Railroads, any and all acquisitions will comply with the Uniform Act, as amended.	5/17/2013	Property Acquisition	Girard	Macoupin	Tier 2	Open	Design			IDOT & UPRR
88	Girard Siding (Tier 2) EA	11b	If an approved wetland mitigation bank is not available at the time of permitting, then mitigation will occur by conversion of non-wetland areas into wetland. Monitoring will occur for wetlands greater than 0.25 acres and will be monitored	5/17/2013	Wetlands	Girard	Macoupin	Tier 2	Open	Design			UPRR
89	Girard Siding (Tier 2) EA	11b	Per the Unites States Fish and Wildlife Service (USFWS) (letter dated March 14, 2013) survey crews are to flag construction limits and an environmental scientist will review for potential habitat and mark trees for removal prior to April 1, 2013. An environmental scientist will be present during tree removal to document the size, type, and habitat quality of trees removed. As stated in the letter, a tree replacement plan will be implemented.	5/17/2013	Ecologically Sensitive Areas and Endangered Species	Girard	Macoupin	Tier 2	Closed	Construction	Marked habitat trees for the Indiana Bat have been removed before April 1, 2013. Also, there are no migratory bird issues or threatened or endangered species issues in this segment, per environmental inspection site visit by IDOT.	3/18/2014	UPRR

Field Monitoring

- Environmental Mitigation Compliance Monitoring and Management
  - Construction and program management oversight
  - Pre-construction meeting
  - Environmental walk through
  - Stormwater Pollution Prevention Plan/ All Permits Issued
  - Environmental compliance
  - Mitigation monitoring form

Environmental Inspection Mitigation Monitoring Form

Environmental Inspector Name(s): KEG - Virginia Flynn, Molly Barletta

Date: May 13, 2015

Location(s) (mileposts): MP 151.50

Work activities inspected: Reinspection.

Potential resource concerns identified from Environmental Review Request Form: BMPs and erosion control (silt fence, wattles, temporary seeding).

Compliance Evaluation Description: Culvert complete, with the exception of final seeding and stabilization. Temporary seeding established. Wattles and riprap present.

Recommendation(s): Maintain inlet protection. Final seeding application needed; however, awaiting approval of appropriate seed mix and application methods. Upon approval, seed mix will be applied; anticipated within the next two weeks.

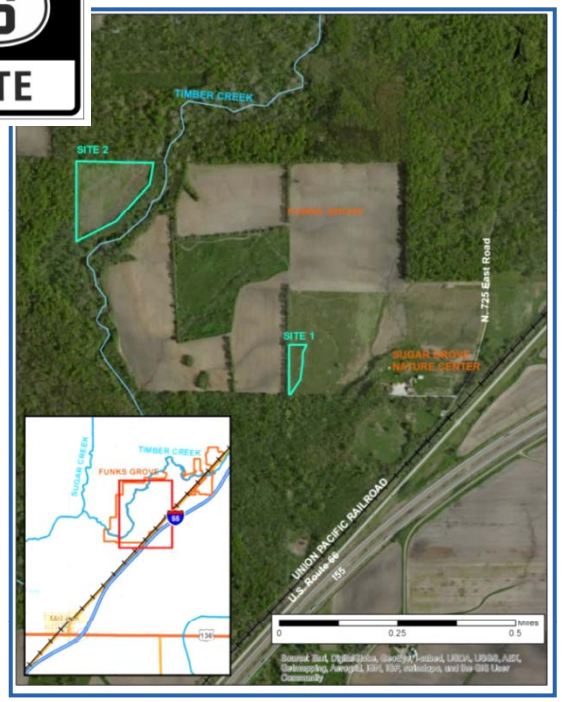
Photos:

Jack and bore complete – east side. Riprap and wattles present.

Jack and bore complete – west side. Riprap present.

Challenges and Advancements

- Cultural Resources
  - Alton Station Memorandum of Understanding
  - US Route 66
  - Section 106 Programmatic Agreement
- Natural Resources
  - Bat habitat and mitigation
  - Botanical resources and mitigation
  - Avoidance of State-listed species
  - Midewin National Tallgrass Prairie Coordination
  - Kankakee River Biological Assessment
- Special Waste
  - Extensive coordination to bridge the Union Pacific Railroad hazardous waste plan and IDOT policy.



Lessons Learned

- Relationship building among project partners is essential.
- A committed working relationship with the host railroad (Union Pacific) is key.
- Early initiation of preliminary design and National Environmental Policy Act (NEPA) is critical.
- Important to define and coordinate non-rail regulation requirements and policy impacts early in the process, such as ADA, Complete Streets, and historic preservation.
- Project phasing allows construction to advance in straightforward areas while resolving environmental and design issues in complex areas.

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