
FEDERAL RAILROAD ADMINISTRATION

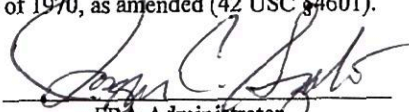
Chicago to Council Bluffs-Omaha Regional Passenger Rail System Planning Study Tier 1 Service Level Draft Environmental Impact Statement

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

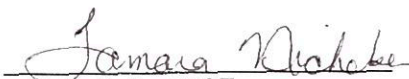
Pursuant to:

National Environmental Policy Act (42 USC §4332 et seq.), and implementing regulations (40 CFR Parts 1500-1508), 64 FR 28545, 23 CFR §771, 49 USC §303 (formerly Department of Transportation Act of 1996, Section 4(f)); National Historic Preservation Act (16 USC §470); Clean Air Act as amended (42 USC §§7401 et seq. and 40 CFR Parts 51 and 93); the Endangered Species Act of 1973 (16 USC §1531-1544); the Clean Water Act (33 USC §1251-1387); and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 USC §4601).

10/31/12
Date of Approval


FRA Administrator

10/29/12
Date of Approval


for Iowa DOT

10/29/12
Date of Approval


for Illinois DOT

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This Tier 1 Environmental Impact Statement (EIS) evaluates intercity passenger rail service improvements in the 500-mile Chicago, IL to Omaha, NE Corridor in Cook, DuPage, Kane, Kendall, DeKalb, La Salle, Bureau, Henry, and Rock Island counties in Illinois; Scott, Muscatine, Cedar, Johnson, Iowa, Poweshiek, Jasper, Polk, Dallas, Madison, Guthrie, Adair, Cass, and Pottawattamie counties in Iowa; and Douglas County in Nebraska. A No-Build and a Build Alternative for passenger rail improvements are evaluated. The No-Build Alternative would include independently planned construction of passenger rail service from Chicago to Moline, referred to as the Chicago to Quad Cities Expansion Program. The Build Alternative would consist of improvements to tracks currently owned and operated predominantly by the Iowa Interstate Railroad and the BNSF Railway, and would create a competitive transportation alternative between Chicago and Omaha by reducing passenger rail travel times, improving service reliability, increasing frequency of trips, providing an efficient transportation option, improving passenger ride quality and comfort, and providing environmental benefits, including reduction of air pollutant emissions.

Comments on this Draft EIS should be received by December 26, 2012, and should be sent to Ms. Tammy Nicholson at the above address.