Union Pacific Railroad UPRR's Alton Regional Multimodal Transportation Center Project, Alton Illinois
Environmental Assessment

Submitted Pursuant to 64 FR 28545
by the
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
and
ILLINOIS DEPARTMENT OF TRANSPORTATION

04/04/2013 Miriam Gutierrez

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ABSTRACT: The Illinois Department of Transportation (IDOT) in conjunction with the Federal Railroad Administration (FRA) is evaluating improvements to the Alton Amtrak Station, including a new station, in Alton, Illinois. This Environmental Assessment (EA) addresses the construction of a new train station, together with amenities, for single-track service with planned room for expansion when two-track service is implemented.

These improvements were not included in the Chicago to St. Louis High Speed Rail Project Environmental Impact Statement (EIS), completed in January 2003 and the Record of Decision signed in January 2004. The proposed improvements have independent utility in addressing issues for existing and expected near-term freight and Amtrak services, and do not preclude other options of High Speed Rail if further corridor studies are initiated or advanced under the National Environmental Protection Act (NEPA).

The preferred alternative includes 1.) the construction of a new platform, 2.) a new station building, and 3.) a parking area with access road. No significant impacts to natural, social, or human environments would occur. Potential impacts to low quality wetlands could occur but impacts would be minimized and mitigated. Potential impacts of water quality, noise, transportation, and air quality could occur but are short-term construction-related activities.

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ENVIRONMENTAL ASSESSMENT

ALTON REGIONAL MULTIMODAL TRANSPORTATION CENTER PROJECT

ALTON, MADISON COUNTY, ILLINOIS

Prepared Pursuant to 42 USC § 4332, 49 USC § 303, and 64 FR 28545
by the
Illinois Department of Transportation

April 2013

The following person may be contacted for information or to submit comments through April 2013 on the Environmental Assessment:

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Contents

Figures

Tables

Appendices

ABBREVIATIONS AND ACRONYMS

ASTM	American Society for Testing and Materials
C	Coefficient of Conservation
CEQ	Council on Environmental Quality
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CFR	Code of Federal Regulations
CO	Carbon Monoxide
CWA	Clean Water Act
dBA	A-Weighted Decibels
DBH	Diameter at Breast Height
DEIS	Draft Environmental Impact Statement
EA	Environmental Assessment
EcoCAT	Ecological Compliance Assessment Tool
EDR	Environmental Data Resources
EO	Executive Order
ESA	Endangered Species Act
FEIS	Final Environmental Impact Statement
FEMA	Federal Environmental Management Agency
FHWA	U.S. Department of Transportation, Federal Highway Administration
FQI	Floristic Quality Index
FRA	U.S. Department of Transportation, Federal Railroad Administration
HREC	Historical Recognized Environmental Condition
HSIPR	High-Speed Intercity Passenger Rail
HSR	High-Speed Rail
IDNR	Illinois Department of Natural Resources
IDOT	Illinois Department of Transportation
IEPA	Illinois Environmental Protection Agency
ISGS	Illinois State Geological Survey
ISTEA	Intermodal Surface Transportation Efficiency Act
IWPA	Interagency Wetland Policy Act
mIBI	Macro-invertebrate Index of Biotic Integrity
MP	Milepost (Mile Post)
MPH	Miles per Hour
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
NPDES	National Pollution Discharge Elimination System
NPL	National Priority Listing
NR	National Register

NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetland Inventory
PM	Particulate Matter
PNS	Project Notification System
ppm	Parts Per Million
REC	Recognized Environmental Condition
ROD	Record of Decision
ROW	Right-of-Way
SFR	Single-Family Residences
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SO_2	Sulfur Dioxide
UP	Union Pacific
UPRR	Union Pacific Railroad
USACE	U.S. Army Corps of Engineers
USC	United States Code
USDA	U.S. Department of Agriculture
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
VOC	Volatile Organic Compound
WOUS	Waters of the United States

1.0 Purpose and Need for Action

1.1 Introduction

The proposed Alton Regional Multimodal Transportation Center (Transportation Center) is a component of the Chicago to St. Louis High-Speed Rail Corridor Project (Original Project) proposed by the Illinois Department of Transportation (IDOT) in coordination with the Federal Highway Administration (FHWA) and the Federal Railroad Administration (FRA). The proposed Transportation Center would provide a completely new facility in Alton, Illinois along the Chicago to St. Louis High-Speed Rail Corridor, which would include car and bicycle parking, roadway access and bus parking, adjacent to a new Alton high speed passenger rail station and boarding platform. This facility would create a new surface transportation hub at the High Speed Intercity Passenger Rail (HSIPR) gateway immediately north of the St. Louis metropolitan area. Track upgrades and other improvements capable of accommodating speeds of 110 mph extending south to Alton will be complete by 2014. A Draft Environmental Impact Statement (DEIS) for the high speed rail project evaluated a proposed action that included improvements to the existing Alton Station serving existing Amtrak passenger trains at College Avenue (IL 140) and Kendall Avenue in Alton. In the Final Environmental Impact Statement (FEIS) dated January 2003, IDOT identified the existing Alton Station as a stop along the corridor, but no improvements to the station were proposed or assumed. FRA issued a Record of Decision (ROD) for the high speed rail project, dated January 8, 2004, which selected the Preferred Alternative as described in the FEIS, and adopted an incremental approach to upgrading the line to support 110-mph high-speed rail (HSR) service using the existing Chicago–St. Louis Amtrak route. Because improvements/upgrades to the existing Alton Station or a new station at an alternative location were not considered in the 2003 FEIS or the 2004 ROD, they must be evaluated to meet the requirements of the National Environmental Policy Act.

Subsequent to the FRA's issuance of the ROD, the City of Alton and Madison County Transit (MCT) began considering and developing a proposal for construction of a transportation center, which would integrate a passenger rail station with a multimodal central hub for regional and local bus lines, as well as adjacent multi-use, transit-oriented development (including commercial, residential and institutional components). The existing Alton Station location is limited in size and a search was initiated for other suitable sites able to accommodate a transportation center in terms of acreage, access and availability. A number of potential sites were identified.

The City of Alton and Madison County Transit also submitted an application to the U.S. Department of Transportation under the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant program seeking funding for the construction of a transportation center (the "transportation Center"). The U.S. DOT approved funding for the Transportation Center in the amount of $13.85 million in late 2011. In addition, IDOT also allocated $7.4 Million in high-speed rail funds it has received from the FRA for the Transportation Center. The Transportation Center is estimated to cost $22.5 million.

This EA evaluates IDOT's proposal to construct a Transportation Center in the City of Alton, which includes a new passenger rail station and platforms, parking for approximately 230 cars, roadway access improvements, and ten bus parking spots for both regional and local bus lines. IDOT has prepared this document consistent with FRA's Procedures for Considering Environmental Impacts, 64 FR 28545, and the National Environmental Policy Act (NEPA).

As an action supported by federal funds, the project must comply with NEPA. NEPA requires federal agencies to consider the impacts of their actions on the natural, social, economic, and cultural environment and to disclose considerations in a public document. The NEPA process is intended to help public officials make decisions based on an understanding of the environmental consequences and take actions that protect, restore, and enhance the environment (40 CFR § 1500.1).

The purpose of this EA is to provide FRA and the public with a full accounting of the environmental impacts of the alternatives. The EA serves as the primary document to facilitate review of the proposed project by federal, state and local agencies, and the public.

1.2 Project History

The proposed Transportation Center would implement part of the Midwest Regional Rail System (MWRRS) plan (1998, 2000, and 2004) for the Chicago to St. Louis corridor.

Rail System Planning

The MWRRS plan was developed by Illinois, Wisconsin, Michigan, Indiana, Ohio, Minnesota, Iowa, Nebraska, and Missouri in partnership with the FRA and Amtrak, to implement a 21st Century regional passenger rail system that fundamentally changes passenger rail service in the Midwest based on specific service concepts (increased operating speed and train frequency, system connectivity and high service reliability) and use of existing rights-of-way shared with freight and commuter rail. The plan calls for refurbishment of existing passenger stations (or construction of new facilities) to enhance their aesthetics, functionality and the stations' ability to support potential station-related income producing improvements.

For over a decade, IDOT has pursued improvements to passenger rail service between Chicago and St. Louis that include upgrades to operations and facilities, track rehabilitation, and barrier testing for high speed service. A feasibility study for high speed rail in the corridor was initiated in 1992, culminating in the Financial and Implementation Plan (1994). Environmental impact studies were subsequently initiated in the late 1990's.

Rail System Implementation

Following the issuance of the 2004 ROD, IDOT has implemented major improvements in the Chicago to St. Louis Corridor in cooperation with the Union Pacific Railroad (UPRR), which owns the right-of-way (ROW) south of Joliet and operates rail freight services in the corridor. Extensive rehabilitation and upgrading of the Chicago to St. Louis corridor track and signal systems has been undertaken and four quadrant gates have been installed at many grade crossings. Work has been completed using loans and grants provided by IDOT and grants from the FRA. In 2010, IDOT received additional funding for corridor improvements between

Dwight and St. Louis based on the 2004 ROD. Specific design elements of the HSR service are now undergoing environmental evaluation, including this Transportation Center project, as preliminary design plans are developed.

Other Transportation Initiatives

The Intermodal Surface Transportation Efficiency Act (ISTEA) was passed on December 18, 1991, and requested designation of up to five HSR corridors nationwide. A core of what would become the Chicago Hub Network was announced by the Secretary of Transportation in 1992. Chicago-based routes to Milwaukee, St. Louis, and Detroit were included in this network.

Development of the Midwest Regional Rail Initiative (MWRRI) plan began in 1996 under the leadership of the Wisconsin Department of Transportation and focused on upgrading existing routes. The plan was released in 2004. Trains would travel at approximately 110 miles per hour on the primary routes, and 80 to 90 mph on secondary lines. Four-quadrant gates were installed at 69 grade crossings. Illinois, the American Association of Railroads and the FRA have also invested millions of dollars to develop and demonstrate a nationally applicable positive train control system in the corridor.

1.3 Study Area

The study areas are the result of a comprehensive investigation encompassing approximately a nine mile stretch along the UPRR mainline through the municipalities of Godfrey, Alton, and East Alton. In that investigation, IDOT selected eight possible new station locations for analysis: two sites in Godfrey, five sites in Alton, and one site in East Alton *(See Figure 1)*. Of these eight locations, IDOT carried forward two Build Alternatives and a No-Build Alternative for further evaluation: Site 1 (approximately 6 acres) is located approximately 1,000 feet south of IL 140 (College Avenue) situated between the UPRR tracks on the west and IL 3 (Homer M. Adams Parkway) on the east; Site 2 (approximately 21.5 acres) is located approximately 1,000 feet north of IL 3 (Homer M. Adams Parkway) situated between the UPRR tracks on the northeast and Golf Road on the west; and the existing station located in Alton (the No-Build Alternative) adjacent to the north side of IL 140 (College Avenue) and extending approximately 1,500 feet along the west side of the UPRR tracks. These three sites are shown on *Figure 2*.

This southwest region of Illinois was settled in the early 1800s due to access from the Mississippi River, establishing Alton as a river town by 1818. The area is located near the confluence of three significant navigable rivers; the Illinois, Mississippi and Missouri. In a short time, Alton grew from a river trading town to a center for commerce and industry not just from river access, but also through the advent of rail service that started in 1852. This rail line linked Alton with St. Louis, located 15 miles to the south and Chicago located approximately 260 miles to the north; and was known as the Chicago & Alton Railroad.

Figure 1 – Original Alternatives

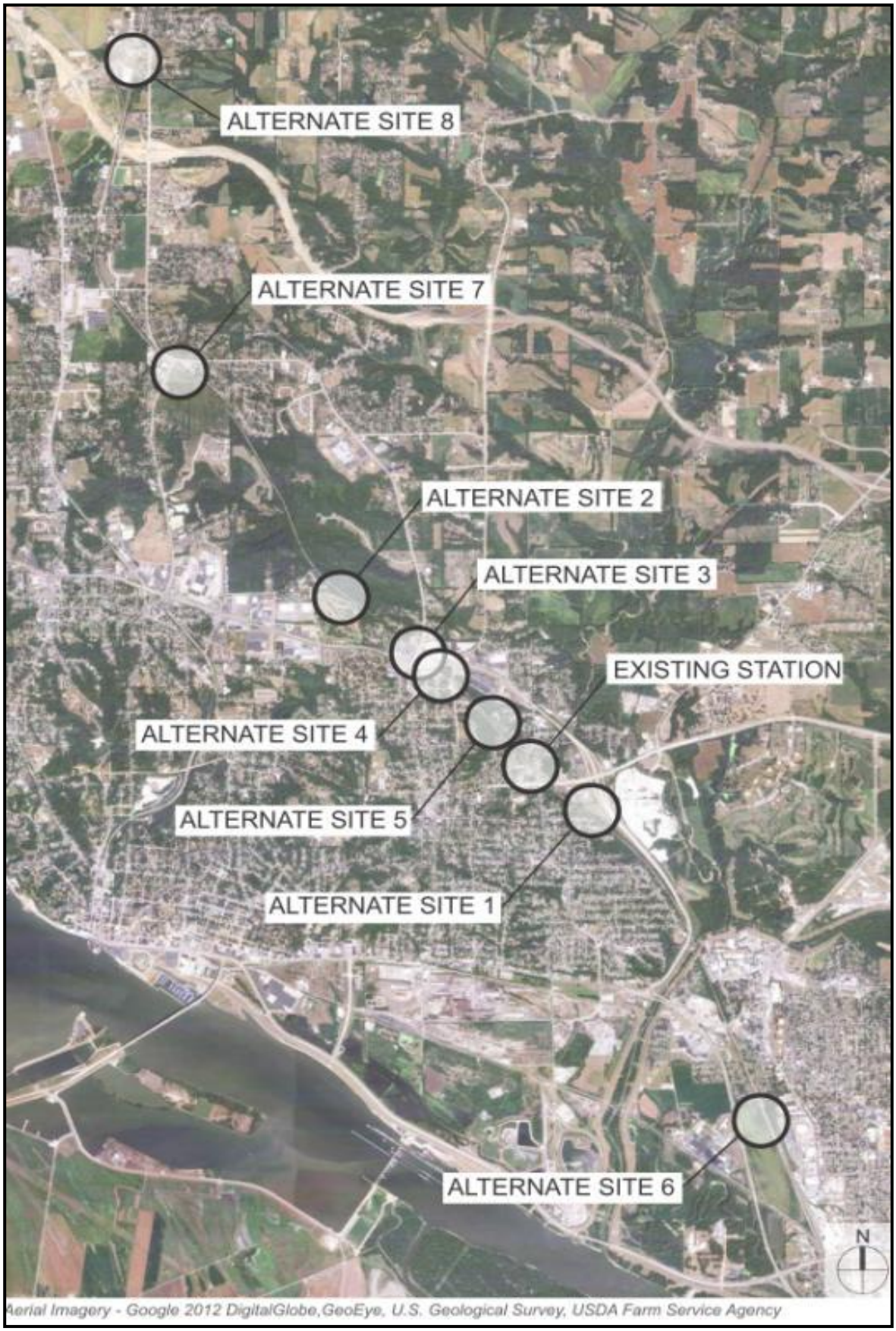
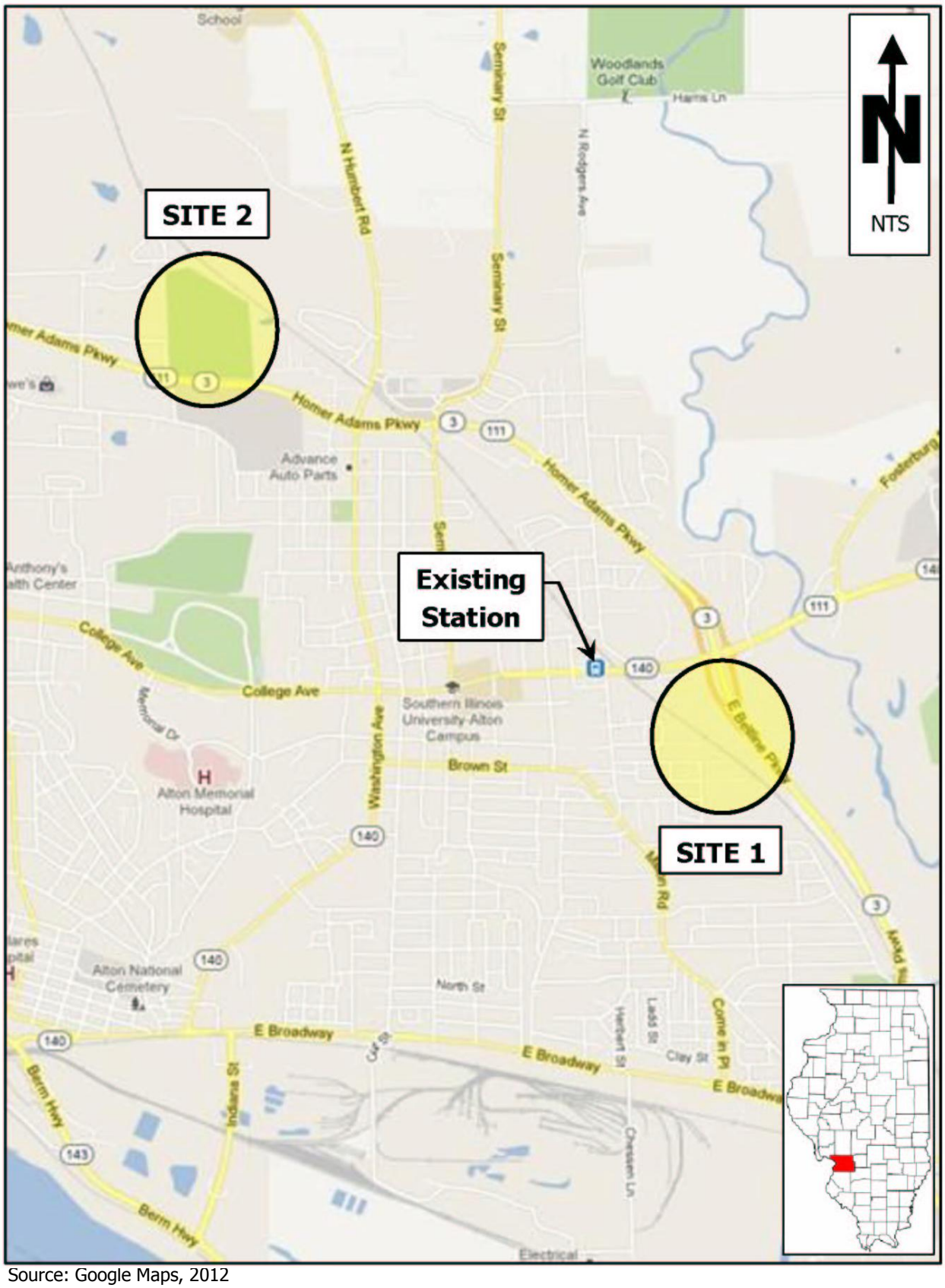


Figure 2 – Project Location Map



Source: Google Maps, 2012

1.4 Project Purpose and Need

As set forth in the 2003 FEIS, the primary purpose of the Chicago to St. Louis HSR Project is to complete the improvements necessary to enhance the passenger transportation network in the Chicago to St. Louis corridor. The existing transportation network consists of highway (automobile and bus), air and rail (Amtrak) travel. Currently, 99 percent of the 35 million annual trips in the Chicago to St. Louis corridor are accomplished through automobile and air travel. The Chicago to St. Louis HSR Project is intended to lead to a more balanced use of the network by diverting trips made by automobile and air to passenger rail. A more balanced use of the network will provide benefits to the human environment over the existing network use.

The need of the high speed rail program was to improve on-time performance on the existing Chicago to St. Louis route and to provide for an increase in average speeds and shorter trip times. According to ridership estimates, the 2010 mode split for annual person trips in the corridor is 97.3 percent for automobile, 1.1 percent for air, 1.3 percent for rail (Amtrak), and 0.3 percent for bus. Updated 1998 person-trip estimates indicated a similar split. Over 90 percent of the over 50 million corridor trips have origins or destinations in either Chicago or St. Louis. To achieve a more balanced transportation system in the corridor, trips must be diverted from the predominant modes of automobile and air.

In addition to the needs identified in the 2003 FEIS and 2004 ROD, the Transportation Center is needed specifically because of the deficiencies of the existing facilities at the Alton Amtrak Station. These include insufficient platform length, lack of connectivity between rail, bus and automobile travel, insufficient parking for passengers driving to the station, crowded and inadequate indoor waiting areas and limited access to amenities. The Transportation Center would address these needs and provide improved user access to and transfers between Amtrak and bus service in Alton, Illinois.

In 2010, a total of 57,588 passengers used the existing Alton Amtrak Station. The majority of these passengers (55 percent) travelled to or from Chicago. The number of passengers using Alton Station is expected to grow as high-speed service begins operating on the corridor. By 2030, there are expected to be 119,777 passengers using Alton Station every year, which is more than double the number using the facility today. A total of 18 trains (9 in each direction) will service this station in each direction daily.

Guidance from the FRA for station operational standards/characteristics is published in Railroad Corridor Transportation Plans – A Guidance Manual, (Federal Railroad Administration, 2005). This publication provides guidance to proponents of new or improved high-speed intercity rail services or systems and served as the basis for developing the needs for the Alton Transportation Center. A new Transportation Center site must provide a straight section of track to allow for construction of straight passenger platforms at least five hundred feet in length. Straight platforms are imperative to provide clear sightlines for railway personnel when passengers are boarding and alighting trains. The site should also be large enough to meet the anticipated space requirements for the 2030 projected use of the Transportation Center (119,777 passengers per year). To meet the needs of the passengers, a station house, parking for

230 automobile, bicycle parking and parking for 10 buses will be needed as detailed in the Station Programming Study Appendix C, also available on the Illinois HSR website) for Alton. Additionally, room for future expansion beyond 2030 of parking beyond the 230 spaces should be considered as ridership grows in the coming decades

1.5 Applicable Regulations

The following statutes and orders apply to the proposed action and were considered during the preparation of the EA:

- Endangered Species Act, as regulated at 50 CFR Part 17
- Magnuson-Stevens Fishery Conservation and Management Act, 50 CFR Part 600
- Public Law 91-190, National Environmental Policy Act of 1969, 42 USC § 4321 et seq., signed January 1, 1970
- Public Law 95-217, Clean Water Act of 1977, 33 USC § 1251-1376
- Sections 9 and 10 of the Rivers and Harbors Act of 1899, 33 USC § 401
- Section 106 of the National Historic Preservation Act of 1966, as amended, 16 USC § 470
- Section 4(f) of the U.S. Department of Transportation Act of 1966, 49 USC § 303
- Section 404 of the Federal Water Pollution Control Act (CWA), 33 USC § 1344
- Section 6(f) of the Land and Water Conservation Act of 1965, 16 USC § 460
- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, 42 USC § 61
- Executive Order 11988, Floodplain Management, 42 FR 26951, signed May 24, 1977
- Executive Order 11990, Protection of Wetlands, 42 FR 26961, signed May 24, 1977
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 59 FR 7629, signed February 11, 1994
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, 65 FR 50121, signed August 11, 2000
- Federal Railroad Administration Procedures for Considering Environmental Impacts, 64 FR 28545 (May 26, 1999)
- Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act, 40 CFR Parts 1500-1508, November 29, 1978
- Federal Register, Use of Locomotive Horns at Highway-Rail Grade Crossings; Final Rule, 49 CFR Parts 222 and 229, April 27, 2005

2.0 Alternatives

2.1 Introduction

Subsequent to the issuance of the 2004 ROD, IDOT evaluated the existing Alton Station and found that the station had numerous deficiencies that would require upgrades to meet the needs and guidelines developed for facilities and amenities with respect to HSR service. Section 2.2 provides more details on these guidelines. Also occurring subsequent to the ROD was the development of a transportation center concept by the City of Alton and the MCT with potential future transit-oriented development (TOD) around the facility. Improvements to the existing station were considered, however, the site characteristics of the station and its limited acreage presented limitations in accommodating the elements of the developing transportation center. From this conclusion, IDOT initiated a search for alternative sites that had the potential to accommodate construction of a new rail station, and a new transportation center. IDOT identified eight potential site alternatives in a draft 2012 alternatives screening report (Illinois Department of Transportation, 2012). Concept development and preliminary site planning for the new rail station and the associated transportation center included development of design and site criteria on which to evaluate the sites, preliminary site planning and a ranked, screening-level evaluation of the alternative sites to select one or more alternatives for further and more comprehensive evaluation as part of the environmental assessment. The alternatives evaluation process consisted of the following tasks: (1) Identifying the range of possible alternatives; (2) Screening the alternatives for their benefits and impacts; (3) Comparing the alternatives, and: (4) Recommending the reasonable alternative – or alternatives - for further evaluation.

This section of the EA presents a summary of the considerations made as part of the station site alternatives screening for all of the sites and the findings of that screening leading to the identification of alternative(s) for further evaluation in the station planning and programming process and in this EA.

The existing Alton Station represents the No-Build condition and is defined as being without improvements. Normal maintenance would continue at the existing station.

The Proposed Action, as defined for this EA, is the construction of a new High-speed Rail passenger station composed of new platforms, canopies, a new stationhouse with restrooms, ticket office, baggage room, mechanical rooms, and all planned vending, concessions or retail space. The proposed action also includes improvements necessary for auto, bus, bike, and pedestrian access, surface parking for 230 automobiles, bicycle parking facilities, and bus parking for ten local and regional Madison County Transit (MCT) buses. Although detailed bus schedules for the proposal have not yet been developed, a bus frequency of 2-3 buses per hour is reasonable given the exiting bus service currently being provided at the Alton Amtrak Station. The alternatives evaluated in this EA include: (1) the No-Build Alternative (existing Amtrak station, with regular normal maintenance but no improvements) and (2) the Build

Alternatives. Two build alternative sites (Sites 1 and 2) were identified because they best met the screening evaluation criteria.

2.2 Criteria for Evaluating Alternatives

The FRA and Amtrak developed station-siting guidelines specifically for HSR passenger stations. Guidance from the FRA for station location and operational standards/characteristics is published in Railroad Corridor Transportation Plans – A Guidance Manual, (Federal Railroad Administration, 2005). This publication provides guidance to proponents of new or improved high-speed intercity rail services or systems, and served as the basis for developing an evaluation process for stations in the Chicago to St. Louis High-Speed Rail Corridor. Clarifications and further guidelines specific to the corridor have occurred as a result of the agency planning and coordination process throughout the Chicago to St. Louis HSR Project. From a synthesis of these guidelines, IDOT developed a methodology to evaluate and select station alternatives based on four main categories: Location within the Community, Accessibility and Parking, Site Assessment, and Railroad Characteristics. The alternative sites were selected by IDOT for study based on generally desirable characteristics that potentially met criteria within these four categories and programmatic needs specific to the City of Alton and the MCT.

Location within the Community

The FRA has developed the following general guidelines for locating corridor rail passenger stations:

- Each city should have a station located in or near the central business district (CBD). This is mandatory for larger Metropolitan Statistical Areas (MSAs), with metropolitan populations of 150,000 or more, since to do otherwise would undermine the inherent advantages of rail passenger systems. Central locations are highly desirable, if at all possible, for smaller cities as well. This center city station should have direct access to local transit systems (bus, rail, taxi, etc.), as well as appropriate amounts of parking for private cars.
- One or more suburban stations need to be provided in order to accommodate potential riders living outside the city centers. Classic successful examples of suburban or beltway stations are Route 128 outside Boston, MA and New Carrollton, MD outside Washington, DC. These "beltway"-type stations cater to automobile-oriented riders and thus need to have many hundreds, if not several thousand, parking spaces to fulfill their role in corridor transportation.
- Every effort should be made to have each corridor station serve as a regional intermodal passenger terminal for all forms of regional and local transportation systems.

Based upon the FRA guidelines for the Location within the Community, IDOT developed the following criteria for the evaluation of potential station sites:

- Surrounding Land Use
- Access to Support Services

- Regeneration of Urban Center
- Intermodal Access
- Site Visibility
- Site Access to Roadways
- Multimodal Station Potential

Accessibility and Parking

A number of elements in the design of rail stations and the amenities provided for passengers are critically important in attracting riders to intercity and commuter trains. Accessibility to a variety of users is a key element in station design. Accessibility is defined as the ease of use or approach to a particular space or area. Evaluation areas related to Accessibility and Parking are directly tied to the ridership at the station. Transit research studies have shown that stations providing too few parking spaces for passenger vehicles or stations located in a residential neighborhood that is distant from arterial streets will have a smaller ridership than those located near major roadways. Clear, understandable and adequate signage directing motorists, pedestrians or bicyclists to the station is also a particularly important aspect of accessibility, as is access by other modes of transportation (bus, pedestrians and bicycles). The system will not be used if the patrons cannot find their way easily and conveniently to the station. The ability of the site to interface with surrounding pedestrian and bicycle facilities and the ability to incorporate amenities specific to these modes into the site and station design are a significant evaluation concern. IDOT developed criteria related to these concepts for the following evaluation areas:

- Infrastructure Improvements
- Site Entrance/Exit
- Internal Site Circulation
- Rental Cars
- Bicycle Access
- Pedestrian Access

Site Assessment

The physical and geometric characteristics of the parcel(s) of land being evaluated for the station site comprise the criteria for site assessment. The location and access to the parcel may be ideal for a station site. However, if the site has adverse grades or is an awkwardly shaped parcel, development of the site into a station and supporting facilities may be cost-prohibitive or result in a poorly designed station site.

Following is a list of the criteria used to evaluate the potential station locations for Site Assessment:

- Site Topography
- Site Size at Opening
- Environmental Issues
- Site Configuration

- Existing Utilities
- Future Expansion Potential
- Property Ownership and Willingness to Sell

Railroad Characteristics

In addition to the location and accessibility of the site as well as the physical characteristics of the site for development into a station, the railroad track geometrics adjacent to the site and the railroad track configuration within the proximity of the site should also be assessed. Highway crossings and existing bridges or tunnels near the station site may limit or prohibit the development of a site. Following is a list of the criteria used to evaluate the railroad geometrics:

- Existing Rail Alignment
- Track Grades
- Station Track Configuration
- Highway Crossing Locations
- Existing Bridges, Tunnels, and Other Impediments

2.3 Evaluated Alternatives

The No-Build and eight initial alternative sites described below were evaluated and compared based on the concepts and methodology described above. *Figure 1* (found in Section 1.4) depicts the existing Alton Amtrak Station and the eight alternative station sites. The reasons why each site was chosen for screening in the alternatives evaluation is presented as part of the description. All of the alternative station sites potentially had sufficient acreage to accommodate the Transportation Center.

Existing Alton Amtrak Station (No-Build Alternative)

The existing Amtrak station site is located at 3400 College Avenue in the northeast quadrant of the intersection of IL 140 (College Avenue) and Kendall Avenue in Alton, and is approximately 2.3 miles east of downtown Alton. The area is predominantly a single-family residential neighborhood and is approximately 2 miles from the central business district (CBD) of Alton. The existing station was evaluated as the No-Build Alternative, which is required by NEPA, and is the existing station with no modifications or improvements and having routine maintenance.

Site 1

Site 1 is 0.3 miles southeast of the existing Alton Amtrak station, located behind the existing Holiday Inn and Comfort Inn motels, and is approximately 2.5 miles east of downtown Alton. The site is approximately 0.25 miles south of College Avenue and is adjacent to the UPRR mainline and IL 3 (Homer Adams Parkway) in Alton. Site 1 was identified because of its location and current availability for station development. The City of Alton and the MCT expressed their interest in developing this parcel into a multimodal transportation center. Site 1 is approximately 6 acres, with additional acreage available for future expansion.

Site 2

Site 2 is a 59-acre parcel located 1.6 miles northwest of the existing Alton Amtrak station, and is approximately 2.4 miles northeast of the downtown Alton. Approximately 21.41 acres of the total acreage would be used to construct the Transportation Center and its associated facilities. Site 2 is just north of IL 3/111 (Homer Adams Parkway) and is 1.9 miles northwest of the intersection of the Homer Adams Parkway and IL 140 (College Avenue) in Alton. The site is owned by the City of Alton and was operated as the Robert P. Wadlow Golf Course until April 2012. Removal of the parcel from the Alton park system and rezoning was approved by the Alton City Council in October 2012. The site was identified because of its location, access to roadways, favorable site geometrics, and capability to accommodate a multimodal transportation center and future expansion.

Site 3

Site 3 is north of IL 3/111 (Homer Adams Parkway) and east of Washington Avenue in Alton, and is approximately 2.2 miles northeast of downtown Alton. The site is approximately one mile northwest of the existing Alton Amtrak station. This site was identified for its favorable track alignment and its proximity to existing retail development.

Site 4

Site 4 is south of IL 3/111 (Homer Adams Parkway), east of Washington Avenue and west of Seminary Street in Alton, and is approximately 2.2 miles northeast of downtown Alton. The site is approximately one mile northwest of the existing Alton Amtrak station. Site 4 was identified for its visibility and access from IL 3/111 and its favorable track alignment.

Site 5

Site 5 is 0.4 miles northwest of the existing Amtrak station, 0.4 miles northeast of the intersection of IL 140 and Seminary Street and 0.4 miles south of the intersection of IL 3 and Seminary Street in Alton. Site 5 is approximately 2.2 miles northeast of downtown Alton. This site was identified for the large acreage of undeveloped land that could accommodate the station, its associated facilities and parking.

Site 6

Site 6 is approximately 3.2 miles southeast of downtown Alton, and is located within the East Alton municipal limits. The site is on the east side of IL 3, 0.7 miles southeast of the intersection of IL 3 and West St. Louis Avenue. This location was identified for the large acreage of undeveloped land that could accommodate the station, its associated facilities and parking and for its favorable track alignment.

Site 7

Site 7 is in the Village of Godfrey 0.1 miles southwest of the intersection of North Humber Road and North Alby Street, and is approximately 3.8 miles north of downtown Alton. This site was identified for its favorable site topography and the potential to develop a multimodal transportation center.

Site 8

Site 8 is in the Village of Godfrey, less than 0.1 miles south of the intersection of Bethany Lane and IL 111/267 (Montclair Avenue), and is approximately 5.6 miles north of downtown Alton. This site was identified for the amount of vacant acreage available for development as a station site and its accessibility and visibility from IL 111/267 (Montclair Avenue).

The findings of the alternatives screening evaluation are presented in the following section.

2.4 Alternatives Dismissed and Carried Forward for Further Evaluation

IDOT used criteria in four main categories (Location within the Community, Accessibility and Parking, Site Assessment, and Railroad Characteristics) in considering the relative strengths (positive) and weaknesses (negative) of each site. After a qualitative evaluation was developed, numeric ratings were assigned. From this final synthesis, build alternative(s) were carried forward for further design and evaluation in this environmental assessment, or dismissed from further consideration. Table 1 presents the summary of the evaluation ratings for the eight Transportation Center site alternatives and the existing Alton Amtrak Station. Six of the alternatives had limitations and weaknesses in their suitability for development as a transportation center that resulted in a relatively lower overall evaluation among the alternatives. These six alternatives were dismissed from further consideration. The dismissal of these six alternatives and the carrying forward of the remaining two build alternatives for further study is discussed below. The No-Build Alternative was carried forward in the EA for comparison with the build alternative(s).

Table 1 – Summary of Evaluation Area Ratings

Summary of Evaluation Area Ratings									
Screening Criteria	**Site**								
	Ex. Site	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Location within the Community	-3	+4	+3	+5	+4	-6	+1	-3	-1
Accessibility and Parking	-3	-1	+1	-2	-1	o	-1	-2	-2
Site Assessment	-3	+4	+3	-3	-2	o	+2	-1	-1
Railroad Characteristics	-1	+2	+2	-3	-3	+2	+2	o	+1
Summary Rating	-10	**+9**	**+9**	-3	-2	-4	+4	-6	-3
Recommended for Further Analysis	No*	**Yes**	**Yes**	No	No	No	No	No	No

Source: Illinois Department of Transportation, 2012. High-Speed Rail Chicago to St. Louis, Alton Regional Multimodal Transportation Center Project, Draft Report: Alternatives Screening. May 2012.

Key: + Better than other alternatives; **o** Same as other alternatives; − Worse than other alternatives

*The Existing Station was retained as one of the alternatives despite the negative evaluation ratings

2.4.1 Sites Carried Forward for Further Evaluation

Existing Alton Amtrak Station (No-Build Alternative)

The existing Alton Amtrak Station site is surrounded and constrained by single-family residential land use and cannot be expanded to accommodate the multimodal transportation center concept proposed by the City of Alton and MCT without substantial land acquisition, and displacement. This site does not meet the purpose and need, and is not able to accommodate MCT buses, pedestrians, or bicycles. Due to these limitations, the existing station site ranked low in all but one category (Railroad Characteristics). As continued use of the existing station site represents the baseline No-Build Alternative, this site was advanced for further analysis.

Site 1 (Build Alternative)

Site 1 is ranked higher than or equal to all other sites for 3 of the 4 evaluation categories: Location within the Community, Site Assessment and Railroad Characteristics. Site 1 is adjacent to established hotels, restaurants, businesses, and office buildings, providing excellent support services for the station. Though single-family residential land use adjoins the tracks on the west, no access connection from the station to the residential neighborhood would be made. Development of this site has the potential to enhance the attractiveness of existing businesses and spur development of additional support services for the station. This site also has excellent visibility from arterial streets and has good access from IL 140 (College Avenue). MCT has

expressed its support for Site 1 development as a multimodal station that integrates high-speed rail, buses, bicycles, parking, pedestrians and passenger vehicles. Site 1 is likely to require shorter utility extensions to serve a potential station than all other sites. The existing rail alignment and no at-grade highway crossings within the proximity of the site earned the site positive marks under the Railroad Characteristics category. Site 1 is located on privately owned land and would require additional ROW to be purchased.

Site 2 (Build Alternative)

Site 2 ranked higher than all of the eight sites in Accessibility and Parking. This is due to the superior internal site circulation, bicycle access and closer proximity to off-site car rental services. Site 2 ranked higher than all other sites except Site 1 in the Site Assessment category. Site 2 has more land available for initial development of the Transportation Center and has more potential for future expansion of the station and its facilities as ridership increases. Site 2 ranks the same or better than all other sites for Railroad Characteristics and has no bridges or tunnels within proximity of the site. Site 2 is located in a former golf course and is on land owned by the City of Alton. The City of Alton has offered to contribute land for Site 2, therefore no ROW would be purchased at this location.

The Build Alternatives (Sites 1 and 2) rated equally in the alternatives evaluation and they both were carried forward for further evaluation in this EA. When a final build alternative is chosen, it will be included in the final environmental document, which is anticipated to be a Finding of No Significant Impact (FONSI). The site designations have been carried through the remainder of this EA.

2.4.2 Sites Dismissed from Further Evaluation

The synthesis evaluation for Sites 3 through 8 revealed relative disadvantages among these alternatives that made them less desirable locations for a new multi-modal transportation center. Table 2 summarizes the primary reasons why each alternative site was dismissed from further study in the project development.

Table 2 – Dismissed Alternatives and Dismissal Factors

Site	Primary Disadvantages
Site 3	Extreme limitations of site shape; small site necessitating acquisition; demolition of existing structures required
Site 4	Undesirable track frontage; construction of station platform over adjacent roadways; horizontal curve makes site development difficult
Site 5	Poor accessibility and site visibility; heavily wooded site; environmental impacts; required utility extensions
Site 6	Double track configuration requires a grade-separated pedestrian crossing and platform off the property; no potential for future expansion and mixed-use development; no adjacent station support services; lacks pedestrian and bicycle facilities
Site 7	Limitations of site shape; limited track tangent for station and platform construction; no adjacent station support services; poor site visibility; location away from urban center; limited future expansion
Site 8	No adjacent station support services, location away from urban center, no potential for future expansion

3.0 Environmental Resources, Impacts, and Mitigation

This section describes the existing resources within the project study area and analyzes the potential beneficial and adverse impacts to these resources from the No-Build Alternative, Build Alternative Site 1, and Build Alternative Site 2. The environmental resources have been categorized into three groups: the physical environment, ecological systems, and the human environment. These groups are presented in subsections 3.1, 3.2, and 3.3, respectively.

3.1 Physical Environment

This subsection includes a discussion of the physical environment resources potentially impacted by the proposed transportation center. Where appropriate, mitigation measures are identified.

3.1.1 Air Quality

Air pollutants are contaminants in the atmosphere. Many man-made pollutants result from the incomplete combustion of fuels including coal, oil, natural gas, and gasoline. The principal factors affecting air pollution concentrations with respect to transportation projects are traffic, emissions, roadway type, terrain, meteorological parameters, and ambient air quality

In accordance with the federal Clean Air Act, the U.S. Environmental Protection Agency (EPA) has established National Ambient Air Quality Standards (NAAQS) for six pollutants considered harmful to public health and the environment. These are carbon monoxide (CO), lead, nitrogen dioxide (NO_2), particulate matter (PM_{10} and $PM_{2.5}$), ozone and sulfur dioxide (SO_2). Areas that do not meet the standards for these pollutants are designated as nonattainment areas and states must develop a State Implementation Plan (SIP) to improve the air quality in these areas and bring them into attainment by specific deadlines set by the EPA.

Federal agencies responsible for an action occurring in a nonattainment are required to determine if the action conforms to the applicable SIP. The U.S. EPA has developed two sets of conformity regulations:

- General Conformity - Other projects [40 CFR Part 93, Subpart B]; and
- Transportation Conformity - Transportation projects developed or approved under the Federal Aid Highway Program or Federal Transit Act [40 Code of Federal Regulation (CFR) Part 93, Subpart A].

This EA focuses on the general conformity regulations because the project is being funded by the FRA which is subject to general conformity.

3.1.1.1 Existing Conditions

The Transportation Center project study area is located in Madison County. Madison County is currently in attainment with the National and Illinois Ambient Air Quality Standards for carbon monoxide and PM_{10}. Madison County is also in nonattainment for 8-hour ozone. In addition, Madison County is in nonattainment for the 1997 annual PM_{25} standard, but in attainment for the 2006 24-hour PM_{25} standard. In nonattainment areas such as Madison County, levels of ozone precursors VOC and NO_x are monitored closely for any increases in emissions.

3.1.1.2 Potential Impacts

The total annual estimated emissions generated along the high-speed rail corridor are provided in Appendix D. The estimated increases in emissions of each pollutant are less than the general conformity applicability threshold values. General conformity applicability threshold values for both VOC and NO_x emissions are each an increase in 100 tons per year. These estimated increases over the entire Chicago to St. Louis corridor are 2.5 additional tons of NO_x and 0.13 tons of VOCs and are both below the general conformity thresholds.

Both Build Alternatives also include provisions for up to 230 spaces of car and 10 spaces of bus parking. The number of spaces considered is based on projected 2030 usage of the station.

While the proposed project would enhance the passenger environment, the frequency of both bus and train service to the Transportation Center would be relatively modest. This would reduce the temporal concentration of motor vehicles associated with trips to and from the Transportation Center. It is reasonable to expect an increase of no more than 330 daily automobile trips to and from Alton Station as a result of this proposal. This prediction is based on the number of passengers expected to use the Alton Station in 2030 (see Section 1.4). Therefore, this proposal would not be expected to generate enough automobile traffic sufficient enough to cause or contribute to a violation of the NAAQS.

Detailed bus schedules for the proposal have not yet been developed, but a bus frequency of 2-3 buses per hour is reasonable given the exiting bus service currently being provided at the Alton Amtrak Station. Given the low volumes of buses, this proposal would not be expected to generate enough bus traffic sufficient enough to cause or contribute to a violation of the NAAQS. In the future, if additional buses are scheduled to service the Transportation Center, MCTA would be required to conduct additional transportation conformity air quality analysis.

Either of the Build Alternatives (Sites 1 and 2) may result in temporary, construction-related increases in vehicle exhaust and emissions, and airborne particulate matter during equipment operation and the hauling of material. Construction dust associated with exposed soils would be controlled, if necessary, with the application of water and other approved dust palliatives. In addition, any hydrocarbons, NO2, SO2 emissions, as well as airborne particulates created by fugitive dust plumes would be rapidly dissipated because the location of the site and prevailing winds allows for good air circulation.

Overall, there could be a short-term, temporary degradation of local air quality during construction activities. However, these impacts would be minor and would cease immediately after the construction activity is completed. Standard best management practices (BMPs) would be utilized during the construction process in order to minimize dust.

3.1.2 Energy

The No-Build Alternative would not require construction. Therefore, no changes in energy consumption are expected.

Construction of either of the Build Alternatives, Sites 1 or 2, will require consumption of energy for processing materials, construction activities, and maintenance of the relocated stations. Energy consumption by vehicles in the vicinity of either of the two locations proposed for siting the new station improvements may increase during construction due to possible traffic delays.

Once the Transportation Center is operational, long-term energy savings are expected, albeit small, from a more energy efficient transportation center. These energy efficient aspects include improved building insulation, high-efficiency windows, and high-efficiency heating and cooling systems. With aged equipment and fixtures and no improvements assumed in the No-Build Alternative, the existing station will continue to use energy inefficiently in comparison to the two Build Alternatives. The proposed improvements would increase the efficiency of current transportation for either of the two Build Alternative sites by providing a more balanced use of the overall transportation network and enhancing the passenger rail component. This will result in less direct and indirect vehicular energy consumption for either of the Build Alternative sites than the No-Build Alternative. Also, connecting the bus transit system directly to the train system would reduce the amount of direct energy consumption. Thus, in the long term, post-construction operational energy requirements should offset construction and maintenance energy requirements and result in a net savings in energy usage.

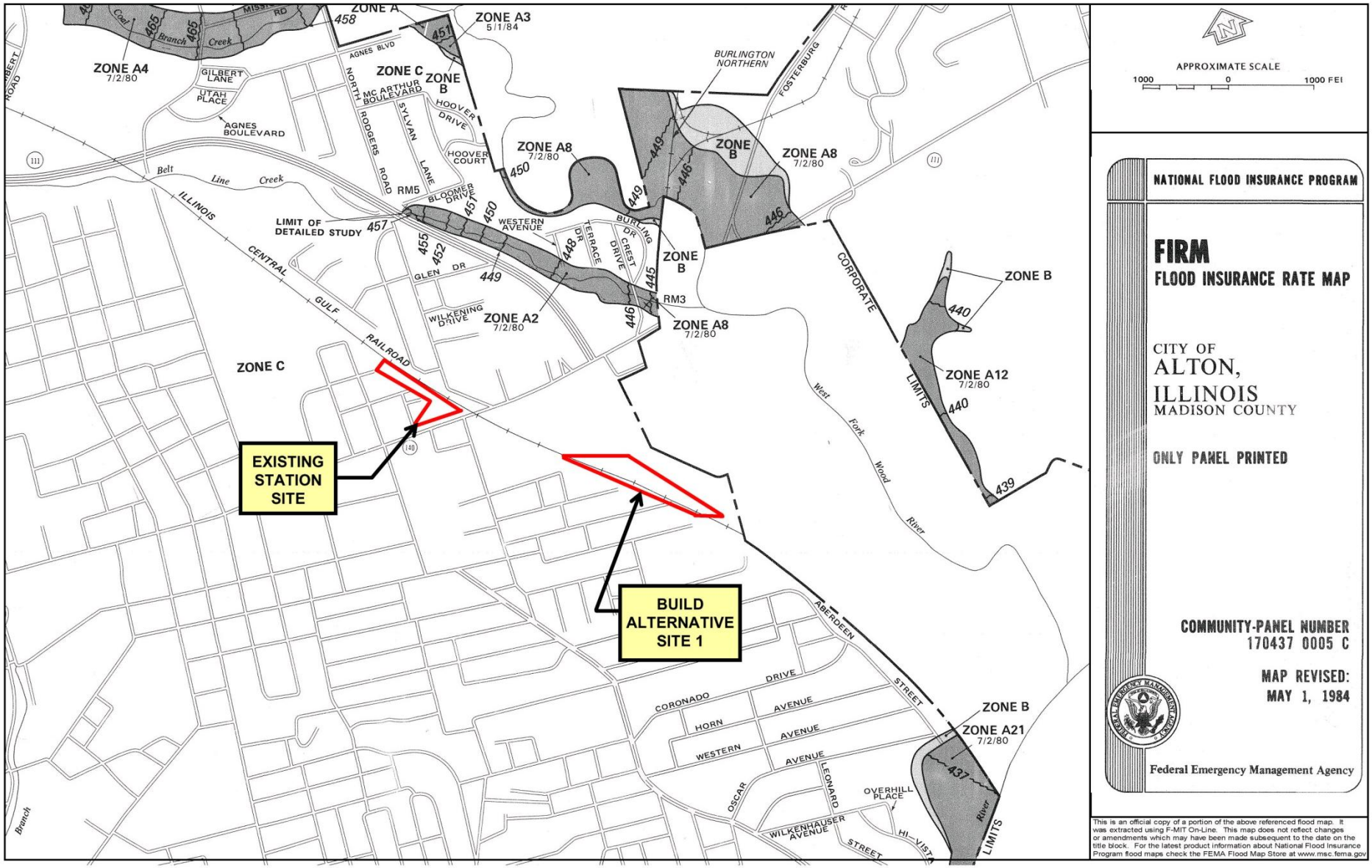
Passenger rail service under the No-Build Alternative and for either of the Build Alternatives (Sites 1 and 2) would be a continuation of the existing five daily round trips between Chicago and St. Louis. Increased ridership resulting from the normal travel growth in the Godfrey to East St. Louis HSR corridor that includes Alton would be accommodated by adding more cars to existing trains. The additional energy required to haul added weight would be offset by the use of more energy efficient locomotives.

3.1.3 Floodplains

3.1.3.1 Existing Conditions

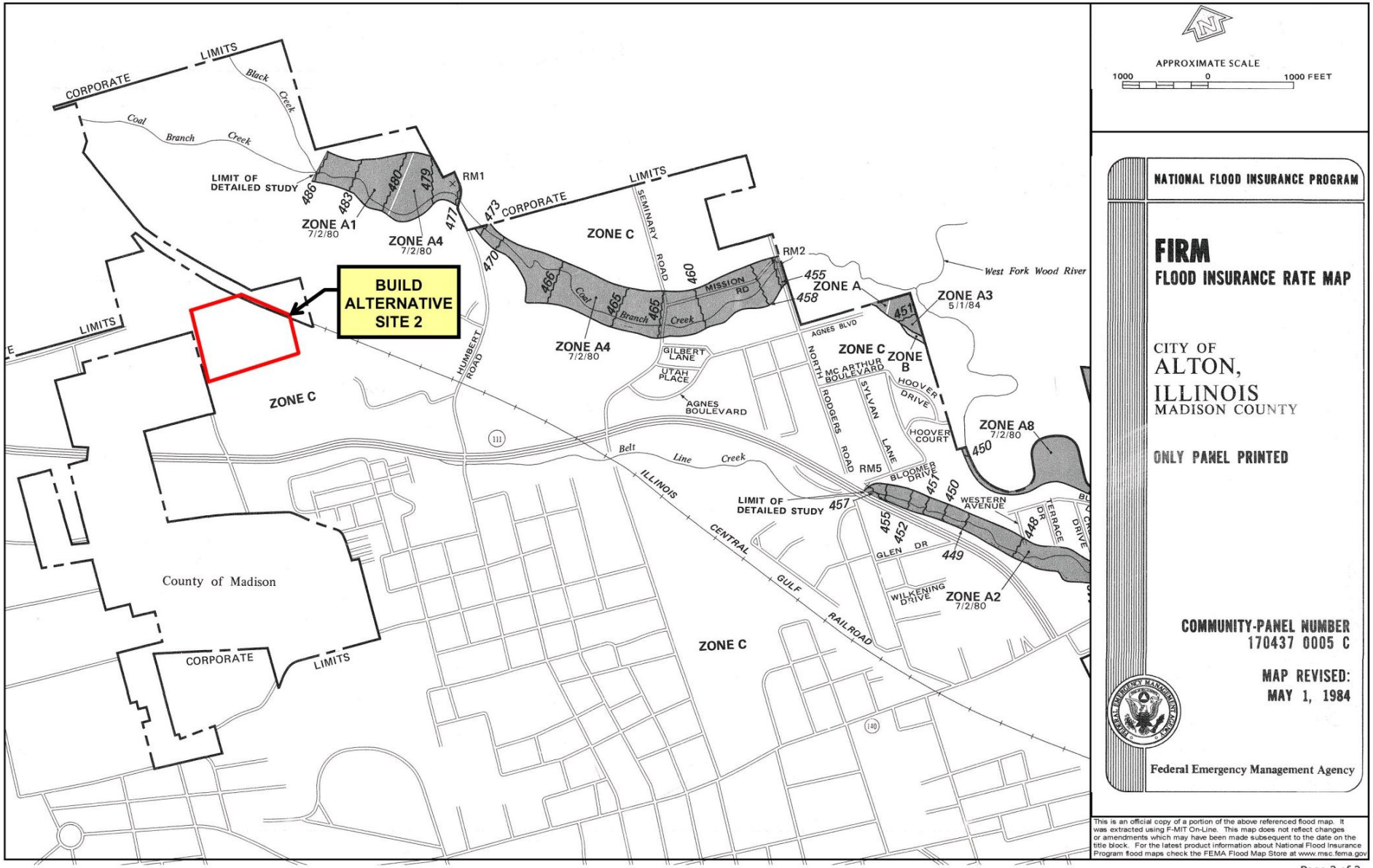
The Federal Emergency Management Agency (FEMA) has primary responsibility for identifying flood-prone areas. FEMA conducted flood studies and issued mapping in 1984 for Madison County. All three sites are located within FEMA flood zone designation Zone C. Zone C is considered a moderate to low risk area of minimal flood hazard, usually depicted on flood insurance rate maps (FIRMs) as above the 500-year flood level. See *Figures 3* and 4 for FIRMs for the project area.

Figure 3 – FIRM Map



Page 1 of 2

Figure 4 – FIRM Map



Page 2 of 2

3.1.3.2 Potential Impacts

The No-Build Alternative and the Build Alternatives (Sites 1 and 2) would not impact 100-year floodplains. All proposed improvements would be outside 100-year floodplain limits. It should be noted that no open waterways (creeks, streams, rivers, etc.) cross the study area in which floodplains would be designated.

3.1.4 Noise and Vibration

The assessment of the potential for the project to cause noise and vibration impacts was accomplished by applying the procedures provided by the FRA *High-Speed Ground Transportation Noise and Vibration Impact Assessment* guidance manual (U.S. Department of Transportation [USDOT] Federal Railroad Administration, October 2005). The assessment included evaluating noise and vibration from train operations.

The FRA screening procedure is used to identify sensitive receptors where the next level of analysis is appropriate. Using the FRA screening procedure approach, sensitive receptors with the potential for noise and vibration impacts are identified. Receptors located within the screening distance are then evaluated using the general assessment level of analysis. If impacts are still identified in the general assessment, a detailed analysis would be warranted. The proposed transportation center improvements were evaluated for noise and vibration impacts.

3.1.4.1 Existing and Proposed Conditions Assessment

Noise

Based on the General Assessment for the proposed improvements, noise impacts associated with the proposed project are not anticipated. Generally, the increase in passenger train speed from 79 mph in the existing year to 110 mph in the design year results in an increase in the rolling stock noise levels by an average of 2 dBA. As measured on the logarithmic scale, freight train traffic is more than two times louder than the passenger train traffic. Under the design year condition, passenger train traffic increases in noise level by 2 dBA due to the increase in train speed. The freight train traffic noise level is 11 dBA higher than passenger train noise levels, which is more than two times the sound level of a passenger train. Even though the passenger train noise level increases, it is not a level of increase that would result in a change in the overall noise level. With no change in the overall noise level between the existing year and the design year, a detailed noise analysis and a noise abatement evaluation are not warranted as no impacts have been identified.

The project study area encompasses three distinct locations as shown on *Figure 2*. The No-Build Alternative and Build Alternatives (Sites 1 and 2) are located within the Alton city limits, and as such fall within the FRA's screening distance of 300 feet for urban/noisy suburban unobstructed areas.

Build Alternative Site 1 is located between the on-ramp of a major roadway (Homer Adams Parkway), commercial establishments, semi-forested, vacant property, and a residential area.

Build Alternative Site 2 is located on a former public golf course and borders a low-density residential area, commercial establishments and a densely forested area.

The overall noise levels receive contributions from vehicular traffic, passenger train traffic, and freight train traffic. While vehicular traffic contributes to the overall noise level, the construction of the existing mainline track would not change vehicular traffic substantially since the existing traffic flow is expected to change minimally with the Build Alternatives. Therefore, vehicular traffic was not considered in the impact evaluation. However, due to the study area being within an active rail corridor, at the three municipal locations, with the trains being the dominant noise source, the passenger train traffic and freight train traffic were taken into consideration. The impact evaluation is based on the comparison of the existing train noise and the train noise under the No-Build (22 sensitive receptors) and Build Alternatives (the proposed build condition; 38 sensitive receptors at Build Alternative Site 1 and one sensitive receptor at Build Alternative Site 2). Table 3 lists the sensitive noise receptors for both the No-Build and Build Alternatives. For each noise receptor, the distance of that receptor to the center of the track is given, as well as the type of receptor (for example SFR denotes the receptor is a single family residence). There are more sensitive receptors at Site 1 because of the surrounding single family residential land use at that location. As you can see in the right column of Table 3, the noise analysis concluded that there will be no impact to any sensitive receptors.

Table 3 – General Assessment Noise Analysis Results

Receptor No.*	RR Mile Post (Approx.)	Side of Track	Distance to Existing Track, feet (Approx.)	Receptor Type** (Urban)	Project Noise Levels, dBA		Build Increase Over Existing, dBA	Allowed Increase (Moderate Impact), dBA	Impact Determination
					Existing/ No-Build	Build			
E-R1	256.6	E	130	SFR	54	56	2	3	No Impact
E-R2	256.6	W	155	SFR	53	55	2	3	No Impact
E-R3	256.6	W	245	SFR	50	48	-2	3	No Impact
E-R4	256.6	W	210	SFR	51	49	-2	3	No Impact
E-R5	256.6	W	180	SFR	52	50	-2	3	No Impact
E-R6	256.6	E	205	SFR	51	49	-2	3	No Impact
E-R7	256.6	W	100	SFR	55	53	-2	3	No Impact
E-R8	256.6	E	180	SFR	52	50	-2	3	No Impact
E-R9	256.7	E	170	SFR	52	50	-2	3	No Impact
E-R10	256.7	W	125	SFR	54	52	-2	3	No Impact
E-R11	256.7	E	160	SFR	52	50	-2	3	No Impact
E-R12	256.7	W	145	SFR	53	51	-2	3	No Impact
E-R13	256.7	E	140	SFR	53	51	-2	3	No Impact
E-R14	256.7	W	95	SFR	56	54	-2	3	No Impact
E-R15	256.7	E	225	SFR	50	48	-2	3	No Impact
E-R16	256.8	W	275	SFR	49	47	-2	3	No Impact

Receptor No.*	RR Mile Post (Approx.)	Side of Track	Distance to Existing Track, feet (Approx.)	Receptor Type** (Urban)	Project Noise Levels, dBA		Build Increase Over Existing, dBA	Allowed Increase (Moderate Impact), dBA	Impact Determination
					Existing/ No-Build	Build			
E-R17	256.8	W	250	SFR	50	48	-2	3	No Impact
E-R18	256.8	W	290	SFR	49	47	-2	3	No Impact
E-R19	256.8	W	245	SFR	50	48	-2	3	No Impact
E-R20	256.8	W	225	SFR	50	48	-2	3	No Impact
E-R21	256.8	W	150	SFR	53	51	-2	3	No Impact
E-R22	256.8	W	165	SFR	52	50	-2	3	No Impact
A1-R1	257.1	W	130	SFR	54	52	-2	3	No Impact
A1-R2	257.1	W	225	SFR	50	48	-2	3	No Impact
A1-R3	257.1	E	180	Hotel	52	50	-2	3	No Impact
A1-R4	257.1	W	155	SFR	53	51	-2	3	No Impact
A1-R5	257.1	W	80	SFR	57	55	-2	3	No Impact
A1-R6	257.1	W	85	SFR	57	55	-2	3	No Impact
A1-R7	257.1	W	280	SFR	49	47	-2	3	No Impact
A1-R8	257.1	W	255	SFR	50	48	-2	3	No Impact
A1-R9	257.1	W	155	SFR	53	51	-2	3	No Impact
A1-R10	257.1	W	140	SFR	53	51	-2	3	No Impact
A1-R11	257.1	W	285	SFR	49	47	-2	3	No Impact
A1-R12	257.1	W	265	SFR	49	47	-2	3	No Impact
A1-R13	257.2	W	105	SFR	55	53	-2	3	No Impact
A1-R14	257.2	W	225	SFR	50	48	-2	3	No Impact
A1-R15	257.2	W	200	SFR	51	49	-2	3	No Impact
A1-R16	257.2	W	175	SFR	52	50	-2	3	No Impact
A1-R17	257.2	W	135	SFR	54	52	-2	3	No Impact
A1-R18	257.2	W	100	SFR	55	53	-2	3	No Impact
A1-R19	257.2	W	85	SFR	57	55	-2	3	No Impact
A1-R20	257.2	W	250	SFR	50	48	-2	3	No Impact
A1-R21	257.2	W	245	SFR	50	48	-2	3	No Impact
A1-R22	257.2	W	230	SFR	50	48	-2	3	No Impact
A1-R23	257.2	W	200	SFR	51	49	-2	3	No Impact
A1-R24	257.2	W	300	SFR	48	46	-2	3	No Impact
A1-R25	257.2	W	175	SFR	52	50	-2	3	No Impact
A1-R26	257.2	W	140	SFR	53	44	-9	3	No Impact
A1-R27	257.2	W	260	SFR	49	47	-2	3	No Impact
A1-R28	257.3	W	110	SFR	55	53	-2	3	No Impact
A1-R29	257.3	W	225	SFR	50	48	-2	3	No Impact
A1-R30	257.3	W	75	SFR	57	55	-2	3	No Impact
A1-R31	257.3	W	185	SFR	49	47	-2	3	No Impact
A1-R32	257.3	W	150	SFR	53	51	-2	3	No Impact
A1-R33	257.3	W	125	SFR	54	52	-2	3	No Impact
A1-R34	257.3	W	280	SFR	49	47	-2	3	No Impact
A1-R35	257.3	W	250	SFR	50	48	-2	3	No Impact
A1-R36	257.3	W	205	SFR	51	49	-2	3	No Impact
A1-R37	257.3	W	175	SFR	52	48	-4	3	No Impact
A1-R38	257.3	W	140	SFR	53	51	-2	3	No Impact
A2-R1	255.0	W	240	SFR	50	48	-2	3	No Impact

* Receptors beginning with the letter E are for the existing station, A1 is Site 1, and A2 is Site 2

**SFR = Single Family Residence;

NOTE: All receptors have a Noise Metric of L_{dn}.

Vibration

The screening assessment for potential vibration effects is based on land use coupled with general assumptions for screening distance obtained from the FRA *High-Speed Ground Transportation Noise and Vibration Impact Assessment* guidance manual (U.S. Department of Transportation [USDOT] Federal Railroad Administration, October 2005). The screening distance for residential land uses with infrequent events along a corridor with speeds less than 100 mph is 60 feet. No sensitive receptors were identified within this screening distance for the No-Build Alternative. The screening distance for residential land uses with infrequent events along a corridor with speeds between 100 and 200 mph is 100 feet. Four sensitive receptors were identified for Build Alternative Site 1 and none were identified for Build Alternative Site 2. Therefore, these four sensitive receptors were evaluated for potential vibration impacts.

The FRA general assessment procedures for vibration were used to predict the vibration level at the identified receptor locations. *Table 4* summarizes the general assessment analysis for vibration.

Table 4 – Ground-borne Vibration General Assessment (Passenger Trains)

Receptor No.*	Dist. to Existing Track, feet	Existing Vibration Level,VdB[1]	Proposed Vibration Level, VdB[1]	Increase in Vibration, VdB[1]	FRA Criteria (Infrequent Events), VdB[1]	Impact Determination
A1-R5	80	72	75	3	80	No
A1-R6	85	72	75	3	80	No
A1-R19	85	72	75	3	80	No
A1-R30	75	73	76	3	80	No

[1] VdB is a logarithmic scaling of vibration magnitude

*A1 receptors are associated with Site 1

3.1.4.2 Potential Impacts

Noise

The No-Build Alternative would not create any change in noise from the existing conditions since there would be no change in passenger train operations. None of the noise levels at the 22 sensitive receptors, in the vicinity of the existing station, would change under the No-Build Alternative.

Build Alternative Sites 1 and 2 would serve existing and future rail and bus service. However, there would be no measureable noise impacts on the 39 sensitive receptors (38 receptors at Site 1 and 1 receptor at Site 2) since the current five daily trains traveling between Chicago and St. Louis would continue to operate as they currently do. However, the freight train noise is the dominant noise source in the project study area and, therefore, the overall noise levels would remain similar since no changes in freight noise levels are expected between the No-Build and Build Alternative scenarios.

There would also be an increase in noise from buses and cars since the sites would have both parking facilities and bus parking. The noise impacts from busses and cars are expected to be small since only 18 trains would service this station daily. By 2030, there are expected to be 119,777 passengers using Alton Station per year, which averages out to approximately 330 passengers per day.

Any temporary impacts would cease immediately after the construction activity is completed.

Trucks and machinery used for construction produce noise which may affect some land uses and activities during the construction period. Residents adjacent to the project study area would at some time experience perceptible construction noise from implementation of the project. To minimize or eliminate the effect of construction noise on these receptors, time restrictions will be used to limit the period of exposure to construction noise.

As stipulated in the Illinois Department of Transportation's Standard Specifications for Road and Bridge Construction, adopted January 1, 2012, Article 107.35 - Construction Noise Restrictions, the following standards would be followed during construction activities.

- All engines and engine driven equipment used for hauling or construction would be equipped with an adequate muffler in constant operation and properly maintained to prevent excessive or unusual noise.
- Construction within 1000 feet (300 m) of an occupied residence, motel, hospital, or similar receptor shall be confined to the period beginning at 7 a.m. and ending at 10:00 p.m. This time regulation should not apply to sawing contraction joints, as required in Article 420.05, maintenance or operation of safety and traffic control devices such as barricades, signs, and lighting, or to construction of an emergency nature.
- Any machine or device or part thereof which is regulated by or becomes regulated by Federal or State of Illinois noise standards shall conform to those standards. Such equipment shall be operated as designated above.

Vibration

Since there are no sensitive receptors within the screening distance for vibration, there are no impacts.

Under the Build Alternative Site 1, the four sensitive receptors within the vibration screening distance are not anticipated to have ground-borne vibration impacts since the calculated vibration levels of 75, 75, 75, and 76 VdB (A1-R5, A1-R6, A1-R19, and A1-R30, respectively) are below the FRA criteria of 80 VdB.

Since there are no sensitive receptors within the screening distance at Build alternative Site 2, there are no impacts.

3.1.5 Agriculture

3.1.5.1 Existing Conditions

Agriculture is a prominent land use in the rural areas of Madison County, but it is not a dominant feature at the locations of the No-Build Alternative or the two Build Alternatives (Sites 1 and 2) since they are within non-rural areas. There are no agricultural areas within the city limits of Alton. The No-Build Alternative and the two Build Alternatives are within the city limits and there are no agricultural areas within 2,000 feet of the three sites.

3.1.5.2 Potential Impacts

The No-Build Alternative would not impact any agricultural area. Build Alternatives (Sites 1 and 2) would not impact any agricultural area or any prime farmland since urban or built-up areas of the soils listed as prime farmland are not considered prime farmland (as described in the Soil Survey of Madison County, Illinois, 2004).

3.1.6 Tree Resources

3.1.6.1 Existing Conditions

No trees are located within the limits of the No-Build Alternative. However, large stands of trees are located at each of the two Build Alternative sites as discussed below.

At Build Alternative Site 1, it is estimated that most of the approximate 6-acre footprint of the proposed improvements consists of thick woodlands. Most of the trees line the southern perimeter adjoining the existing railroad tracks, some along the eastern property line, and along the drainage swale that separates the site from commercial properties along the western boundary. The dominant tree types were identified as follows: black locust (*Robinia pseudoacacia*), black walnut (*Juglans nigra*), American elm *(Ulmus americana)*, cottonwood (*Populus deltoides)*, silver maple *(Acer saccharinum)*, and white ash (*Fraxinus americana*).

At Build Alternative Site 2, it is estimated that 8 percent of the 21.41-acre footprint of the former golf course area is covered by trees, the thickest areas being along the existing railroad tracks on the north perimeter and in the northeast section of the site along the eastern property line. The remaining locations of trees are found in small groves or pockets and in narrow, elongated stretches framing the fairways of the golf course. The dominant tree types were identified as follows: white oak (*Quercus alba*), sycamore (*Platanus occidentalis*), sugar maple (*Acer saccharum*), Douglas fir (*Pseudotsuga menziesii*), white pine (*Pinus strobus*), and box elder (*Acer negundo*).

The proposed improvements would occur primarily within areas that have been historically undeveloped. Build Alternative Site 1 has no history of prior developments and is essentially covered with grasses, shrubs, and mature trees. Build Alternative Site 2 was an early homestead property, and was later used as a poor farm in the 1930s before being converted into a golf course owned by the City of Alton. The trees at the golf course were strategically planted over the years for ornamental purposes.

3.1.6.2 Potential Impacts

Build Alternative Site 1 and Build Alternative Site 2 would both require the removal of trees. The exact number and location of the potentially impacted trees would depend on final site plans for the construction footprint. Build Alternative Site 2 has the potential for more impacts to trees exceeding 8 inches in diameter (diameter at breast height, DBH) compared to Build Alternative Site 1.

3.1.6.3 Mitigation

Since there are no proposed improvements for the No-Build Alternative, mitigation is not required. Trees exceeding 8 inches (DBH) would need to be removed as necessary for the proposed improvements at both Build Alternatives (Sites 1 and 2). As mentioned in Section 2.1, the entire property for Site 2 is not being developed as part of this EA's proposal.

Mitigation for tree removal is not part of the Transportation Center Project. Landscape trees would be included as part of the site landscaping plan to be developed by the City of Alton during detailed site plan preparation.

3.2 Ecological Systems

This section describes the ecological systems affected by the proposed project. Included in this section is a discussion of the water quality and resources, threatened and endangered species, and special lands as they relate to the Build Alternatives (Sites 1 and 2). Where appropriate, mitigation measures are identified. The inventory of environmental resources may be found in *Figures 5 and 6*.

3.2.1 Wetlands and Waters of the US

Wetlands are defined by the US Army Corps of Engineers (USACE) and the U.S. Environmental Protection Agency (USEPA) as:

> "Those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (Title 33 *Code of Federal Regulations* Section 328.3 (b) and Section 404 of the Clean Water Act).

Executive Order 11990, "Protection of Wetlands", requires federal agencies to avoid, to the extent practicable, short and long-term impacts associated with the destruction or modification of wetlands. More specifically, it directs federal agencies to avoid new construction in wetlands unless there is no practical alternative. In addition, it states that where wetlands cannot be avoided, the proposed action must include all practical measures to minimize harm to the wetlands.

Figure 5 – Environmental Inventory

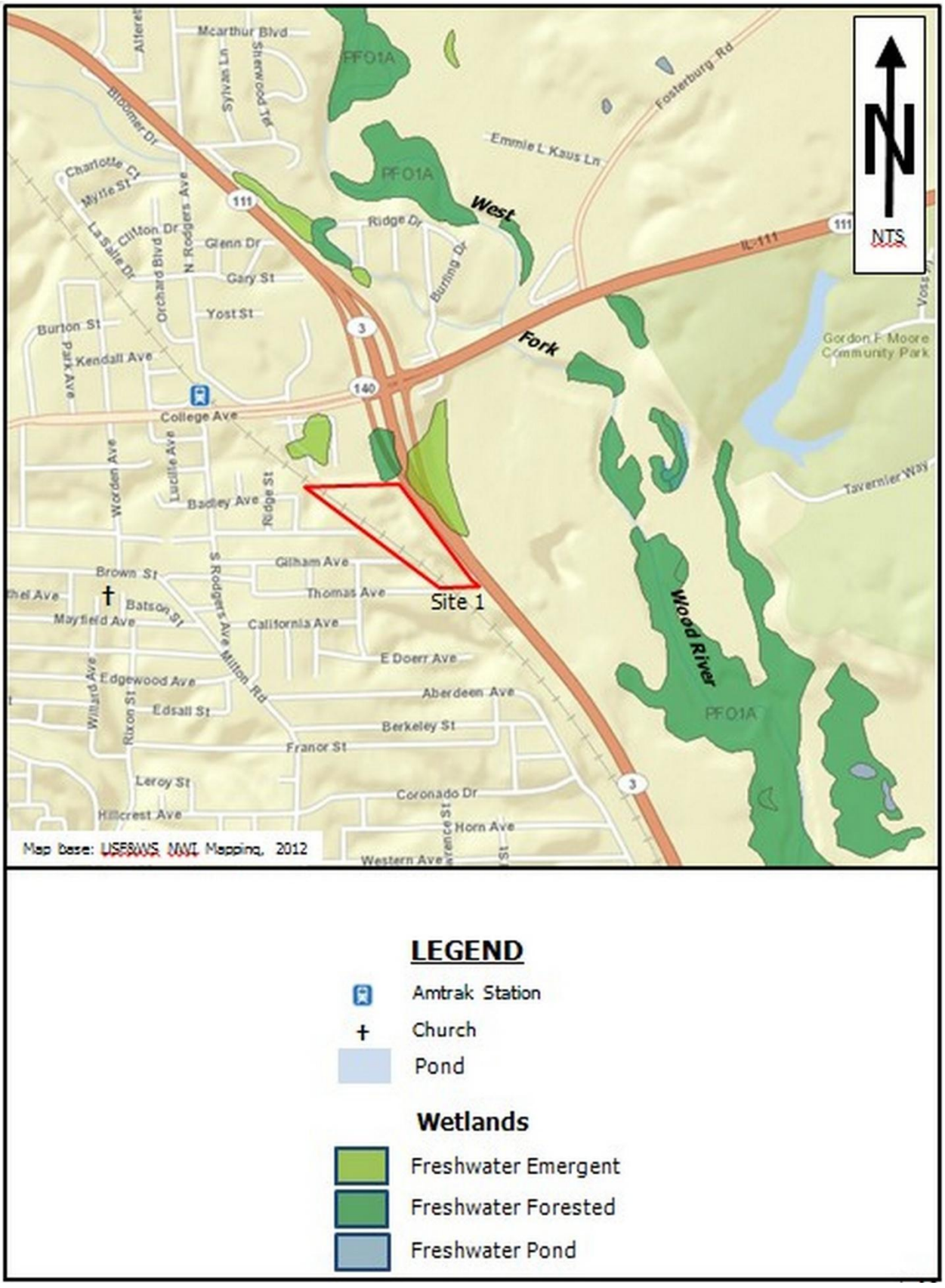
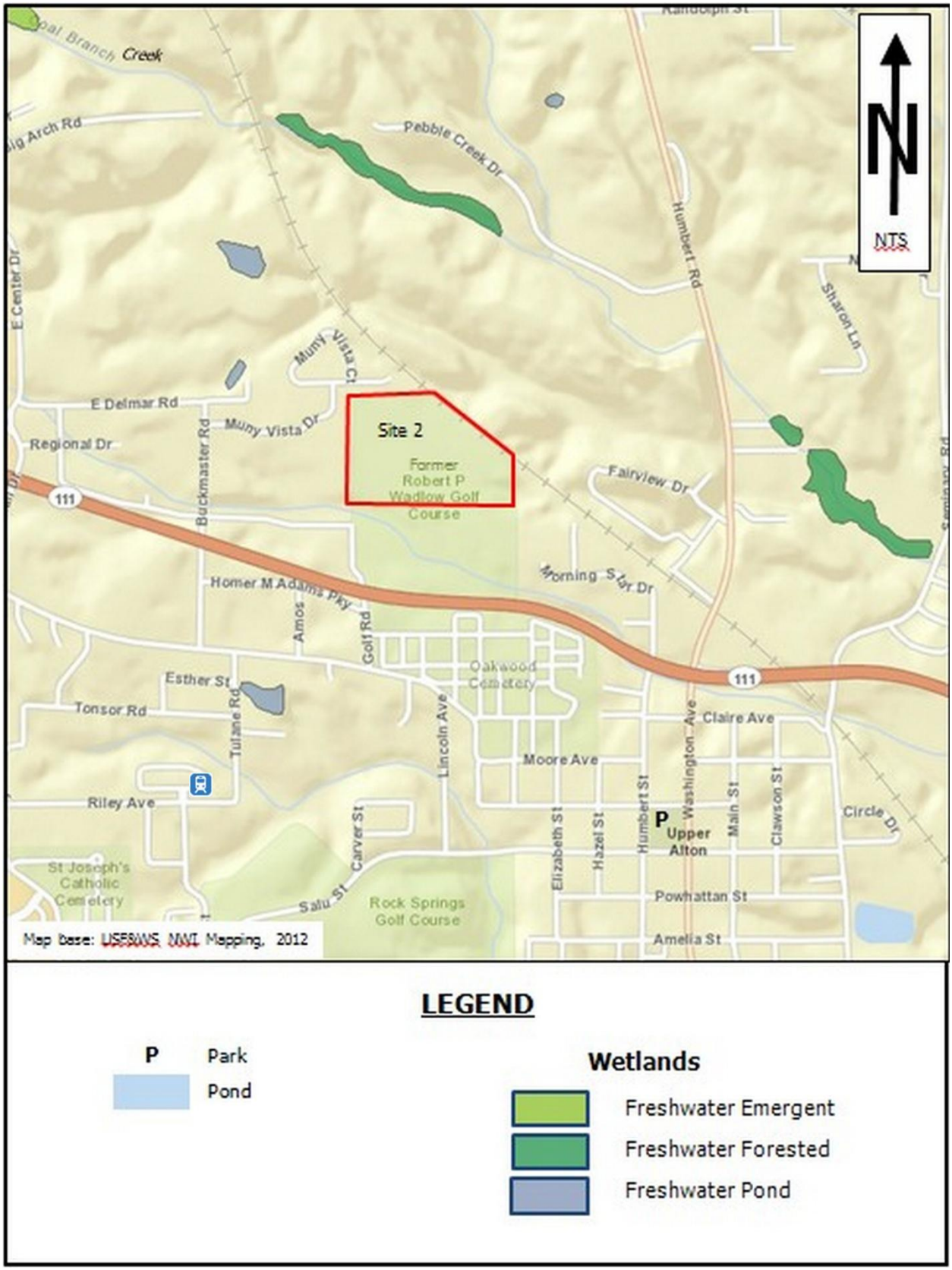


Figure 6 – Environmental Inventory



Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403) and Section 404 of the Clean Water Act (33 USC 1344) authorize permits for placement of structures, dredged, or fill material into the "Waters of the U.S." All public and private projects must obtain permits. The most likely types of permits in the project study area would be for filling wetlands and streams. Impacts to wetlands and Waters of the United States must be mitigated. While mitigation requirements under Section 404 and Section 10 are the same for developers and IDOT regarding wetland loss and replacement, under the Illinois Interagency Wetland Protection Act of 1989 (20 ILCS 830) and Environmental Protection Act in the Illinois Compiled Statutes (415 ILCS 5), IDOT also must mitigate for isolated and jurisdictional wetlands.

3.2.1.1 Existing Conditions

Wetlands in the project study area were identified using the U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) mapping combined with aerial photography review and field confirmation. The project study area is located within the Peruque-Piasa watershed, hydrologic unit code (HUC) 07110009, which is within the Upper Mississippi River Basin. The wetland delineation method assigns to plant species a rating that reflects the fundamental conservatism that the species exhibits for natural habitats. A native species that exhibits specific adaptations to a narrow spectrum of the environment is given a high rating. Conversely, an introduced, ubiquitous species that exhibits adaptation to a broad spectrum of environmental variables is given a low rating. Utilizing this method, a Floristic Quality Index (FQI) was assigned to each wetland. The FQI is an indication of native vegetative quality for an area: generally 1-19 indicates low vegetative quality; 20-35 indicates high vegetative quality, and above 35 indicates "Natural Area" quality. Wetlands with a FQI of 20 or greater are considered high quality aquatic resources.

In the fall of 2012 a field visit was conducted to perform wetland delineations for Build Alternative Site 1 and Site 2. No wetlands are located at the existing station site (No-Build Alternative). Build Alternative Site 1 has one wetland area at the toe of slope near a culvert under Homer Adams Parkway. An area associated with the West Fork Wood River located just east of Build Alternative Site 1 and along Homer Adams Parkway, is designated per NWI mapping as riverine, lower perennial, unconsolidated bottom, permanently flooded (R2UBH). The Wood River itself is located within approximately 1,500 feet of the eastern boundary of Build Alternative Site 1, and runs in a north-south configuration. Build Alternative Site 2 has four wetland areas near the tracks and near an unnamed creek flowing through the property. Refer to *Table 5* for a table of the wetlands and their characteristics.

Table 5 – Wetlands and their Characteristics in Delineated Areas

Site*	Acres	Dominant Vegetation (all strata)	Native FQI	Native Mean C	Mapped Soil Type	Isolated Y/N	Cowardin Classification[1]
ASA1	0.064	*Typha angustifolia*	2.88	1.66	79f	Y	PEMAd
ASA2	0.72	*Agrostis gigantea*	0	0	79f	Y	R2UBHX
ASA2	0.045	*Poa trivalis*	0	0	79f	Y	PEMAd
ASA2	0.0221	*Lonicera maackii*	6.71	3	79f	Y	PEMAd
ASA2	0.041	*Agrostis gigantea*	0	0	79f	Y	R2UBHX

[1]PEMAd = Palustrine Emergent Temporarily Wet Partly Drained
R2UBHX=Riverine Lower Perennial Unconsolidated Bottom Permanent Excavated

*ASA1 = Build Alternative Site 1, ASA2 = Build Alternative Site 2

3.2.1.2 Potential Impacts

Under the implementing regulations of the Illinois Interagency Wetland Policy Act of 1989 (IWPA), impacts to wetlands having an FQI rating of 20 or greater require 5.5 to 1.0 mitigation ratios. No high quality wetland areas will be directly affected by the proposed project.

Detailed site planning would determine the exact location of project elements in relation to the wetlands. The potential impacts to wetlands, assuming total development of the station property, would be 0.064 acres for Build Alternative Site 1 and 0.828 acres for Build Alternative Site 2. Impact to these wetland areas would be minimized to the extent practicable as part of the site planning, with measures taken during construction to protect those where impact is avoidable. Additionally, the proposal requires action in regard to EO 11990, which covers wetland coordination, including any mitigation and permit requirements for Federal agencies. IDOT, UPRR, and USACE have established agreements for the corresponding replacement ratios for wetlands. Any permits required by the USACE or IDNR would be secured prior to the start of construction.

3.2.2 Water Quality and Water Resources

This subsection provides an overview of surface and groundwater resources and the water quality of those resources along the project corridor. It focuses on resources with the potential to be affected by the alternatives.

Overall, the project is not expected to impact groundwater and would not be likely to adversely affect surface waters. Appropriate Best Management Practices would be utilized prior to, during, and after construction as part of the Soil Erosion and Sediment Control Plan for the project.

3.2.2.1 Existing Conditions

Surface Water Resources

This region of southwestern Illinois lies within the Upper Mississippi River Basin; but locally, and within the study project limits, is designated as the Peruque-Piasa watershed (HUC 07110009) with a drainage area of 662 square miles. The nearest major water body to any of the three sites, No-Build Alternative and Build Alternatives (Sites 1 and 2), is the West Fork of the Wood River, with two local streams designated as Coal Branch Creek and Black Creek, both of which drain into the Wood River. The confluence of the Wood River and the Mississippi River is several miles to the south. In addition to Madison County, the Peruque-Piasa watershed encompasses a portion of Missouri across the Mississippi River, in St. Charles and Warren Counties. In terms of proximity, Wood River is located one-half to three-quarters of a mile east-northeast of the project study area, covering the Build Alternatives (Sites 1 and 2) and the No-Build Alternative. The Alton Water Treatment Facility draws surface water from the Mississippi River for treatment for drinking water.

Section 303(d) of the Clean Water Act requires states to identify waters that do not meet applicable water quality standards and submit a list of impaired waters to the USEPA for review and approval. The No-Build Alternative and Build Alternatives (Sites 1 and 2) lay entirely within the Peruque-Piasa watershed and contain no 303(d) listed waters, as set forth in the federal Clean Water Act and the Water Quality Planning and Management regulation at 40 CFR Part 130.

At Build Alternative Site 2, the unnamed creek is a component of a pending restoration project under a recently awarded Illinois Green Infrastructure grant to the City of Alton.

Groundwater Resources

Groundwater quality is dependent in large part on the physical and chemical composition of overlying geologic materials. Groundwater occurs in water-bearing units called aquifers. In Illinois, aquifers are classified as sand-and-gravel aquifers, shallow bedrock aquifers, and deep bedrock aquifers. Within the area covering the three sites, there are no principal shallow sand-and-gravel aquifers. There are no sole source aquifers in Illinois. No regulated groundwater recharge areas are within the area covering the three sites. Effective since 1999, a local ordinance prohibits the use of groundwater for potable water supply. Due to groundwater quality concerns and potential for well contamination, the City of Alton utilizes surface water, not groundwater, for its municipal drinking water. The Illinois EPA currently has a groundwater protection planning program in place for the greater Alton region, specifically assisting the villages of East Alton and Bethalto.

A review of data obtained from the Illinois State Geological Survey (ISGS) Wells and Borings Database shows no well or boring locations within 200 feet of the area covering the three sites.

3.2.2.2 Potential Impacts

Surface Water

The No-Build Alternative would not impact the Wood River or its water quality since there would be no change from existing conditions. Build Alternative Sites 1 and 2 would provide stormwater collection inlets and catch basins that divert runoff from rain events from the impervious surfaces into drainage infrastructure. This stormwater would discharge into a closed drainage system that would outfall to the City of Alton's 18-inch existing stormwater sewer system along College Avenue (for Build Alternative Site 1) and to Homer Adams Parkway (for Build Alternative Site 2). There are no existing stormwater sewer systems in place at either Build Alternative Site 1 or Site 2. The increase of stormwater entering the existing system along these two established arterial roadways due to the proposed improvements would be negligible, detained in the proposed storm sewer, and restricted as to not exceed the existing rate entering the Mississippi River. Therefore, Build Alternative Sites 1 and 2 would not have a measureable impact on the Mississippi River water quality.

Under both Build Alternatives (Sites 1 and 2) surface waters would be protected during construction through the use and enforcement of the Erosion and Sediment Control Plan, and the National Pollutant Discharge Elimination System Permits (NPDES). These permits employ Best Management Practices (BMPs) such as silt fences, check dams, and appropriately sized sediment basins. Following construction, permanent BMPs would be installed to further reduce impacts such as permanent seeding and the use of native vegetation incorporated into the final landscape design.

Groundwater

The No-Build Alternative would not have any impact on groundwater resources. Under the Build Alternatives (Sites 1 and 2), it is not anticipated that the planned improvements for either location would have any impact on groundwater resources.

No public supply wells are located on either site, nor does either site fall within the 200-foot well protection setback zone of any public supply wells. The HSR trains will not transport any freight that may be a potential contaminant of groundwater resources with the exception of the on-board fuel and other petroleum-based products. The UPRR has an established Spill Prevention, Control, and Countermeasure Plan to address any potential spill from a locomotive. Roadside ditches, curbs, and gutters should assist in confining any chemical or fuel spills.

3.2.2.3 Mitigation

Temporarily impacted areas would be restored following construction. Permanent impacts, if any, would require proper sizing of hydraulic structures and compensatory storage where required. The quantity and location of any proposed hydraulic structures would be finalized in site plans prior to construction and any necessary permits would be obtained at that time.

Permits

A local stormwater permit would be required for all hydraulic structures. A permit would also be required from the Illinois Department of Natural Resources (IDNR) Office of Water Resources (OWR) for all structure replacements/extensions. Culverts located within the study area would comply with the non-notification Statewide Permit requirements.

3.2.3 Threatened and Endangered Species

The U.S. Endangered Species Act (ESA) of 1973, as amended, provides protection for species that are listed as threatened or endangered under the ESA.

3.2.3.1 Existing Conditions

Threatened and endangered species potentially occurring in the project study area were identified from information supplied by the Illinois Department of Natural Resources (IDNR, 2012) and USFWS Section 7 Consultation (USFWS, 2012).

Agency records and databases were reviewed to determine if federal or state-listed threatened or endangered species are known to exist in the project study area.

Using the U.S. Fish and Wildlife Service (USFWS) Section 7 Consultation form and database review, seven federal threatened and endangered species were listed as having the potential to occur within Madison County. According to the Section 7 form guidelines, no further consultation was warranted as no effect to threatened or endangered species or potential habitat was identified for the No-Build and Build Alternative sites.

Using the IDNR's Ecological Compliance Assessment Tool (EcoCAT), a review of the Illinois Natural Heritage Database was conducted for each of the project study areas. The EcoCAT Natural Resources results dated August 22, 2012, for the existing station (No-Build Alternative) and Build Alternatives (Site 1 and Site 2) identified no record of State-listed threatened or endangered plant or animal species, Illinois Natural Area Inventory Sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of each of the project locations. See Appendix B for Agency Coordination and Consultation.

3.2.3.2 Potential Impacts

Based on determinations that there are no suitable habitats for listed species within the project boundary limits, as presented in the USFWS Section 7 consultation, and EcoCAT responses, the No-Build Alternative and the Build Alternatives (Sites 1 and 2) are not expected to impact threatened and endangered plant or animal species.

3.2.4 Special Lands

Using the IDNR's EcoCAT, a review of the Illinois Natural Heritage Database was conducted for each of the project study areas. The EcoCAT search for the existing station (No-Build Alternative, and Build Alternatives (Sites 1 and 2), identified no record of State-listed threatened

or endangered species, Illinois Natural Area Inventory Sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of each of the project locations.

The EcoCAT response was received on Aug 22, 2012, for the No-Build and Build Alternatives and disclosed no impacts to Special Lands.

3.2.5 4(f) Properties

An inventory of 4(f) properties within 1,000 feet of the project study area was conducted. Section 4(f) properties include publicly owned public parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places.

3.2.5.1 Existing Conditions

Build Alternative Site 1 is an undeveloped site with no existing buildings, located between the UPRR tracks, IDOT right-of-way, and a commercial area occupied by restaurants, hotels, businesses and office buildings. No historic sites were identified in the vicinity. The site itself has no identified historic characteristics or context and has not been nominated for or determined to be eligible for listing on the National Register of Historic Places (NRHP).

For Build Alternative Site 2, though part of the site was a "poor farm" up to the purchase of the property as a golf course in the 1930s, it is not listed as a historic property by the IHPA, nor has it been nominated for or determined to be eligible for listing on the NRHP. Additionally, an archaeological site on the property has been identified as Early Farming period (1830-1850), with a minor Modern Farming period component, and may qualify for NRHP eligibility. The State Historic Preservation Officer (SHPO) was provided results of the testing program (in March 2012) and ruled that further analysis would be necessary to determine historic eligibility.

In addition, Build Alternative Site 2 includes a portion of land that was previously the Robert T. Wadlow Golf Course, a public course owned by the City of Alton. The City of Alton has pursued actions to enable development on all or part of the property occupied by the golf course. On April 22, 2012, the golf course was closed when the private operator, contracted by the City of Alton, became insolvent. Following this closure, the City of Alton and the HeartLands Conservancy completed a citywide parks plan which recommended removing the golf course site from the park system. After public hearings on this proposal, the City Council of the City of Alton, through ordinance on October 26, 2012, removed the site from the park system and reclassified the land from a conservation district to that of a Planned Unit Development (PUD). The PUD provides an outline for a mixed-use redevelopment of the site, including provisions for an intercity rail station. As a result of this council action, the land comprising and surrounding Site 2 is not considered an area of 4(f) concern.

3.2.5.2 Potential Impacts

Neither the No-Build Alternative nor the two Build Alternative sites would use or affect 4(f) property; therefore, the project would not use lands subject to the requirements of Section 4(f) of

the Department of Transportation Act of 1966. The approximately six acres of right-of-way that is to be acquired for planned improvements to Site 1 is on privately owned land.

Site 2 is a former golf course that has been removed from the Alton parks system and rezoned in 2012 and is not considered a Section 4(f) property. The site plan for Site 2 was modified to move the proposed access road in order to avoid the archaeological site; therefore it would not be impacted by construction activities.

3.2.6 Aesthetic Environment and Scenic Resources

Aesthetic environment and scenic resources are the natural and human-made features of a landscape that characterize its form, line, texture, and color. This section describes the existing landscape and vistas in the project area and identifies potential impacts on visual resources for the proposed alternatives.

3.2.6.1 Existing Conditions

Under the No-Build Alternative, the current visual environment for the existing structure, lighting and landscaping would remain unchanged. Build Alternative Site 1 is located in an undeveloped land parcel, with some open green space and some tree canopies but is next to an intersection of a major road and a highway, and is adjacent to commercial development. Build Alternative Site 1 is also within view of a residential neighborhood. Build Alternative Site 2 is located on a former golf course. The viewshed for Build Alternative Site 2 contains a mix of mostly open green space and some tree canopies. Build Alternative Site 2 was a planned landscape with numerous old-growth trees. Build Alternative Site 2 borders a road with commercial land use and a residential neighborhood.

3.2.6.2 Potential Impacts

The No-Build Alternative would not affect visual resources.

Under the Build Alternative for Sites 1 or 2, the new Transportation Center, as well as changes in site lighting or landscaping at the new locations, may result in impacts to local visual receptors. The construction of a station, platform and bus and car parking at Build Alternative Site 1 could add visual interest for the commercialized area. The neighborhood opposite the UPRR tracks could potentially have its tree canopy vista impacted, dependent upon the number of trees removed. The construction of a station, platform, bus parking, parking lot, and access road at Build Alternative Site 2 could potentially negatively impact the visual resources, as the site is currently open green space with numerous mature trees. The neighborhood adjoining the property could potentially also have their visual resources affected by a reduction in tree canopy. The proposed improvements for either Build Alternative Site 1 or 2 would be constructed by incorporating appropriate landscaped, structural, and railway design in such a manner as to limit the potential for any significant or adverse long term impacts to the existing visual qualities at either of the Build Alternative project areas.

3.3 Human Environment

Madison County is designated as a non-metropolitan area and is primarily rural. The Madison County Planning & Zoning Comprehensive Plan (2009) contains data and analyses on Madison County's population, the local economy, land use, zoning, housing, environmental issues and infrastructure. The Plan contains recommendations for ways to manage growth in the county. The Madison County Hazard Mitigation Plan (2006) prepared by the Madison County Planning and Development Department in cooperation with the Madison County Emergency Management Department and representatives of the Hazard Mitigation Planning Steering Committee addresses long-term risk reduction/elimination to human life and property from hazards in adherence to FEMA goals and objectives pursuant to requirements of the Federal Disaster Mitigation Act of 2000 (DMA 2000). In addition, IDOT coordinates transportation planning activities with local agencies in Madison County. The Illinois State Transportation Plan was completed in December 2007.

The City of Alton is a part of the Metro-East region of the Greater St. Louis metropolitan area in Southern Illinois. Metro East is a region in Illinois that comprises the eastern suburbs of St. Louis, Missouri. It encompasses five Southern Illinois counties, including Madison County, in the St. Louis Metropolitan Statistical Area. The Metro East is the second largest urban area in Illinois after the Chicago metropolitan area. The City of Alton has a Development and Housing department, which includes Building and Zoning offices. The City of Alton does not have its own municipal public transportation but is a part of a regional service, the MCT system.

3.3.1 Transportation

This subsection summarizes the transportation impacts expected under the No-Build and both Build Alternatives.

3.3.1.1 Existing conditions

Under the current schedules, there are about 15 trains per day operating over this section of line, including 10 Amtrak trains (Lincoln Service between Chicago and St. Louis; and the Texas Eagle, providing service between Chicago and St. Louis, and then southwest to Little Rock, AR, Dallas/Ft. Worth, TX, and other points west to Los Angeles, CA) and five UPRR freight trains (a combination of local and through trains).

3.3.1.2 Potential Impacts

Under the No-Build Alternative, there would be no changes to the Alton street layout and, therefore, no changes to vehicular operations on College Avenue, the main access road to the train station.

Under the Build Alternative for Site 1, with the only entry to this site via an access road (Crossroads Court) from College Avenue, it is anticipated that existing traffic signals at this intersection would be slightly modified to accommodate an increase in traffic volumes and turning movements to the Transportation Center. Impacts to the existing vehicular operations resulting from the proposed improvements under Build Alternative Site 1 would be minimal,

utilizing existing infrastructure and roadways. The residential area to the north and east of the site would not have a direct road access to the train station site.

Under the Build Alternative for Site 2, with the only entry to this site via an access roadway, Golf Road, from a main thoroughfare, IL 3 (Homer Adams Parkway), it is anticipated that the existing traffic signals at this intersection would be modified to accommodate an increase in traffic volumes and turning movements accessing the Transportation Center. The proposed improvements would include widening Golf Road from its current 2-lane configuration. However, impacts to existing vehicular operations resulting from the proposed improvements under Build Alternative Site 2 would be minimal, utilizing existing infrastructure and roadways.

There are no proposed changes in the number of Amtrak trains in the project study area. As a result, the No-Build Alternative is not projected to divert additional travelers from other modes. The build alternatives are projected to increase ridership over time. The number of passengers using the Alton Station by 2030 is expected to more than double that of the existing station facility.

3.3.2 Land Use

The No-Build Alternative would not involve the relocations of any residences or business. No residential or business relocations are proposed for the Build Alternatives (Sites 1 and 2). Build Alternative Site 1 would require purchasing approximately six acres of additional ROW. Right-of-way purchases, if needed, would be conducted following the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Uniform Relocation Act) (42 USC 4601-4655), as amended, applies to all federal or federally assisted activities that involve the acquisition of real property.

Build Alternative Site 2 would require additional land outside of the UPRR ROW. However, the City of Alton would contribute the required land to UPRR for the proposed stationhouse; therefore no ROW would be purchased.

Schools, medical centers, and fire and police stations serve the daily needs of residents near the project study area. Streets around the proposed transportation center sites provide access to and from educational and medical facilities and play a critical role in providing these services, and in serving the health, safety and general welfare of those who use them. There would be no alterations to the existing street grid, except for short-term temporary closures, so impacts to these services and facilities would be minimal.

3.3.3 Demographics

Each of the project study areas for the three alternatives, No-Build and Build Alternatives Site 1 and Site 2, are located within the corporate limits of the City of Alton in Madison County. As a result of the small project study areas, the demographic data presented below is only for Madison County and the City of Alton.

3.3.3.1 Existing Conditions

Population and Households

Madison County is a mixture of agricultural, commercial and industrial uses unlike nearby Jersey and Macoupin Counties to the north (along the UPRR rail line), which are primarily agricultural. Entering Madison County, the rail line traverses a more urban environment through Godfrey, Alton, East Alton and East St. Louis (Illinois) before crossing the Mississippi River and into St. Louis, Missouri. The 2010 population density in Madison County was 376 persons per square mile. As a comparison, Macoupin County (30 miles to the northeast) had an estimated 2010 population density of only 55.4 persons per square mile, which the UPRR rail line passes through. The population for the state of Illinois and Madison County from 2000 to 2010 rose by 3.3 and 4.0 percent, respectively, while the City of Alton actually dropped by 8.6% percent for the same time period as shown in *Table 6.*

Table 6 – Population and Households 2000 and 2010 Census

Community	Population			Households		
	2000 Census	2010 Census	Percent Change (2000-2010)	2000 Census	2010 Census	Percent Change (2000-2010)
State of Illinois	12,419,293	12,830,632	3.3	4,591,779	4,836,972	5.3
Madison County	258,941	269,282	4.0	101,953	106,867	4.6
City of Alton	30,496	27,865	-8.6	12,518	12,101	-3.4

Source: 2000 and 2010 U.S. Bureau of the Census – and Madison County and City of Alton websites

Racial and Ethnic Composition

Table 7 shows there are sizable concentrations of minority populations in Madison County, and more so in the City of Alton. A composite of all ethnic races per the 2010 census represent 16.4 percent of the total population for Madison County. By comparison, a composite of all ethnic races per the 2010 census for the City of Alton represent 30.8 percent, almost one-third of the population. This more diverse population mix is indicative of an urban environment.

The number of households in Illinois increased 5.3 percent during the same ten years. This percentage is higher than Madison County (4.6 percent) and the City of Alton, which actually dropped by 3.4 percent during the same ten year period. *Table 7* indicates that minority populations in the City of Alton are almost double that than in Madison County.

Table 7 – Population by Race and Ethnicity 2010

Community	White	Black/ African American	Am. Indian and Alaska Native	Asian	Pacific Islander	Other	Two or More Races	Hispanic or Latino (of any race)
State of Illinois	9,177,877	1,866,414	43,963	586,934	4,050	861,412	289,982	2,027,578
Madison County	237,641	21,235	659	2,254	7	2,427	4,959	7,313
City of Alton	21,169	5,804	79	124	7	889	1,031	661

Source: 2010 U.S. Bureau of the Census – and Madison County and City of Alton websites

Economics and Employment

As previously mentioned, Madison County is a mixture of agricultural, commercial and industrial land uses. Two of the top three employers in the county are manufacturing – steel and brass industries. Though agriculture is known to be an important producer for the county, none of the leading employers are listed as "agriculture" per se. Outside of government, Madison County employees, the top employers are in manufacturing, health care and education. *Tables 8* and *9* show the number of employees by trade, indicating broader diversity throughout the county and city, which include other industries such as clerical, sales, office, financial, insurance, professional, service and construction.

Table 8 – Employment by Major Industry, Madison County (2009)

Industry	Percent in County
Education and Health	22.1
Trade, Transportation and Utilities	21.0
Manufacturing	12.8
Leisure and Hospitality	10.1
Professional Business Services	9.0
Financial Services	6.6
Construction	6.3
Other Services	5.1
Public Administration	4.3
Information	2.0
Agriculture and Mining	0.7

Source: Madison County Economic Development and St. Louis Regional Chamber & Growth Association

Table 9 – Employment by Major Industry, City of Alton (2009)

Industry	Number of Employees	Percent in County
Sales and Office	3,316	26.08
Professional and Related	2,717	21.37
Service	2,243	17.64
Production, Transportation and Material Moving	1,975	15.53
Management, Business and Financial Operations	1,417	11.14
Construction, Extraction and Maintenance	1,025	8.06
Farming, Fishing and Forestry	24	0.19

Source: Alton Economic Development Department and St. Louis Regional Chamber & Growth Association

Income and Wages

Table 10 shows 1999 (from Census 2000) and estimated 2010 median household incomes for the State of Illinois, Madison County and City of Alton. The percentage changes during this period of time are relatively similar, all of them gaining: State of Illinois by 29.2 percent, Madison County by 25 percent, and City of Alton by 22 percent. However, the data indicates the median household income for the City of Alton is increasing at a slightly slower percentage rate than it is for Madison County and the State of Illinois.

Table 10 – Median Household Income, 1999 (Census 2000) and 2010 (Estimated)

Community	Median Household Income		
	1999 (2000 Census)	2010 Estimated	Percent Change (1999-2010)
State of Illinois	$46,635	$60,254	29.2
Madison County	$41,541	$51,941	25.0
City of Alton	$31,213	$38,073	22.0

Source: 2000 and 2010 U.S. Bureau of the Census – and Madison County and City of Alton websites

3.3.3.2 Potential Impacts

The No-Build Alternative and the two Build Alternatives are not expected to have an adverse effect on racial and ethnic distribution at any of these locations. Construction of either Build Alternative Site 1 or Site 2 is expected to promote both the short- and long-term creation and preservation of jobs while promoting new opportunities during their construction.

3.3.4 Environmental Justice and Title VI

Title VI of the Civil Rights Act of 1964 addresses discrimination issues associated with federally funded projects. No groups or individuals have been or will be 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.

Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations (EO 1994), 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 Department of Transportation (the Department or DOT) issued an update to Departmental Order 5610.2(a) (Actions to Address Environmental Justice in Minority Populations and Low-Income Populations) (originally published April 15, 1997) on May 2, 2012. The Order updates and clarifies environmental justice procedures for the Department in response to the Memorandum of Understanding on Environmental Justice signed by heads of Federal agencies on August 4, 2011, DOT's revised environmental justice strategy issued on March 2, 2012, and Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, dated February 11, 1994.

The No-Build Alternative would not have disproportionate adverse impacts on minority or low impact populations.

Neither of the Build Alternative Sites, Site 1 or Site 2, would result in property acquisitions or relocations from minority or low-income residents or populations in the project study area nor result in disproportionately adverse impacts to minority or low-income residents or populations.

3.3.5 Public Health and Safety

The No-Build Alternative would not impact public health and safety as it relates to emergency response agencies. Fire, police and medical response time would not be affected as the existing train station would not be replaced with construction of a new station and related improvements.

The Build Alternatives (Sites 1 and 2) would also not impact public health and safety because there would be no change in the existing traffic flow patterns due to the proposed improvements. IDOT and UPRR would coordinate with emergency service providers in order to mitigate any potential impacts due to construction activity conflicts.

3.3.6 Hazardous Materials

The hazardous materials discussion in the 2004 ROD did not include reference to the Alton Amtrak Station. A Preliminary Environmental Site Assessment (PESA) includes an electronic search of local, state and federal environmental databases at each of the alternatives performed by FirstSearch Technology Corporation (FirstSearch). The results of the database searches for each alternative are provided in Appendix A, however, the final PESA is not included in Appendix A but would be completed prior to construction. The databases and search distances

were performed in accordance with the U.S. EPA's All Appropriate Inquiries (AAI) regulations and American Society for Testing and Materials (ASTM) E 1527-05 Standard Practice for Environmental Site Assessments. The PESA, when available, will conform to the methods described in the Illinois Department of Transportation (IDOT) Memorandum #04-09, dated July 22, 2004 entitled "Special Waste Procedures for Local Highway Improvements." In addition, the Illinois State Geological Survey (ISGS) Open File Series January 2012 Publication entitled "A Manual for Conducting Preliminary Environmental Site Assessments for Illinois Department of Transportation Infrastructure Projects" will be adhered to in the PESA. The evaluation of potential adverse environmental impacts contained in the PESA include observations, historical records research and review of database information considered critical for each of the alternatives selected for further study.

3.3.6.1 Existing Conditions

A regulatory database report was prepared for each of the No-Build Alternative (existing station) and two Build Alternatives, Sites 1 and 2, in advance of completion of the PESA. Results of the database search for the existing station indicate there are no ASTM databases listed within the critical search distance of ¼ mile for the length of the environmental footprint. Results of the database search for Build Alternative 1 indicate there are no ASTM databases listed within the critical search distance of ¼ mile of the perimeter of the proposed improvements. For Build Alternative 2, the boundaries of the former golf course in which the limits of the proposed improvements for this alternative fall within, were established as the overall perimeter for the database search. Results of the database search for Build Alternative 2 out to the critical distance of ¼ mile from the boundary limits identify four ASTM database listings: one small quantity RCRA generator facility, one LUST facility, and two UST facilities. The LUST facility is listed as being "closed" (No Further Action/No Further Remediation") per Illinois Environmental Protection Agency (IEPA) ruling. No other ASTM databases are listed for any of the alternative sites in the FirstSearch reports.

De minimis conditions, as used by ASTM, generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate government agencies. Conditions determined to be *de minimis* are not Recognized Environmental Conditions. The following are considered to be *de minimis* conditions: (1) The possibility of hazardous oil (i.e., PCBs) used in the operation of electrical transformers that have not been otherwise documented by the power utility provider; (2) The potential long-term usage of agricultural chemicals, such as fertilizers, pesticides and herbicides; and (3) Minor spillage of chemical and/or petroleum products that do not pose a threat to human health or the environment not considered to be the subject of enforcement action by an appropriate governmental agency.

In addition, a Phase I Environmental Site Assessment (ESA) was performed for the former golf course site, Site 2, by Environmental Operations, Inc. (EOI), on October 21, 2011. The scope followed by EOI was done in accordance with ASTM E 1527-05 guidance language for Phase I Environmental Site Assessments. The database report prepared for the Phase I ESA was performed by Environmental Data Resources (EDR), which lists federal and state regulatory

facilities in accordance with ASTM search distances. The scope of the Phase I ESA incorporated the entire footprint of the golf course, approximately 58 acres, with an additional four acres of a densely forested area north and across the UPRR rail line, thus making the subject property 62 acres in size. The database search established the outer edges of the 62-acre footprint to initiate search distances parameters for each of the federal and state databases required by ASTM. Results of the database search identified three RCRA (Resource Conservation and Recovery Act of 1976) Conditionally Exempt (CESQG) generator sites west and down-gradient from the former golf course on Homer Adams Parkway, ranging from 665 feet to 1120 feet away. Per USEPA, conditionally exempt small quantity generators that generate less than 100 kilograms (kg) of hazardous waste, or less than 1 kg of acutely hazardous waste per month. No other databases within the search distance criteria were identified in the database report. EOI did not evaluate the three CESQG sites since they fell beyond ASTM-specified search distance. No spill data was provided in the description of hazardous wastes generated at any of these facilities.

The Phase I ESA revealed no evidence of recognized environmental conditions in connection with the subject property.

3.3.6.2 Potential Impacts

Results of the database search do not identify significant regulatory activity for the No-Build and Build Alternative sites. Prior to construction, a determination of potential impacts will be included in a PESA.

3.3.7 Cultural Resources

Section 106 of the National Historic Preservation Act (NHPA) of 1966 (as amended) requires federal agencies to consider the impacts of their project undertakings on historic architectural and archeological resources that are either listed in or have been determined eligible for listing in the National Register of Historic Places (NRHP) (36 CFR 800). This subsection provides an evaluation of historic, architectural and archaeological resources within the study areas.

3.3.7.1 Existing Conditions

A Draft Conditions Assessment Report was prepared for the existing Alton Amtrak Station by Parsons Brinckerhoff (PB) in 2010 to determine the building's potential historic eligibility under NRHP criteria. In 2012, the SHPO requested an additional report to be prepared, a Determination of Eligibility Report. The report recommended that the station was not eligible for listing in the NRHP. However, SHPO determined in a December 2012 letter that the station may qualify under Criterion A, for its significant role in the transportation history of Alton.

A Phase I Archaeological Survey was prepared for Build Alternative Site 2 due to historical use of the property in the 1800's and prior to the City of Alton annexing the property and developing it as a public golf course in the 1920s and 1930s. Results of the archaeological and historical analysis performed by Gateway Archaeology in October 2011 identified an area along the western boundary of the golf course and Golf Road (access driveway) as possibly meeting the requirements for National Register eligibility. A ruling was made based on the results of this study by the SHPO in March 2012 stating that this site may be eligible for listing on the NRHP

under Criterion D. Criterion D is for sites that have yielded, or may be likely to yield, information important in prehistory or history. A Phase II invasive study performed by Gateway Archaeology in June 2012 determined that the relics and materials buried at this location reflect "a major Early Farming period component and a minor Modern Farming period component and that if these deposits cannot be avoided by the proposed project, data recovery investigations should be performed prior to construction or earth-moving activities."

3.3.7.2 Potential Impacts

As part of the planned improvements for Build Alternative Site 2, design of the access road off of Homer Adams Parkway was revised in order to avoid impacting a potentially significant archaeological site that occupied a portion of the golf course. The access roadway that connects Homer Adams Parkway to the portion of the property that would be developed with a new multimodal transportation center has been redesigned to avoid impacting this potential historic preservation area.

The FRA and IDOT, in consultation with the SHPO, have identified two historic properties that would be affected by the project: an archaeological site and the existing Alton railroad station. The archaeological site, a mid-ninetieth century Euro-American farmstead, is eligible for the National Register of Historic Places (NRHP) under criterion D and the existing Alton railroad station is eligible under criterion A. A draft memorandum of agreement (MOA) between FRA, IDOT, and the Section 106 consulting parties (City of Alton, Alton Historical Commission, and Alton Area Landmarks Association) is being reviewed by Section 106 consulting parties and would be completed prior to the Federal Action on the project, which is currently expected to be a Finding of No Significant Impact (FONSI). The Draft MOA can be found in Appendix B.

3.4 Construction Impacts

Impacts associated with construction of the improvements would be local and temporary. The most noticeable impacts would likely be noise, vibration, dust, and traffic disruptions. Noise and vibration impacts were discussed in more detail in Section 3.1.4.

These temporary impacts would occur from operation of equipment for the construction of a new stationhouse and new platform. For the No-Build Alternative, no impacts will occur. Normal traffic on local streets would be flagged at various times to allow entry and exit of construction equipment to the project site. Such occurrences are expected to be perceived by motorists as an inconvenience. However, these impacts would be temporary, and existing vehicular travel would be restored after construction has been completed.

The project sites may require periodic reduction in the operating speed of trains that pass through construction zones. Also, there may be a need to adjust the schedule of rail operations if activities require temporary shutdown of selected track sections. Such schedule and/or operations adjustments would be necessary when there is a potential safety risk due to the proximity of moving trains and construction activities that are incompatible with ongoing train

traffic. Such delays or disruptions may be similar to normal maintenance activities under existing conditions.

Construction of a new station and station platform would also require subgrade preparation and earthwork. Construction of these facilities for Build Alternative Site 1 would require purchasing an additional six acres of ROW. Construction at Build Alternative Site 2 would occur within UPRR ROW and City of Alton property and would not require the purchasing of additional ROW.

Construction of either Build Alternative (Site 1 or 2) would require indirect consumption of energy for processing materials, construction activities, and maintenance of the Transportation Center. Energy consumption by vehicles in the vicinity of the proposed improvements may increase during construction due to possible traffic delays. Best management practices (BMPs) would be utilized to reduce construction related temporary impacts.

3.5 Indirect and Cumulative Impacts

3.5.1 Indirect Impacts

Indirect impacts are defined as reasonably foreseeable future consequences to the environment that are caused by the proposed action, but that would occur either in the future (later in time) or near, but not in the same location as, direct impacts associated with implementation of a build alternative. Under the CEQ regulations, indirect impacts are defined as those that are "… caused by the action and are later in time or farther removed in distance but are still reasonably foreseeable. Indirect effects would include growth- inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystem" (40 CFR 1508.8b).

Indirect impacts can be associated with the consequences of land use change and development that would be indirectly supported by changes in local access or mobility. Indirect impacts differ from those directly associated with the construction and operation of a project itself and are often caused by what is commonly referred to as "induced development." Induced development would include a variety of alterations such as changes in land use, economic vitality, property values and/or population density. The potential for secondary impacts to occur is determined in part by local land-use and development-planning objectives and the physical location of a proposed action.

Under the No-Build Alternative, the station would remain on its existing site and no indirect impacts would be expected. Construction of either Build Alternatives (Site 1 or 2) could result in indirect impacts as both alternatives would involve a change in the current land use for both sites. The new station may result in development of adjacent properties and redevelopment of neighboring businesses in the vicinity of the station. The City of Alton's long term vision includes creation of a Transit Oriented Development (TOD) district focused on the Transportation Center. Although minimal, the potential negative impacts associated with this TOD district would be related to impacted wetlands, increased traffic for longer trips, and reduced open space in the immediate vicinity. However, positive impacts of guiding

development into a denser configuration include reduced automobile travel for shorter trips, better bicycle and pedestrian access, and fewer impacts to land currently utilized for agriculture.

3.5.2 Cumulative Impacts

The consideration of cumulative effects consists of an assessment of the total effect on a resource, ecosystem, or community from past, present, and future actions that have altered the quantity, quality, or context of those resources within a broad geographic scope. Under the CEQ regulations, cumulative effects are defined as "…the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or nonfederal) or person undertakes such other actions. Cumulative effects can result from individually minor but collectively significant actions taking place over a period of time" (40 CFR 1508.7). The cumulative effects analysis considers the aggregate effects of direct and indirect impacts – from federal, non-federal, public, or private actions – on the quality or quantity of a resource.

The intent of a cumulative-effects analysis is to determine the magnitude and significance of cumulative effects, both beneficial and adverse, and to determine the contribution of the proposed action to those aggregate effects. Cumulative effects associated with either of the proposed build alternatives on the resources analyzed would be limited to those derived from the direct and indirect impacts of the action.

The No-Build Alternative would not have any cumulative impacts.

The most notable known projects that would result in cumulative impacts near the study area are the high-speed rail track improvements between Alton and East St. Louis. Because most of these improvements will occur within the existing UPRR right-of-way, the cumulative effect of adding these impacts to the impacts associated with this proposed project are anticipated to be minimal. With regard to air quality, these projects are expected to provide an overall cumulative benefit. The high-speed rail facility is expected to provide service to motorists who would otherwise travel to Alton by automobile. This shift in travel mode is expected to reduce overall vehicle emissions.

3.6 Preferred Alternative

The development of the project's Build Alternatives Site 1 and Site 2 resulted from close coordination and cooperation between IDOT, FRA, the City of Alton and various state and federal agencies, which were established early in the project's development.

Based on the social, economic, and environmental analysis in this EA, and input from the general public, IDOT has determined that Build Alternative Site 2 is the Preferred Alternative.

IDOT found that while both of the Build Alternatives provide for a new passenger rail station with adequate platform length, parking for cars, roadway access improvements, and ten bus parking spots for both regional and local bus lines, the Build Alternative Site 2 allows for

greater future community growth near the Transportation Center due to the large amounts of undeveloped land nearby. Build Alternative Site 2 has the additional acreage that Build Alternative Site 1 does not allow due to its surrounding land use and smaller lot size.

3.7 Permits

IDOT and/or the City of Alton would be required to obtain approvals and or permits under the following authorities:

- Connections to the public water distribution system and sanitary system, as well as a Certificate of Occupancy from the local building department.
- Compliance with 70 ILCS 405 Soil and Water Conservation Districts Act.
- Coverage under the National Pollutant Discharge Elimination System (NPDES) Storm Water discharge permit, which is administered by the Illinois Environmental Protection Agency (IEPA).
- An approved operating soil erosion and sedimentation control program which ensures compliance with 70 ILCS 405 Soil and Water Conservation Districts Act.
- Section 401 of the Clean Water Act, Water Quality Certification from the IEPA.
- Section 402 of the Clean Water Act National Pollutant Discharge Elimination System (NPDES) Construction Permit from the IEPA. Because the proposed project would potentially disturb more than one acre, it would be subject to the requirement for an NPDES permit for stormwater discharges from the construction site. Permit coverage would be obtained under the IEPA General Permit for Stormwater Discharges from Construction Site Activities (NPDES Permit No. ILR10). A Stormwater Pollution Prevention Plan would be prepared and implemented, in accordance with requirements under the NPDES permit(s).
- Prior to construction, erosion control fencing would be placed at the limits of construction. Zones of fill, grading, compaction, or equipment movement would be restricted to areas outside the protective fencing. Impacts from silt and sedimentation would be minimized through adherence to erosion control measures outlined in IDOT's Standard Specification's for Road and Bridge Construction, January 1, 2012.

4.0 Coordination and Consultation

Public involvement is an important part of any IDOT project planning process. In addition to working with the requisite federal and state agencies, IDOT efforts for this EA included outreach to a wide variety of stakeholders along the project corridor. A hard copy of this EA will be in the local library in Alton; and electronic copies will be available on IDOT and FRA websites.

4.1 Meetings

IDOT will hold a public meeting after publication of the EA. IDOT will advertise the hearing through a notice in the local paper for Alton. The EA will be available for public review and comment both in printed copy form at the Hayner Public Library, Downtown Alton Location, and electronic form on IDOT and FRA websites. Public and agency comment on the EA should be sent to:

Miriam Gutierrez, Bureau Chief
IDOT Bureau of High Speed and Passenger Rail
James R. Thompson Center
100 West Randolph Street, Suite 6-600
Chicago, IL 60601

4.2 Agencies

Letters sent to agencies are shown in Appendix B. This appendix includes letters sent by FRA for this EA. All coordination will be conducted in accordance of FRA procedures.

4.2.1 State Historic Preservation Office (SHPO) Consultation

The SHPO was contacted for this project and consultation is ongoing as of publication of this EA.

4.2.2 Illinois Department of Natural Resources (IDNR) Consultation

The IDNR was contacted for this project by using the Illinois Department of Natural Resources' Ecological Compliance Assessment Tool (EcoCAT). The results of the EcoCAT are included in Appendix B.

5.0 Distribution List

5.1 Agency Coordination

5.1.1 Federal Agencies

Advisory Council on Historic Preservation
Federal Highway Administration, Illinois Division
Federal Transit Administration, Region 5
National Park Service
U.S. Army Corps of Engineers, St. Louis District
U.S. Department of Agriculture
U.S. Department of Housing and Urban Development
U.S. Department of the Interior, Fish & Wildlife Service, Marion, IL Field Office
U.S. Department of the Interior, Office of Environmental Policy and Compliance
U.S. Environmental Protection Agency, Region 5
U.S. Senator Richard Durbin
U.S. Senator Mark Kirk
U.S. House of Representative, Jerry Costello, Congressional District No. 12

5.1.2 State Agencies

Illinois Department of Agriculture
Illinois Department of Natural Resources
Illinois Environmental Protection Agency
Illinois Historic Preservation Agency
Illinois Natural History Survey
Illinois State Senator, William Haine, District No. 56
Illinois State Representative, Daniel Beiser, District No. 111

5.1.3 Other Agencies and Commissions

Madison County Metro East Transit District
Heartlands Conservancy

5.1.4 Counties

Madison

5.1.5 Local Communities and Jurisdictions

City of Alton

5.1.6 Railroads

Union Pacific Railroad (UPRR) Company

6.0 References

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