FEDERAL RAILROAD ADMINISTRATION

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

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

Cooperating Agencies

Federal Highway Administration, Iowa Division
Federal Transit Authority, Region 5
U.S. Army Corps of Engineers, Rock Island District
U.S. Coast Guard, District 8
U.S. Department of the Army, Rock Island Arsenal
U.S. Environmental Protection Agency, Region 5
U.S. Environmental Protection Agency, Region 7
U.S. Fish and Wildlife Service, Rock Island
Illinois Department of Natural Resources
Iowa State Historic Preservation Office

Pursuant to:

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

5/24/13
Date of Approval

FRA Administrator

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Date of Approval

for Iowa DOT

Date of Approval

for Illinois DOT

The following persons may be contacted for additional information concerning this document:

Ms. Andrea Martin
USDOT Federal Railroad Administration
1200 New Jersey Avenue S.E., Mail Stop 20
Washington, DC 20590
Phone: (202) 493-6201

Ms. Tammy Nicholson
Director, Office of Rail Transportation
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010
Phone: (515) 239-1052

Ms. Miriam Gutierrez
Bureau Chief, High Speed & Passenger Rail
Division of Public & Intermodal Transportation
Illinois Department of Transportation
James R. Thompson Center
100 West Randolph Street, Suite 6-600
Chicago, IL 60601-3229
Phone: (312) 793-4803

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