

PRELIMINARY Request for High Speed Rail Improvements

As prepared by the City of Lincoln, Illinois High Speed Rail committee

March 2011

PREFACE

The Illinois Department of Transportation Bureau of Railroads (IDOT) has commenced a Tier 1 Environmental Impact Statement (EIS) study for the full build out of a second mainline track along the Union Pacific Railroad (UPRR) between Chicago and St. Louis. The City of Lincoln, Illinois anticipates a significant community impact from additional rail traffic and increased rail speeds. These impacts include increased delays to vehicular traffic and decreased access of emergency vehicles to significant portions of our community, increased levels of noise and vibration from additional and higher speed trains, increased safety concerns due to the increased speed and number of trains, and a decrease in the number of passenger trains serving our community.

To develop a unified opinion of what requests should be made to IDOT, the UPRR, and others on behalf of the City of Lincoln to minimize these impacts to our community, the City of Lincoln has formed a committee of citizens, emergency personnel, business groups, and community groups. The unified opinion contained in this document is based upon the information available to the committee during committee meetings in November and December of 2010. These requests are preliminary and subject to revision as the EIS study moves forward and more information is known.

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Executive Summary

The City of Lincoln has formed a committee to collect information related to high speed rail and the implementation of a second mainline track through Lincoln. This committee has developed a preliminary list of requests to the Illinois Department of Transportation Bureau of Railroads (IDOT) and to the Union Pacific Railroad (UPRR) to mitigate negative impacts to our community.

The requests developed by this committee support and enhance the five priorities of future development and service for the high speed and intercity passenger rail initiative as recommended in the US DOT's "Vision for High Speed Rail in America". These five priorities are:

1. Transportation Benefits
2. Economic Recovery
3. Environmental Quality
4. Energy Efficiency
5. Livable Communities

The requests developed by this committee include:

- New grade separations to reduce traffic delays and provide for emergency vehicle access.
- Sight and sound screening in residential neighborhoods and in the downtown business district.
- Visually appealing access control methods to promote public safety by preventing incursions onto active railroad tracks
- Changes to the proposed timing and number of station stops for passenger trains.

Additional details of these requests are contained herein.

Requests for New Grade Separations

The Union Pacific Railroad (UPRR) bisects the City of Lincoln. There are currently seven at-grade crossings with the Union Pacific Railroad within the City as shown in Attachment A to this document. These crossings are concentrated in the central business district and serve as the primary connectors across the UPRR tracks. In addition, there are currently two grade separated crossings within the City, one on the far north edge of town and one on the far south edge of town.

The increase in train traffic and the development of a second mainline track through the City of Lincoln raises the concern of increased delays for motorists and a reduction in access for emergency and police vehicles. To complicate matters, dense development and the historic nature of the downtown business district greatly increase the impacts of a new downtown grade separation. Therefore, to reduce the impact of this increased rail traffic, this committee requests the addition of two new grade separations north and south of our downtown business district. In addition, we request the replacement of the existing functionally obsolete grade separation on South Kickapoo. These requested locations are detailed in Attachment B to this document.

Wyatt Avenue

This committee places a high priority on our request that a new grade separation (road under railroad) be considered on the south end of the downtown business district between existing Wyatt Avenue and either Third Street or Union Street.

Wyatt Avenue is an arterial which serves Lincoln Community High School, the Lincoln Park District recreational facility, and Friendship Manor in addition to numerous other businesses and residences. The development of a grade separation in this location would reduce traffic at the remaining downtown rail crossings by allowing high school traffic to re-route to a new Wyatt Avenue connection. As additional benefits, this route would become the primary truck route through town and the primary school bus route serving the high school such that all bus traffic would be removed from at-grade crossings to improve safety.

The City of Lincoln currently owns much of the property which would be required for the addition of a grade separation in this location. The existing city maintenance garages on the west side of the UPRR are anticipated to be removed in the near future and this property could be made available. The addition of a new grade separation at Wyatt Avenue would likely necessitate an at-grade crossing closure at Decatur Street.

This committee recognizes the need for additional study of this requested new grade separation and requests that the Illinois Department of Transportation provide funds to the City of Lincoln for this purpose.

Keokuk Street (IL Rt. 10)

This committee also requests the development of a new grade separation (road under rail) on Keokuk Street (IL Rt. 10). This principal arterial carries the highest daily traffic of any rail crossing in Lincoln. In addition, it serves as an essential link for police and emergency vehicles stationed in the downtown business district (east of the UPRR) and the majority of the residents of Lincoln and the community hospital (situated west side of the UPRR).

South Kickapoo Street

An existing grade separation is located south of Lincoln along South Kickapoo Street. This grade separation is not of sufficient size to allow the passage of longer or taller vehicles, including many of the City's emergency vehicles. This committee considers this grade separation functionally obsolete. The committee requests the replacement of this existing grade separation with a new grade separation slightly south of the existing location which would connect South Kickapoo Street with West Kickapoo street and would provide emergency vehicle access to the Southwest. The additional property required for this relocated grade separation is owned by the City of Lincoln and could be made available for this purpose.

Requests for Sight and Sound Screening and Access Control Fencing

Lincoln's downtown business district and residential neighborhoods will be negatively impacted by increased rail traffic and higher train speeds. Increased noise and vibration can be detrimental to the attractiveness of downtown retail businesses and the productiveness and happiness of residents and downtown employees and business owners. The implementation of fencing or safety barriers to protect public safety will reduce the connectivity of our community and could make our community less visually appealing.

This committee anticipates that any potential increase in sound and vibration will be studied to determine negative impacts to properties adjoining and near the railroad corridor. We request that mitigations to affected properties be made with additional insulation as opposed to area wide engineering solutions such as sound walls where possible.

To further mitigate impacts to the community, this committee has developed requests for preferred sight and sound screening and for access control fencing as detailed below. Please reference Attachment C to this document for additional location information.

Quiet Zone

This committee requests the implementation of a full quiet zone through all at-grade crossings in the City of Lincoln. The introduction of four quadrant gates as required for increased train speeds satisfies FRA requirements for alternative safety measures. The implementation of a full quiet zone minimizes the impact of the increased number of train horns to be sounded through the City as rail traffic increases.

1st Street to Pekin Street (Downtown Business District)

This committee requests the implementation of a short (approximately 2-3 foot tall) decorative stone or brick wall through the downtown business district. This wall will serve as a decorative backdrop for landscaping and could also provide access control with the addition of decorative (wrought iron or similar) fencing on top of the wall. We prefer that this wall be located as close as practical to the tracks to provide additional space for vegetative screening.

This committee further requests that vegetative screening be added in front of the wall to enhance the visual appeal of the rail corridor in the downtown business district. We request that this vegetative screening rely heavily upon trees to enhance our status as a Tree City USA City. This committee would be supportive of the development of a maintenance agreement between the railroad (property owner) and the City of Lincoln (or the local park district) for the maintenance of this right-of-way.

In the downtown blocks adjacent to the existing Amtrak Station (Clinton Street to Pekin Street), this committee requests that additional angled or perpendicular parking be added along the

northwest side of the tracks partially within the railroad right-of-way. This additional parking could serve Amtrak customers with overnight parking and minimize any impacts from reduced access between public parking on the southeast side of the railroad right-of-way and businesses on the northwest side. This committee would be supportive of the development of a maintenance agreement between the railroad (property owner) and the City of Lincoln for the maintenance of this additional parking.

Pekin Street to Galena Street

This committee requests that the right-of-way adjacent to the developed, non-industrial areas north of the downtown business district be planted with vegetative screening. We request that this vegetative screening rely heavily upon trees to enhance our status as a Tree City USA City. In addition, we request that access control fencing in this area be decorative in nature (fencing similar to that presently existing in downtown Atlanta, Illinois is preferred).

In the blocks adjacent to Keokuk Street (Lincoln Avenue to Burlington Street), this committee requests that additional angled or perpendicular parking be added along the tracks partially within the railroad right-of-way. It is likely that Chicago and Sangamon Streets would no longer have direct access to Keokuk, and businesses near the Keokuk crossing will be negatively impacted by the reduced access if a grade separation is constructed at this location. Businesses could use the area along and within the railroad right-of-way to provide additional parking for their customers, thereby providing some benefit to these businesses. This committee would be supportive of the development of a maintenance agreement between the railroad (property owner) and the City of Lincoln for the maintenance of this additional parking.

Kickapoo Street to 1st Street and Galena Street to Lincoln Parkway

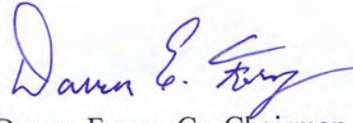
This committee requests that any access control fencing added in residential backyards be decorative in nature (fencing similar to that presently existing in downtown Atlanta, Illinois is preferred).

Summary Request

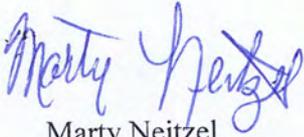
The City of Lincoln as represented by the High Speed Rail Advisory Committee, along with the support of other governmental agencies and community organizations, respectfully requests the consideration and full implementation of the requests contained in this report.



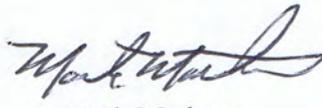
Keith Snyder, Co-Chairman
Mayor- City of Lincoln



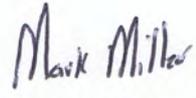
Darren Forgy, Co-Chairman
citizen.



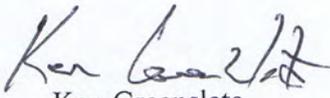
Marty Neitzel
City of Lincoln
Streets and Alleys Committee Chair



Mark Mathon
City of Lincoln
City Engineer



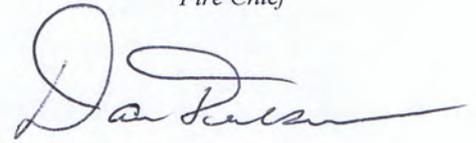
Mark Miller
City of Lincoln
Fire Chief



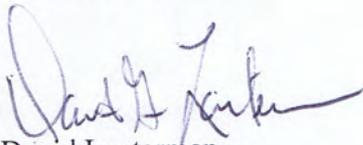
Ken Greenslate
City of Lincoln
Police Chief



Terry Carlton
Logan County Board



Dan Fulscher
Logan County
Emergency Management Agency



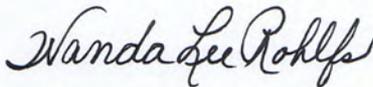
David Lanterman
MMIL Properties Inc.



Lisa Kramer
Prairie Engineers of Illinois



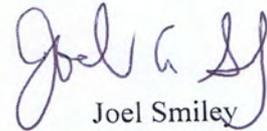
Bridget Thomas
Lincoln College



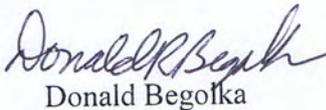
Wanda Lee Rohlfs
Main Street Lincoln



Joe Ryan
Lincoln and Logan County
Chamber of Commerce



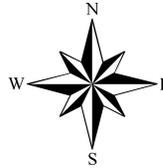
Joel Smiley
Lincoln and Logan County
Economic Development Partnership



Donald Begolka
Lincoln and Logan County
Tourism Bureau

ATTACHMENT A

Existing Road-Rail Crossings in Lincoln



0 300 600 1,200
 Feet
 1 inch = 1,200 feet

-  At Grade
-  Highway Underpass

*Existing Road-Rail Crossings
 Lincoln, Illinois*

ATTACHMENT B

Proposed Grade Separations



- ▭ Alternate Extension
- ▭ Proposed Roadway Connection

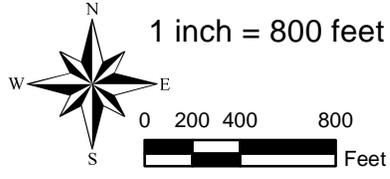
1 inch = 600 feet



High Speed Rail Proposed Grade Separations Lincoln, Illinois

ATTACHMENT C

Locations of Proposed Sight and Sound Screenings



- x-x-x-x Decorative Fence
- x-x-x-x Decorative Fence w/ Vegetation
- x-x-x-x Sound Wall / Fence w/ Vegetation

*Proposed Sight and Sound Screenings
Lincoln, Illinois*

ATTACHMENT D

Letters of Support

KEITH SNYDER
MAYOR

DENISE K. MARTINEK
CITY CLERK

CHARLES N. CONZO
CITY TREASURER

WILLIAM B. BATES
CITY ATTORNEY



CITY OF LINCOLN, ILLINOIS

700 Broadway St., P.O. Box 509, Lincoln, IL 62656

Named for and Christened by Abraham Lincoln, 1853 — Incorporated February 16, 1865

CITY COUNCIL MEETS FIRST AND THIRD MONDAY NIGHTS EACH MONTH

ALDERMEN

FIRST WARD
STACY BACON
MELODY ANDERSON

SECOND WARD
DAVID WILMERT
KATHLEEN M. HORN

THIRD WARD
DAVID R. ARMBRUST
JONETTE "JONIE" TIBBS

FOURTH WARD
TOM O'DONOHUE
O. V. BUSBY

FIFTH WARD
JEFF HOINACKI
MARTHA NEITZEL

April 1, 2011

Mr. George Weber
Chief, Bureau of Railroads
Illinois Department of Transportation
2300 South Dirksen Pkwy.
Springfield, IL 62764

Dear Mr. Weber,

The Lincoln City Council unanimously endorsed the Preliminary Recommendations of the City of Lincoln's High Speed Rail Committee at its meeting on March 7, 2011. We are writing to you to express our full support.

We feel the Committee did an extremely thorough job of researching all available information about the impact of high speed rail improvements, digesting that information, and then producing a report that addresses the concerns of this community. Not only did the Committee hear from IDOT experts and a consultant working on the Tier I Environmental Impact Study for the build out of the second main line, but it conducted a public hearing and invited the scrutiny of and input of the public and the media.

We commend to you the Committee's recommendations on new grade separations, side and sound screening, access control fencing, changes in the proposed number and timing of stops, and improvements in the passenger station facilities. Please fully implement all of these requests.

Thank you for your consideration. We look forward to working with you and with others to fully implement these requests.

Sincerely,

The Lincoln City Council



Logan County Board

P.O. Box 39
Lincoln, Illinois 62656
217-732-6400
FAX 217-735-5246

March 21, 2011

Mr. George Weber
Chief, Bureau of Railroads
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, IL 62764

Dear Mr. Weber:

In regards to plans for high speed rail between St. Louis to Chicago, the Logan County Board supports the preliminary requests developed by the Lincoln High Speed Rail Advisory Committee

Since the development of a second mainline track through Lincoln has the potential for negative impacts to the city of Lincoln, implementation of the advisory committee's recommendations will ensure both the successful development of high speed rail and that Lincoln remains a livable community.

These recommendations include new grade separations, sight and sound screenings and access control, as well as the timing of the trains and the number of station stops.

The Logan County Board encourages the Illinois Department of Transportation to accept and incorporate these requests into your future plans for high speed rail. Thank you for your consideration.

Sincerely,

Robert Farmer, chairman
Logan County Board



Building a Better Community, Business by Business

March 18, 2011

Mr. George Weber
Chief, Bureau of Railroads
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, IL 62764

Dear Mr. Weber:

The Lincoln/Logan County Chamber of Commerce strongly supports the preliminary requests as developed by the Lincoln high speed rail committee.

If high speed rail comes through Lincoln we support the recommendations of the Lincoln high speed rail committee, for the City of Lincoln, in hopes that it will improve the connectivity of Lincoln with neighboring communities and the urban center of Chicago and St. Louis.

The development of a second mainline track through Lincoln also has the potential for negative impacts to our City. Implementation of the requests outlined in this committee's report will ensure both the successful development of high speed rail and that Lincoln remains a livable community.

We encourage you to accept and incorporate these requests into your future plans for high speed rail and thank you for your consideration.

Sincerely,

Andi Hake,
Executive Director

cc: Mayor Keith Snyder



March 22, 2011

Mr. George Weber
Chief, Bureau of Railroads
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, IL 62764

Dear Mr. Weber

Main Street Lincoln is the downtown organization for economic development, revitalization, promotion and enhancement. As a historic preservation oriented entity, we value our railroad corridor of which Abraham Lincoln was a significant contributor. Our Courthouse Square Historic District radiates from the depot and is a walkable proximity to the train station with tourist attractions, shopping, and dining. The Board of Directors for Main Street Lincoln has expressed support for the preliminary request as developed by the Lincoln high speed rail committee.

Our expectation is that development of high speed rail will improve the ridership of neighboring communities as well as Chicago and St. Louis to Lincoln. This will help create jobs, bolster tourism and the ability to spend time shopping and dining in our community.

However, there are concerns about the ability to travel from one side of town to the other with increased traffic on the high speed rail. The Lincoln high speed rail committee has worked diligently to design some options that will make the maneuverability expedient, safe, and aesthetic in keeping with our historic downtown. It is essential from a Main Street Lincoln perspective that these suggestions within the Lincoln high speed rail committee's report be implemented.

We encourage you to incorporate their requests into the high speed rail plans. Thank you for your time in reviewing this letter and all other correspondence regarding the high speed rail going through Lincoln, IL.

Sincerely yours,

A handwritten signature in dark ink that reads "Roger Matson". The signature is fluid and cursive, with the first name being more prominent.

Roger Matson, President
Main Street Lincoln



Abraham Lincoln Tourism Bureau of Logan County

ABE66.com 217-732-8687

April 1, 2011

Mr. George Weber
Chief, Bureau of Railroads
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, IL 62764

Dear Mr. Weber:

The Abraham Lincoln Tourism Bureau of Logan County strongly supports the preliminary requests as developed by the City of Lincoln high speed rail committee. High speed rail will improve the connectivity of Lincoln with neighboring communities and the urban center of Chicago and St. Louis, thereby benefitting our local tourism industry.

The development of a second mainline track through Lincoln also has the potential for negative impacts to our city, and so it is imperative that the various rail crossing suggestions be considered. Implementation of the requests outlined in this committee's report will ensure both the successful development of high speed rail and that Lincoln remains a livable community.

We encourage you to accept and incorporate these requests into your future plans for high speed rail and thank you for your consideration.

Sincerely,

Geoff Ladd
Executive Director

cc: Mayor Keith Snyder

March 21, 2011

Mr. George Weber
Chief, Bureau of Railroads
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, IL 62764

Dear Mr. Weber:

The Executive Board of the Lincoln and Logan County Development Partnership fully endorses the recommendation of the Lincoln Plan for Preliminary Requests for High Speed Rail Improvements as it pertains exclusively to the City of Lincoln, Illinois.

Lincoln, Illinois (2000 census population 15,369) is located midway between St. Louis and Chicago. High Speed rail through Lincoln will increase train traffic flow through Lincoln and thus will impact Lincoln's road traffic patterns throughout the City's urban center.

Community leaders in Lincoln have carefully considered the impact the additional train traffic will cause and put together a feasible request for improvements that will improve safety and logistics. These critical missions will in turn assure that the City of Lincoln will continue to provide a quality of life for the residents of the community.

We encourage these recommendations to the regional plan for high speed rail.

Sincerely,

Joel A. Smiley
Executive Director
Lincoln and Logan County Development Partnership

cc: Mayor Keith Snyder

Darren E. Forgy
143 Ninth Street
Lincoln, IL 62656
March 24, 2011

Mr. George Weber
Chief, Bureau of Railroads
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, IL 62764

Dear Mr. Weber:

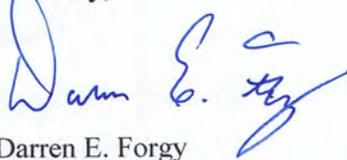
I am a resident of Lincoln, Illinois and I am writing to express my full support for the preliminary requests as developed by the Lincoln high speed rail committee. I work in downtown Lincoln in a business office that is within 100 feet of the current rail line.

As a member of Lincoln's high speed rail committee, I support the development of high speed rail to improve the connectivity of Lincoln with neighboring communities and the urban centers of Chicago and St. Louis. In addition, I believe that high speed rail will create jobs in Illinois, bolster tourism here in Lincoln, and offer a sustainable alternative to highway travel including commuting opportunities.

The development of a second mainline track through Lincoln also has the potential for negative impacts to our City. Of particular concern are access for safety vehicles across the rail line and the aesthetics of the completed rail corridor. Implementation of the requests outlined in this committee's report will ensure both the successful development of high speed rail and that Lincoln remains a livable community.

I encourage you to accept and incorporate these requests into your future plans for high speed rail and thank you for your consideration.

Sincerely,

A handwritten signature in blue ink that reads "Darren E. Forgy". The signature is stylized and cursive.

Darren E. Forgy
Co-Chair Lincoln High Speed Rail Committee



March 29, 2011

Mr. George Weber
Bureau of Railroads
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, IL 62764

Dear Mr. Weber:

I am writing to express my support of the preliminary requests developed by the Lincoln High Speed Rail Committee. The City of Lincoln is fortunate to be an Amtrak community on the proposed high speed rail line. However, there will be negative consequences to the City as a result of the increased rail traffic and speed. I believe the preliminary requests, if implemented, will help to reduce the adverse impacts to the residents, visitors, and workers of the City of Lincoln.

With the increased rail traffic and associated increase in time at-grade crossings will be blocked, it is imperative that additional grade separations be provided. Currently, Lincoln only has one grade separation that is adequate for emergency vehicle passage, and it is located at the far north end of the City. With the high speed rail line bisecting the City, more accessible grade separated locations are a must. The majority of Lincoln's rail crossings are located within the historic downtown area. Our recommendations place a grade separation on each end of the downtown so historic properties remain intact.

Because the high speed rail line cuts through the heart of our City, the committee has also recommended sight and sound screening to be placed along the tracks. In the downtown area, we have requested more aesthetically pleasing barriers along the rail line, with the intent of beautifying the greenspace around the rail line.

Lincoln's Amtrak stop is very important to the City. The committee has requested a permanent station with ticketing, restrooms, and enclosed waiting space. I feel this is of great importance to increasing the number of rail passengers entering and exiting at Lincoln. Our downtown shopping and historic destinations surround the Amtrak station stop, and traveling here by rail is a great way for tourists to visit our City.

A large percentage of Lincoln's residents commute to either Springfield or Bloomington-Normal for employment. Providing station stops at times that can be utilized for daily commuting to these cities would be a great benefit to these residents by providing faster, cheaper and more environmentally

friendly transportation. When I worked in Springfield, I frequently commuted via Amtrak. I have no doubt that it is by far the superior way to travel – round-trip for just \$6 and extra time to work or relax! However, the first train of the day travelling south out of Lincoln did not arrive in Springfield until nearly 1 p.m. The ability to take an early morning train would have been a huge advantage. As gas prices continue to rise, and everyone's time becomes more valuable, I'm certain that more people would explore this alternative IF convenient times were available.

I am very excited about the future of high speed rail and its positive implications for the City of Lincoln. Because of the rail's location through the heart of our City, there are some negative consequences as well. Our hope in completing these Preliminary Recommendations is to diminish the negative as much as possible, so that we as a City can focus on the positive. I appreciate your time in considering our communities goals and requests, and encourage the full implementation of our requests.

Thank-you,
PRAIRIE ENGINEERS OF ILLINOIS, P.C.



Lisa D. Kramer, P.E.

Mark Miller
210 Rhoads Ave.
Lincoln, IL 62656
March 7th 2011

Mr. George Weber
Chief, Bureau of Railroads
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, IL 62764

Dear Mr. Weber:

I am a resident of Lincoln, Illinois and I am writing to express my full support for the preliminary requests as developed by the Lincoln high speed rail committee.

I support the development of high speed rail to improve the connectivity of Lincoln with neighboring communities and the urban centers of Chicago and St. Louis. In addition, high speed rail will create jobs, bolster tourism, and offer a sustainable alternative to highway travel.

The development of a second mainline track through Lincoln also has the potential for negative impacts to our City. Implementation of the requests outlined in this committee's report will ensure both the successful development of high speed rail and that Lincoln remains a livable community.

I encourage you to accept and incorporate these requests into your future plans for high speed rail and thank you for your consideration.

Sincerely,

Mark Miller

Fire Chief Lincoln Fire Department

Robert G. Meador
315 11th St.
Lincoln, Il 62656

Mr. George Weber
Chief, Bureau of Railroads
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, Il 62764

Dear Mr. Weber:

As a resident of Lincoln, Illinois I support the preliminary requests as developed by the Lincoln high speed rail committee. They have spent hundreds of hours in this labor.

The Chicago/St. Louis corridor has the highest ridership of any Amtrak line, therefore the eyes of the nation are upon us. This is our opportunity to 'get it right the first time' by giving the most benefit with the least negative impact to the small communities the line passes through.

I join the committee in urging you to consider and accept the requests into your future plans for high speed rail.

Thank you for your consideration.


Robert G. Meador

ATTACHMENT E

List of Document Recipients

Mr. David McKernan
Manager of Industry and Public Projects
Union Pacific Railroad
210 N. 13th Street
St. Louis, MO 63103

Mr. Mike Rock
Vice President External Relations
Union Pacific Railroad
600 13th St., N.W., Suite 340
Washington, D.C. 20005

Mr. Thomas C. Carper
Chairman, Board of Directors
National Railroad Passenger Corporation
60 Massachusetts Ave., NE
Washington, DC 20002

Joseph Boardman
President and CEO
National Railroad Passenger Corporation
60 Massachusetts Ave., NE
Washington, DC 20002

Joseph McHugh
Vice President
Government Affairs and Corporate Communications
National Railroad Passenger Corporation
60 Massachusetts Ave., NE
Washington, DC 20002

Honorable Ray LaHood
US Secretary of Transportation
United States Department of Transportation
1200 New Jersey Ave, Southeast
Washington, DC 20590

Honorable Sen. Dick Durbin
United States Senator
525 South 8th St.
Springfield, IL 62703

Honorable Sen. Mark Kirk
United States Senator
607 East Adams
Suite 1520
Springfield, IL 62701

Representative Aaron Schock
United States Congressman
100 N.E. Monroe, Room 100
Peoria, IL 61602

Governor Pat Quinn
Illinois Governor
207 State House
Springfield, IL 62706

Gary Hanning
Illinois Secretary of Transportation
2300 S. Dirksen Parkway
Springfield, IL 62764

Mr. Mike Garcia
Chief of Rail Engineering
IDOT Bureau of Railroads
2300 S. Dirksen Parkway, Room 339
Springfield, IL 62764

Mike Stead
Rail Safety Program Administrator
Illinois Commerce Commission
527 East Capitol Avenue
Springfield, IL 62706

Senator Bill Brady
Senator 44th District
2203 Eastland Drive, Suite 3
Bloomington, IL 61704

Senator Larry Bomke
Senator 50th District
307 Capitol Building
Springfield, IL 62706

Representative Bill Mitchell
Illinois General Assembly
634 Capitol Building
Springfield, IL 62706

Representative Rich Brauer
Illinois General Assembly
1128 East Stratton Office Building
Springfield, IL 62706

Mr. Kirk Brown
Vice President and Project Manager
Hanson Professional Services Inc.
1525 South Sixth Street
Springfield, IL 62704