



**C R E A T E**

KEEPING THE GO IN CHICAGO

# Public Involvement

## Guidelines for CREATE Program

### Rail Projects

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Prepared by the

Illinois Department of Transportation

Division of Public and Intermodal Transportation

Bureau of Freight Rail Management



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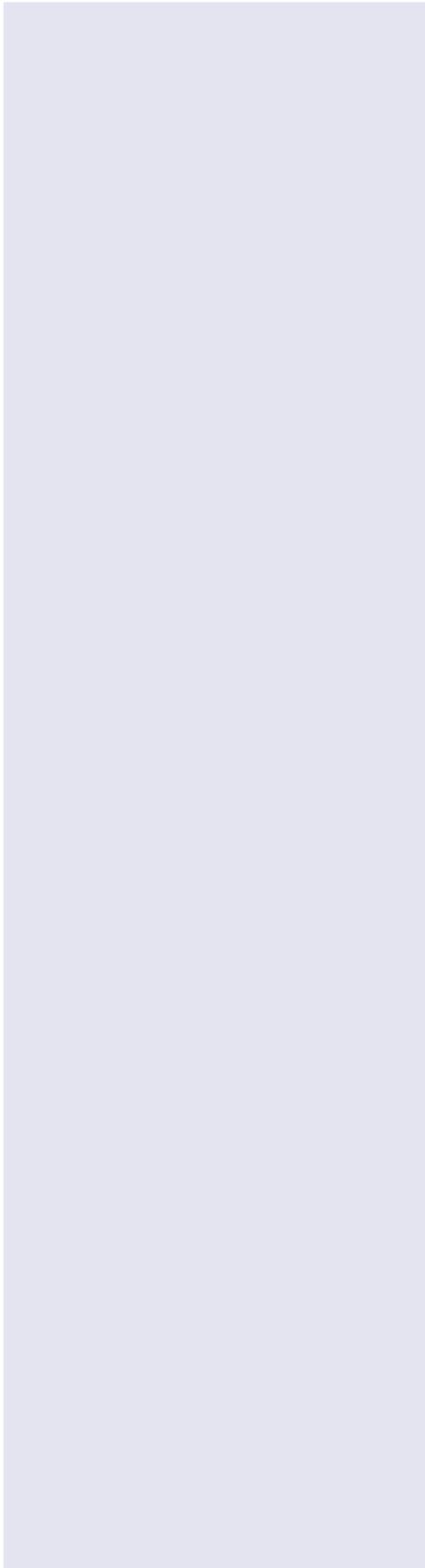
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## List of Acronyms

AAR	Association of American Railroads
BDE	Bureau of Design and Environment
CAG	Community Advisory Group
CCA	Community Context Audit
CDOT	City of Chicago Department of Transportation
CREATE	Chicago Region Environmental and Transportation Efficiency Program
CSS	Context Sensitive Solutions
CTA	Chicago Transit Authority
CTCO	Chicago Transportation Coordination Office
CTT	Core Technical Team
DPIT	Division of Public and Intermodal Transportation
EA	Environmental Assessment
ECAD	Environmental Class of Action Determination
EIS	Environmental Impact Statement
FAQ	Frequently Asked Questions
FHWA	Federal Highway Administration
GIS	Geographic Information System
IDOT	Illinois Department of Transportation
LEP	Limited English Proficiency
MAP-21	Moving Ahead for Progress in the 21st Century
NEPA	National Environmental Policy Act
NOA	Notice of Availability
PSG	Project Study Group
Q&A	Question and Answer
SIA	Statewide Implementation Agreement
SIP	Stakeholder Involvement Plan

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### List of Terms

Advocacy Committee	The Advocacy Committee oversees all program-related public communications and advocates for CREATE. The committee, co-chaired by the Illinois Department of Transportation (IDOT), Chicago Department of Transportation (CDOT), and Association of American Railroads (AAR), includes representatives from the Federal Highway Administration (FHWA), IDOT Division of Public and Intermodal Transportation (DPIT) and the railroad partners.
Consultant Team	The Consultant Team is comprised of the Prime Consultant and its subconsultants.
Core Technical Team	The Core Technical Team is an informal group that provides technical expertise on CREATE rail projects related to compliance with federal-aid policies and procedures, such as the NEPA environmental review process. The informal group is comprised of management staff from FHWA, IDOT DPIT, IDOT Bureau of Design and Environment (BDE) and the Prime Consultant.
CREATE Partners	The CREATE partners are comprised of FHWA acting for and on behalf of the U.S. Department of Transportation, IDOT acting for and on behalf of the State of Illinois, CDOT acting for and on behalf of the City of Chicago, and the Association of American Railroads acting for and on behalf of the Burlington Northern and Santa Fe Railway Company (BNSF), Canadian National Railway Company (CN), Canadian Pacific Railway Company (CP), CSX Transportation, Inc. (CSX), Norfolk Southern Railway Company (NS), Union Pacific Railroad Company (UP), the Commuter Rail Division of the Regional Transportation Authority (Metra), and the National Railroad Passenger Corporation (Amtrak). Railroad participants include the Belt Railway of Chicago (BRC) and the Indiana Harbor Belt (IHB).
Implementation Team	The Implementation Team is comprised of one member each from the Chicago Transportation Coordination Office (CTCO), Amtrak, Metra, BNSF, CN, CP, CSX, NS, UP, BRC, IHB, AAR, CDOT, IDOT DPIT and FHWA. The Implementation Team is responsible for program delivery through management and integration of the technical and administrative aspects of the component projects.
Project Study Group / Project Team	The Project Study Group (PSG) is a project-level working group or sub-group of the CREATE Implementation Team. The PSG is often referred to as the "Project Team." The PSG has the primary responsibility for guiding the project development process and making project development recommendations to FHWA and IDOT DPIT decision-makers. This group consists of representatives from FHWA, IDOT DPIT, CDOT, the AAR and its member railroads, the CTCO, and the Consultant Team.

# Public Involvement

## Guidelines for CREATE Program Rail Projects



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## 1. Introduction

The goal of the Public Involvement Guidelines for Chicago Region Environmental and Transportation Efficiency (CREATE) Program Rail Projects is to define a set of common outreach strategies for the Program's rail projects that:

- Conform to state and federal environmental guidelines, regulations and policies;
- Leverage lessons learned from past CREATE rail projects;
- Align with the unique scope, policies and governance structure of CREATE; and
- Provide meaningful opportunities for stakeholder engagement.

The Illinois Department of Transportation (IDOT) Division of Public and Intermodal Transportation (DPIT) developed several versions of this document, the last being produced in February 2008. The original intent of these guidelines was to provide public outreach guidance for Phase I projects processed using Environmental Class of Action Determination (ECAD) documents<sup>1</sup> for CREATE Program rail projects. Since the 2008 update, CREATE has undertaken two Environmental Impact Statement (EIS) studies requiring substantial public outreach and additional ECADs requiring public outreach. Recognizing the need for more robust public outreach guidance on current and future CREATE Program rail projects and to incorporate lessons learned from recently completed public outreach, IDOT DPIT—in coordination with its CREATE partners—updated the Public Involvement Guidelines for CREATE Program Rail Projects.

These guidelines are primarily targeted at public outreach activities on CREATE Phase I studies for rail projects. They also provide guidance on public outreach activities during Phase II and Phase III, which is required of projects following IDOT's Context Sensitive Solutions (CSS) process and—depending on the specific circumstances—may also be appropriate for non-CSS projects. It is important to note that all public involvement activities should be developed in coordination with the IDOT division staff responsible for overseeing or administering the Phase I, II or III work activities. Though all CREATE rail projects administered by the IDOT Division of Public and Intermodal Transportation (DPIT) Bureau of Freight Rail Management will be subject to these guidelines, other IDOT divisions (e.g., Division of Highways) may have slightly different expectations for public involvement. However, to the extent possible, it is recommended that these guidelines be used on all CREATE Program projects to achieve consistency.

This version of the Public Involvement Guidelines for CREATE Program Rail Projects is written with the highest level of environmental review in mind—

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<sup>1</sup> The CREATE Program processes NEPA Categorical Exclusions using ECAD documents per the SPEED process which was specifically developed by IDOT and CDOT for the CREATE Program.



i.e., an EIS. As a result, the guidance will, in some cases, be more detailed than that expected for an Environmental Assessment (EA) or ECAD. Additionally, the guidelines assume the project is designated as a Context Sensitive Solutions (CSS) project<sup>2</sup>.

The authors have noted instances where the level of effort required for an EIS (following the CSS design process) is incongruent with that required for an EA or ECAD<sup>3</sup>. The authors have also indicated circumstances in which special considerations must be made due to project locale, particularly between projects located in the City of Chicago and those located beyond City limits.

## 2. Need and Scope of Public Involvement

The Federal Highway Administration (FHWA) and IDOT are jointly responsible for determining whether public involvement is needed for a CREATE rail project. The scope of public involvement efforts is to be determined on a project-specific basis, with decision-makers at FHWA and IDOT providing final direction on the expected level of effort. Cooperating agencies, if identified, may also provide guidance on the scope of public outreach. Factors influencing the level of effort required may include right-of-way impacts; social, economic and environmental effects; general public interest; and road closures.

The public involvement program for each project must be tailored in conformance with applicable federal and state rules, regulations and policies. This includes, but may not be limited to, the following:

- National Environmental Policy Act (NEPA)
- Council on Environmental Quality Regulations
- Moving Ahead for Progress in the 21st Century (MAP-21)
- Title 23 of the United States Code
- National Historic Preservation Act of 1966
- Civil Rights Act of 1964, Title VI

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<sup>2</sup> According to Chapter 19 of the IDOT BDE Manual, IDOT utilizes a Context Sensitive Solutions (CSS) process in the planning, design, and construction and operation of all projects involving new construction, reconstruction and major expansion of transportation facilities. The CSS process facilitates identification and understanding of the concerns and values of all stakeholders as an integral part of the project development process. The CSS approach seeks the input of the full range of concerned stakeholders early and often, and provides for appropriate consideration of stakeholder input at key points in the project decision-making process. For the CREATE Program, the determination of whether a project is to be developed using the CSS process will be made by FHWA and IDOT in close coordination with the CREATE partners.

<sup>3</sup> In these guidelines, EIS projects are assumed to follow IDOT's CSS design process and the terms EIS and CSS could be used interchangeably. For clarity and consistency, the level of environmental documentation will be used as the primary differentiator rather than CSS and non-CSS unless a specific reference to the CSS process is warranted. EIS references imply CSS is required and EA or ECAD references imply CSS is not required. However, if IDOT and FHWA determine that an EA or ECAD requires the CSS process be followed, the Consultant Team should adhere to guidelines established for EIS projects.

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- Executive Order 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations
- Limited English Proficiency Executive Order 13166
- IDOT Bureau of Design and Environment (BDE) Manual, including:
  - Chapter 19 – Public Involvement Guidelines
  - Chapter 22 – General Environmental Procedures
  - Chapter 24 – Environmental Assessments
  - Chapter 25 – Environmental Impact Statements
  - Chapter 26 – Special Environmental Analyses
- IDOT Context Sensitive Solutions (CSS) policy
- IDOT Bureau of Railroads CREATE Program Rail Projects – Phase I Reports and Design Approval Procedures
- CREATE Noise and Vibration Assessment Methodology
- CREATE Environmental Justice Policy

Predicted noise and vibration impacts on CREATE Program rail projects could trigger public outreach requirements. In some cases, predicted impacts could involve potential impacts to low-income and minority populations (Environmental Justice). Should this occur, the CREATE Noise and Vibration Assessment Methodology and CREATE Program Environmental Justice Policy should be consulted to determine the need and scope of public outreach efforts. The policies articulated in these documents provide guidance on how to structure and implement the public involvement program. The Consultant Team should review both documents to ensure all Program requirements are met.

Public outreach should provide stakeholders with meaningful opportunities to participate in the project development process. As indicated in the IDOT BDE Manual Chapter 19-1.03, the following information should be explained during the Phase I public involvement process:

- Project’s purpose, need and consistency with the goals and objectives of any local urban planning;
- Project’s range of alternatives and major design features;
- Social, economic, environmental and other impacts of the project;
- Identification of a preferred alternative;
- Relocation assistance program and right-of-way acquisition process; and
- IDOT’s procedures for receiving both oral and written statements from the public.

Public outreach on CREATE Program rail projects may also be appropriate during Phase II and Phase III. For example, CREATE Program rail projects following IDOT’s CSS design process require public outreach through project design and construction. Additionally, environmental commitments established during the Phase I study process may specify the need for public outreach during Phase II and/or Phase III. The need for and scope of public outreach during Phase II and Phase III will be determined by FHWA and



IDOT on a project-specific basis. Subsection 9.4. (Post-Phase I Outreach) provides an overview of when public outreach may be appropriate during Phase II and Phase III, as well as the possible scope of such efforts.

## 3. CREATE Public Involvement Management Structure

### 3.1. Consultant Team

In general, the Consultant Team is comprised of the Prime Consultant and its subconsultants. The Consultant Team is responsible for producing all public involvement deliverables as well as planning and executing public meetings, public hearings and upon-request, small community group meetings. The Consultant Team coordinates all public involvement activities and manages the outreach schedule within the context of the overall project schedule. The Consultant Team coordinates with IDOT DPIT to develop outreach strategies and conduct deliverable reviews and approvals.

### 3.2. Core Technical Team (CTT)

The CTT is an informal group that provides technical expertise on CREATE rail projects related to compliance with federal-aid policies and procedures, such as the NEPA environmental review process. The informal group is comprised of management staff from FHWA, IDOT DPIT, IDOT BDE and the Prime Consultant. This group meets periodically throughout the study process to provide technical expertise and oversight in key areas, including the environmental study process, agency procedures and standards, and technical approaches. The CTT also conducts the first external review of public involvement deliverables. Its role is strictly advisory and it is not part of the formally established CREATE governance and management structure. Consequently, CTT does not have authority to make Program-related decisions.

The CTT supports the Project Study Group (see below) by:

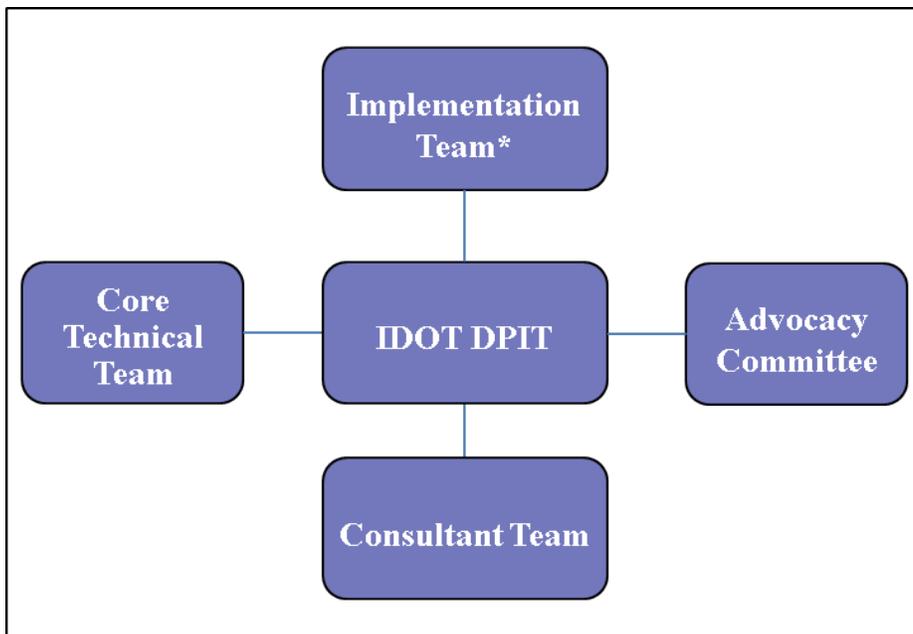
- Conducting reviews of Phase I Part A (i.e., environmental) deliverables to confirm adherence to all applicable federal, state and local requirements;
- Expediting and facilitating the project development process;
- Identifying and resolving project development issues;
- Promoting partnership with stakeholders to address identified project needs;
- Working toward consensus among stakeholders;
- Providing project-related recommendations to the Project Study Group; and
- Developing programmatic policies in coordination with the CREATE partners.

**Appendix:** A list of typical public involvement deliverables for CREATE Program rail projects is provided in Appendix A.

### 3.3. Project Study Group (PSG)

For the CREATE Program, an interdisciplinary team—i.e., the PSG—reviews and provides oversight of all project development activities. This group consists of representatives from FHWA, IDOT DPIT, City of Chicago Department of Transportation (CDOT), the Association of American Railroads (AAR) and its member railroads, the Chicago Transportation Coordination Office (CTCO), and the Consultant Team. The PSG is a project-level working group or sub-group of the CREATE Implementation Team. The Implementation Team is comprised of one member each from CTCO, Amtrak, Metra, BNSF, CN, CP, CSX, NS, UP, BRC, IHB, AAR, CDOT, IDOT DPIT, and FHWA. The Implementation Team is responsible for program delivery through management and integration of the technical and administrative aspects of the component projects. The Implementation Team works under the direct supervision of the CREATE Management Committee to deliver all elements of a project. Figure 1 illustrates the CREATE public involvement management structure described in this section.

IDOT policies require a PSG be established for EIS projects that are designated as CSS process projects. For EA and ECAD projects, IDOT does not require a PSG; however, all CREATE Program rail projects will—at least in concept—include a PSG due to the unique partnership and its governance framework.



\*Note: The Project Study Group (PSG) is a project-level working group or sub-group of the CREATE Implementation Team. See Section 3.3 (PSG) for information on the Implementation Team and PSG’s CREATE Program public involvement management responsibilities.

**Figure 1: CREATE Public Involvement Management Structure**



The team size and technical background of the PSG will vary with the nature and scope of the project. The PSG has the primary responsibility for guiding the project development process and making project development recommendations to FHWA and IDOT DPIT decision-makers. The PSG convenes monthly to review the Consultant Team's progress, coordinate project action items, and make major project development decisions.

The PSG is often referred to as the "Project Team."

### 3.4. CREATE Advocacy Committee

The Advocacy Committee oversees all program-related public communications and advocates for CREATE. The committee includes representatives from FHWA, IDOT DPIT, CDOT and the railroad partners. The Advocacy Committee co-chairs review and approve all publicly-distributed documents (e.g., exhibits, presentation, brochure, etc.) and publicity materials for CREATE Program rail projects.

Unless otherwise directed, IDOT DPIT coordinates the review and approval of the Consultant Team's public involvement deliverables by CTT, the Advocacy Committee and the PSG. Review requirements and timelines are defined in Subsection 8.1. (Review Process), and should be confirmed by the Consultant Team once public involvement activities are initiated. *Typically, CTT, Advocacy Committee and the PSG require ten business days to complete reviews.* This time requirement should be factored into the project-level schedules developed by the Consultant Team.

## 4. Stakeholder Groups

### 4.1. Elected Officials

#### 4.1.1. Purpose

It is important that elected officials are made aware of project-related activities in their jurisdictions, particularly outreach activities involving their constituents.

#### 4.1.2. Identification

The Consultant Team should identify and meet with the appropriate elected officials prior to engaging their constituents within the project's study area. This includes U.S. Congressmen, State of Illinois legislators, City of Chicago aldermen (for projects located in the City of Chicago) and mayors or village presidents (for projects located outside the City of Chicago). The Consultant Team should make a distinction between Key Elected Officials and Other Elected Officials:

- *Key Elected Officials* govern jurisdictions where the project's potential impacts and benefits would be greatest; and
- *Other Elected Officials* govern jurisdictions where few, if any, of the project's potential impacts and benefits would be realized. These

**Deliverable:** List of potentially affected elected officials. Key Elected Officials and Other Elected Officials should be categorized and contact information should be included.



jurisdictions are often located on the periphery of the project study area.

For projects within the City of Chicago, the Consultant Team should locate current and relevant political boundaries on a project study map to help identify the Key Elected Officials. The boundaries for City of Chicago aldermanic wards can be requested from CDOT. State and federal boundaries are readily available and should be identified by the Consultant Team.

### 4.1.3. Initial Outreach

The nature and scope of elected official outreach is determined on a project-by-project basis. For a CREATE EIS project, elected official outreach typically occurs during project initiation in the form of an introductory letter and initial meeting. For an EA or ECAD, elected official outreach is typically initiated if and when potential environmental effects are identified (e.g., noise, vibration, property impacts, etc.). The Consultant Team should coordinate with IDOT DPIT at the beginning of the project to determine the timing of elected official outreach (also see Subsection 4.1.5 (Timing of Outreach)), but it should occur prior to initiating any public involvement activities.

#### Letters:

For a CREATE EIS project, the Consultant Team should send letters to both Key and Other Elected Officials during project initiation to inform them of the project or once it is determined that public outreach is required for an EA or ECAD. These letters should provide a brief description of the project and include maps of both the CREATE Program and the project study area as attachments.

- For Key Elected Officials, the letter should indicate that the Project Team will contact the elected official's staff to set up an initial briefing meeting (also see Subsection 4.1.5 (Timing of Outreach)); and
- It is not necessary to meet face-to-face with Other Elected Officials; however, these officials should be aware that the Project Team is available to discuss the project upon their request.

#### Meetings:

The Consultant Team and appropriate CREATE partner representatives (i.e., IDOT, CDOT, freight railroad(s), Metra and Amtrak) should make an effort to meet face-to-face with Key Elected Officials for an initial briefing prior to public outreach in the project study area. If needed, IDOT DPIT and/or CDOT can assist the Consultant Team in setting up these meetings. The purpose of these initial briefing meetings is to:

- Provide an overview of the project, including:
  - CREATE Program introduction and project map;
  - Scope of project;
  - Map of project study area with political boundaries denoted; and
  - Anticipated project timeline.

**Deliverable:** Map identifying potentially affected elected officials and their respective jurisdictional boundaries.

**Appendix:** An example of an elected official project initiation letter is attached in Appendix B.

**Deliverable:** Elected official project initiation letter.

**Deliverable:** Project description (from CREATE Feasibility Plan, CREATE Program website or customized for project).

**Appendix:** An example project map is attached in Appendix C.

**Deliverable:** Project study area map with current political boundaries and GIS-based inventory of community facilities.

**Deliverable:** Project timeline (based on approved project schedule/Timeframes Agreement).



- Discuss best methods for publicizing public involvement events;
- Solicit recommendations for public and/or Community Advisory Group meeting venues (if applicable). Priority should be given to these recommendations;
- Ask for recommendations of community members who may be able to assist with facilitating stakeholder meetings (if applicable); and
- Solicit recommendations for Community Advisory Group membership (if applicable – see Subsection 4.2. (Community Advisory Groups)).

For an EA or ECAD, the Consultant Team and appropriate Project Team and CREATE partner representatives should make an effort to meet face-to-face with Key Elected Officials prior to public outreach in the project study area. The nature and scope of these meetings will be determined on a project-specific basis.

Meetings with elected officials may also be required during Phase II and Phase III. In general, these meetings should be conducted to the extent required to keep elected officials informed of project progress as well as to provide advance notice of upcoming public involvement activities that could involve their constituents.

The group representing the CREATE Program and the project at elected official meetings should be small enough to not overwhelm but large enough to possess adequate program/project knowledge and be able to respond to elected official inquiries. Four to five representatives from the Project Team are typically appropriate, including the Prime Consultant's project manager, IDOT DPIT's CREATE Section Chief and/or Bureau Chief, IDOT DPIT's Public Involvement Manager, the appropriate freight railroad government affairs representatives, CDOT (for meetings in the City of Chicago), and Metra. The Consultant Team should reach out to these individuals well in advance of meetings to confirm their participation and brief them on their roles and responsibilities. IDOT DPIT will make the final determination on whether a meeting can proceed without all appropriate participants present.

The Consultant Team should develop a summary of each elected official meeting. This summary should be reviewed by Project Team attendees prior to finalization and archived in the project files. Typically, IDOT DPIT coordinates reviews of each meeting summary by the Project Team attendees and provides a final copy to the CREATE partners that did not attend for reference purposes only. The summary is not provided to the elected official unless it is requested.

#### 4.1.4. Public Meeting Notification

The Consultant Team should send letters to both Key and Other Elected Officials to notify them of upcoming public meetings (including public hearings) and Community Advisory Group (CAG) meetings (if applicable). This letter should:

- Provide a description of the meeting's purpose;
- State the meeting's logistical details (i.e., date, time and location);

**Deliverable:** Elected official meeting summaries.

**Appendix:** An example elected official public meeting notification letter is included in Appendix D.

**Deliverable:** Elected official public meeting notification letter.



- Note the methods of publicity;
- Enclose a copy of the public notice; and
- For Key Elected Officials, indicate that the Project Team will contact the elected official's staff to coordinate speaking during the public meeting.

### 4.1.5. Timing of Outreach

The Consultant Team should avoid planning elected official meetings and public involvement activities during election season and major holidays. This consideration should be factored in to the overall project schedule developed by the Consultant Team.

## 4.2. Community Advisory Groups

### 4.2.1. Purpose

For CREATE Program rail projects designated as CSS projects, a Community Advisory Group (CAG) should be established to provide focused input into the project development process and consensus at key project milestones. Such groups are comprised of stakeholders who volunteer to participate in working meetings with the Project Team. For smaller projects, a single group that handles all relevant subjects could be convened, while larger projects may require several groups (e.g., northern part of project study area and southern part of project study area). CAG meetings are typically held during weekday afternoons. The need for and number of community advisory groups will be determined by IDOT DPIT on a project-specific basis.

As noted previously, the intent of IDOT DPIT's CSS policy is to incorporate stakeholder values and concerns at key points in the project decision-making process. Consistent with this principle, CAG meetings should occur, as needed, during Phase I (environmental clearance and preliminary design), Phase II (final) design and Phase III (construction). See Subsection 9.4. (Post-Phase I Outreach) for a discussion of public outreach requirements during Phase II and Phase III.

### 4.2.2. Composition

The composition of these groups should reflect the composition of their communities, including a mix of individuals from the following sub-groups:

- Civic leaders;
- Residents, particularly those that reside near impact areas;
- Business leaders;
- Religious leaders;
- Emergency responders;
- Law enforcement representatives;
- Educational representatives; and
- Community-based organizations.

During the initial briefing meetings with elected officials, the Consultant Team should request recommendations for CAG membership.

**Appendix:** A template for the CAG membership list is attached in Appendix E.

**Deliverable:** Community Advisory Group membership list.



Note: Elected officials should not be considered formal members of the CAG; however, the Consultant Team should notify Key Elected Officials when CAG meetings are scheduled.

### 4.2.3. Initial Outreach

#### Letters:

After determining CAG membership, the Consultant Team should send letters to group members inviting them to participate in the initial project overview meeting. To encourage maximum participation, the Consultant Team should also follow up these letters with phone calls.

#### Meetings:

The initial CAG meeting should provide group members with an overview of the project and establish expectations and guidelines for group member participation. The Consultant Team could also use this initial meeting to obtain input on the project's Problem Statement and conduct the Community Context Audit, which is discussed in greater detail in Section 5.5 (Community Context Audit); however, IDOT DPIT will make the final decision on CAG meeting content. Please reference Section 7. (Public Meetings) for additional information about planning public meetings.

### 4.2.4. Subsequent Outreach

The Consultant Team should host CAG meetings at appropriate project milestones to facilitate the CSS process. Generally, this would include the following:

- Developing the Problem Statement/Purpose and Need (could be combined with project overview and Community Context Audit);
- Developing the Range of Alternatives; and
- Identifying the Preferred Alternative.

In some cases, additional CAG meetings may be warranted. For example, a CAG meeting may be needed to solicit feedback on potential mitigation measures to address unavoidable impacts. The decision to hold additional CAG meetings will be made by IDOT DPIT in coordination with FHWA.

Please reference Section 7. (Public Meetings) for additional information about planning public meetings.

## 4.3. Resource Agencies

During the project development process for CREATE Program rail projects, FHWA and IDOT DPIT must coordinate with a variety of external agencies and organizations. Many of these contacts occur as a part of the Environmental Survey Process and address compliance issues pursuant to federal and state requirements. According to IDOT policy detailed in Chapter 22 of the BDE Manual, every reasonable effort should be made in project development to inform and solicit the aid of agencies, organizations, and persons who have an interest in the project or who have information or expertise on environmental factors relevant to the project. It is important that

**Appendix:** An example CAG meeting invitation letter is attached in Appendix F.

**Deliverable:** Community Advisory Group meeting invitation.

# Public Involvement

## Guidelines for CREATE Program Rail Projects



the Consultant Team coordinate with IDOT DPIT and FHWA to determine agency coordination efforts at the outset of the project, including identifying cooperating and participating agencies for EAs and EISs. The Consultant Team should begin such coordination as early as practicable in project development and use procedures that will encourage and allow public participation in constructing the value judgments necessary to select wisely among project alternatives. These efforts should be summarized in the project's environmental documentation or the Phase I Project Report.

IDOT established a Statewide Implementation Agreement (SIA) which is applicable to all EA and EIS projects initiated after October 1, 2003. SIA provisions mandate concurrent NEPA and Section 404 processes on federal-aid projects in Illinois. Additional information about these requirements can be found in Chapter 22 (General Environmental Procedures) of the IDOT BDE Manual.

It is anticipated that most CREATE rail projects will not require an individual Section 404 permit. As a result, formal NEPA/404 concurrence is not required for these projects. However, the Consultant Team should coordinate with CTT during project initiation to develop a tailored approach for resource and regulatory agency coordination. This approach should consider coordination required with cooperating and participating agencies.

For projects requiring more extensive environmental review, information may be presented to the resource and regulatory agencies for *informational purposes only* at NEPA/404 concurrence points. The Consultant Team should factor NEPA/404 coordination into the project schedule and EIS or EA timeframes agreement, including timelines for advance submittal of project information to FHWA and NEPA/404 meeting participants. The Consultant Team should also coordinate with IDOT DPIT and FHWA to add the project to the NEPA/404 meeting agenda. For CREATE Program rail projects, FHWA requires that hard copies of all meeting materials are submitted no later than one month in advance of the scheduled NEPA/404 meeting. Prior to submission to FHWA, meeting materials must be reviewed by the Project Team first, and this review process should be factored in to the overall project schedule. The Consultant Team should confirm the NEPA/404 timeline and meeting schedule with FHWA and IDOT DPIT during the project initiation phase.

## 5. Project Initiation

The following process is based on the level of public involvement effort associated with previous CREATE EIS projects. The Consultant Team should work with FHWA and IDOT DPIT to tailor a project-specific public involvement program that is congruent with the level of environmental analysis.

### 5.1. Public Involvement Schedule

The Consultant Team should produce a public involvement schedule that provides detail about outreach milestones and critical path tasks. This

**Deliverable:** Public involvement schedule.



schedule should correlate with the overall project schedule and, if applicable, the EIS or EA timeframes agreement.

## 5.2. Stakeholder Involvement Plan

Per IDOT policy, the first step in the public involvement process for EIS projects is developing the project's Stakeholder Involvement Plan (SIP). For CREATE EA and ECAD projects, a SIP will be developed on a case-by-case basis at the direction of IDOT DPIT. The purpose of the SIP is to explain in detail how agency coordination and public input will be obtained throughout the project. The SIP should identify project stakeholders; describe the project development process, agency coordination schedule and public involvement schedule; and define methods of outreach. The SIP must be reviewed and approved by FHWA, IDOT DPIT, and the PSG prior to initiating outreach activities. The SIP should also be made available for public review and comment on the project website or, if the project does not have a dedicated website, on the IDOT or CREATE Program websites.

In addition to detailing the public involvement process, the SIP should also integrate considerations for cooperating and participating agency coordination. This will result in a single document that meets the requirements of 23 USC 139 by addressing both the public and agency coordination requirements during the environmental review process.

It is important to note that the SIP is intended to be a dynamic document. It should be updated on a regular basis to reflect project developments, including the addition of project stakeholders, expanded outreach efforts and adjusted project timeframes. The Consultant Team should review the SIP prior to public meetings and coordinate with IDOT DPIT to determine if it should be updated. For CSS projects, the SIP should also be updated at the outset of Phase II and Phase III to confirm that the stakeholder list is current and accurate, as well as to define the public involvement activities for these phases of the project development process.

## 5.3. Sub-Branding

For complex, high-profile projects, the Consultant Team may develop a sub-branding strategy to establish a distinct and recognizable identity for the project and its stakeholders. A sub-brand ties the project to the CREATE Program while highlighting its unique scope. Sub-branding elements include a logo, color scheme and slogan, which are consistently displayed on all public involvement materials.

If IDOT DPIT determines that a sub-branding strategy is appropriate, the Consultant Team should hold working meetings with IDOT DPIT staff to develop sub-branding elements. The complete sub-branding strategy should be reviewed by CTT and Advocacy Committee prior to final approval by IDOT DPIT. Please reference Subsection 8.1. (Review Process) for additional information about the review process for public involvement materials.

**Appendix:** An example of the Stakeholder Involvement Plan for the 75<sup>th</sup> Street CIP is attached in Appendix G.

**Deliverable:** Stakeholder involvement plan.



### 5.4. Mailing List

The Consultant Team should develop and maintain a project mailing list consisting of local stakeholders, which is used to advertise public meetings and inform stakeholders of other public involvement activities. This list should include potentially affected: property owners; Federal, state, and local officials; special interest groups; resource and regulatory agencies; businesses; emergency responders, educational institutions, religious institutions, civic organizations and law enforcement entities; and members of the public. The project mailing list should be developed through internet research, project-related comments and inquiries submitted to the Project Team, recommendations from elected officials, Community Advisory Group membership lists and existing resources (e.g., lists from recent area projects).

For more substantive environmental reviews, IDOT DPIT may request that all property owners adjacent to the affected transportation facilities be included in the mailing list. The Consultant Team should coordinate with IDOT DPIT to determine the most appropriate level of outreach. The Consultant Team is responsible for obtaining these addresses. Note: CDOT is not responsible for providing property information; all property data should be developed by the Consultant Team. On previous CREATE rail projects, resources for confirming addresses have included the United States Postal Service, third party, commercial databases, Cook County Property Tax Portal, City of Chicago geographic information system (GIS) data, and field visits.

The mailing list should be updated regularly throughout the project and include all stakeholders that attend meetings, provide comments and/or request information.

### 5.5. Community Context Audit

The purpose of the Community Context Audit (CCA) is to identify the characteristics that define the context of each project, including the surrounding community's history and heritage, existing environmental conditions, and shared goals. The CCA is conducted for all CSS projects. The IDOT BDE manual provides a CCA survey form template. For CREATE rail projects, the Consultant Team should tailor the survey to its audience and the scope of the project.

The CCA need not only be a survey; it can involve preliminary existing conditions research, GIS-based community inventory, field observations, conversations with elected officials and civic leaders, and interactive exercises with Community Advisory Group members and other stakeholders. The Consultant Team should explore creative methods for soliciting CCA input.

The Consultant Team should prepare a report for IDOT DPIT highlighting the findings of the CCA process. The information in this report should be used to augment the Existing Resources, Impacts and Mitigation section of the NEPA environmental document, as well as to tailor outreach strategies to the project's context.

**Deliverable:** Project mailing list.

**Deliverable:** Community context audit report.



## 5.6. Elected Official Outreach

Prior to public outreach, the Consultant Team should contact local elected officials for an initial project briefing. Please reference Subsection 4.1. (Elected Officials) for additional information about elected officials outreach.

## 5.7. Resource Agency Outreach

Please reference Subsection 4.3. (Resource Agencies) for more information about resource agencies outreach.

## 6. Comment and Response Protocol

In general, comments should be accepted at any time during the Phase I study process and should receive a response from the Consultant Team; however, the response protocol may vary based on the format and timing of the comment. This section provides guidance on responding to comments received outside of a defined open comment period and general project questions (non-substantive comments) received at any time during the Phase I study process. See Subsection 7.15. (Open Comment Period and Response Protocol) for guidance on the comment and response protocol for open comment periods associated with a public meeting and a public hearing.

### 6.1. Written Comments

For written comments that include a commenters' return address, the Consultant Team should observe the following response protocol:

- Consultant Team sends draft response to IDOT DPIT (within one business day of receipt);
- IDOT DPIT reviews response (one business day; however, additional time may be required if coordination with CREATE partners or other external entities is required);
- Consultant Team revises response and sends to IDOT DPIT for additional approvals, if applicable; and
- Consultant Team revises response and responds via letter.

In general, IDOT DPIT's goal is to distribute responses to all written comments within three to five business days.

### 6.2. Website and Email Comments

For comments received via email and through project websites, the Consultant Team should observe the same response protocol established in Subsection 6.1. (Written Comments); however, responses can be delivered via email or in writing if a mailing address is provided. In general, IDOT DPIT's goal is to respond to website and email comments within three business days.

For EIS projects that have a website and email address, an email account that is regularly monitored should be used. At a minimum, the email account or website should be checked weekly (more frequently if during an open comment period or a period of increased project activity). The Consultant Team should monitor the website to track user visits and comment

**Deliverable:** Comment response letters.



submissions. IDOT DPIT may request the Consultant Team compile a brief report for IDOT DPIT and the PSG detailing website traffic.

### 6.3. Telephone Comments

If the Consultant Team receives and responds to comments via telephone, a summary of the comment and response should be prepared and sent to IDOT DPIT within three business days. If the Consultant Team is unable to provide an immediate response or a message is left, the Consultant Team should contact IDOT DPIT within one business day to coordinate a response. Once a response is provided, the Consultant Team should provide IDOT DPIT with a written summary of the comment and response within three business days.

### 6.4. General Project Questions

For general project questions (e.g., date, time or location of public hearing, project schedule, etc.), the Consultant Team should provide an immediate response. The Consultant Team does not need to provide IDOT DPIT with a summary of each question and response unless several questions similar in nature are received that may provide insight into the effectiveness of outreach activities and/or materials. In such instances, the Consultant Team should provide IDOT DPIT with an email summarizing the questions and responses within three business days of receipt of the last comment.

### 6.5. Documentation

All formally submitted comments must be compiled and summarized in the NEPA documentation or the Phase I Project Report. The Consultant Team should document all comments received. The detailed documentation should be appended to the Phase I Project Report and must also include responses to each public comment and question.

## 7. Public Meetings

Public meetings should be held at project milestones to obtain public input on the environmental and engineering studies. For EIS projects, public meetings should be held during the following milestones:

- Problem Statement and CCA – Community Advisory Group meeting
- Purpose and Need – Public meeting;
- Range of Alternatives – Community Advisory Group meeting and public meeting;
- Preferred Alternative – Community Advisory Group meeting; and
- Draft EIS – Public hearing.

For EA projects, the Consultant Team is expected to hold a public hearing to present the draft findings of the Phase I study and obtain public input on the proposed improvements. Public involvement requirements for ECAD projects are handled on a case-by-case basis. The Consultant Team should coordinate with IDOT DPIT to determine the most appropriate level of outreach.

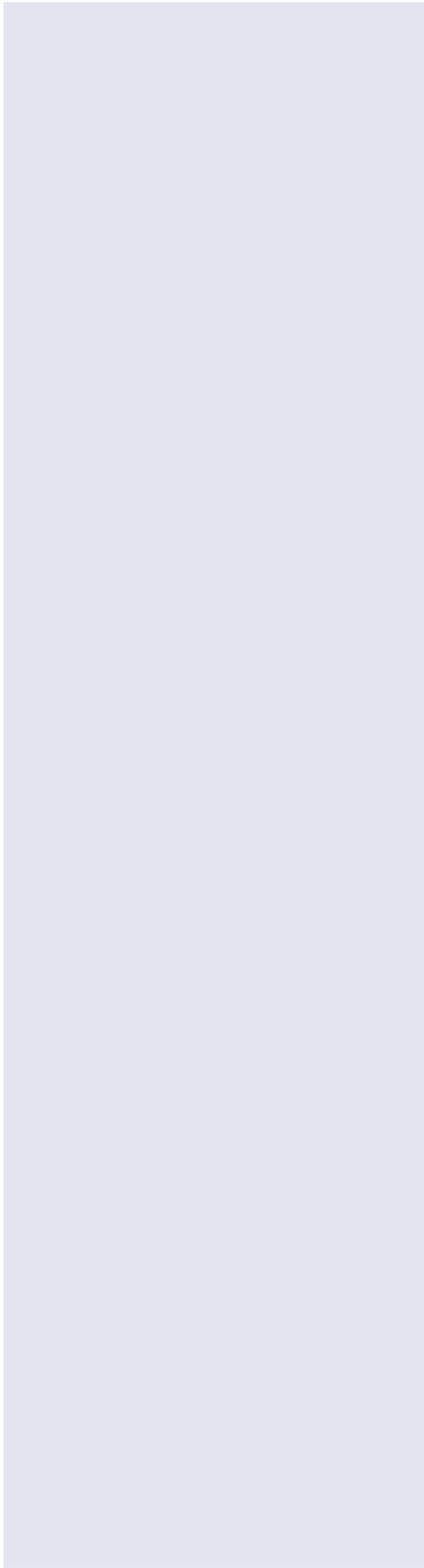


### 7.1. Timeline

Expected planning timeframes for public meetings are described in Table 1. The Consultant Team should coordinate with IDOT DPIT to confirm planning timeframes and make changes to the planning schedule, if necessary.

**Table 1: Public Meeting Timeline**

Action Item	Timeframe
Review/update Stakeholder Involvement Plan (if applicable)	9 weeks prior
Develop logistics and planning schedule	8 weeks prior
Select meeting date, time and location, as well as, back-up meeting date, time and location	8 weeks prior
Draft publicity materials (e.g., public notice, posters, etc.)*	8 weeks prior*
Draft stakeholder notification letters	7 weeks prior
Begin preparing presentation materials (e.g., presentation, exhibits, brochure, etc.)	6-7 weeks prior
Finalize publicity materials	5 weeks prior
Finalize, print and send notification letters	4 weeks prior
<b>Post first public notice**</b>	4 weeks prior **
CTT review of presentation materials (10 business days required)	4 weeks prior
Advocacy Committee review of presentation materials (10 business days required)	4 weeks prior
Draft public meeting workplan and Q&A document	3 weeks prior
Print and distribute additional publicity materials	2-3 weeks prior
Hold public meeting dry run	2 weeks prior
Finalize presentation materials	1 week prior
<b>Post second public notice***</b>	1 week prior ***
Post presentation materials to website (if applicable)	Day of meeting
Hold public meeting	Day of meeting
Draft public meeting summary	1 week following
Comment period ends	2 weeks following (minimum)



Action Item	Timeframe
Draft comment responses	1 week following end of comment period
CTT, Advocacy Committee and appropriate railroad representatives (if required) review (10 business days required)	2 weeks following end of comment period
Finalize and distribute comment responses	5 weeks following end of comment period
Finalize, distribute and post public meeting summary on website (if applicable)	6 weeks following end of comment period
<p>Note: All materials need to go through the review process outlined in Subsection 8.1. (Review Process).</p> <p>*CTT review and coordination may be required to confirm certain federal regulations are fulfilled as part of the meeting publicity (e.g., Section 106, Section 4(f), etc.). The Consultant Team should coordinate with IDOT DPIT before finalizing material production schedule.</p> <p>**First public notice must take place 30 days prior to public meeting for an EIS project; 15 days prior for an EA or ECAD project.</p> <p>***Second public notice must take place 3 to 7 days prior to public meeting.</p>	

### 7.2. Public Meeting Logistics and Planning Schedule

The Consultant Team should develop a planning schedule that details deliverable production timeframes and tracks important logistical action items leading up to the public meeting. The schedule should include a second meeting date two weeks after the target meeting date as a back-up in the event of inclement weather. The planning schedule should be submitted to IDOT DPIT for approval prior to initiating public meeting planning efforts and updated weekly during the meeting preparation period.

### 7.3. Site Selection

Site selection depends largely on meeting format and expected attendance. The Consultant Team should, however, conform to the following guidelines when selecting a public meeting site:

- Must be a public space;
- Must be accessible to persons with disabilities and the elderly;
- Must have sufficient ingress and egress capacity;
- Should be located near the center of the project study area (unless multiple venues are selected);
- Should be easily accessible via transit;
- Should have adequate and convenient parking options;
- Layout should be conducive to meeting format;
- Should have sufficient electrical outlets and other similar amenities;

**Appendix:** A template of a public meeting logistics and planning schedule is attached in Appendix H.

**Deliverable:** Public meeting venue memorandum.



- Should be a safe location;
- Should be comfortable – adequate heating and cooling capabilities
- Should be available for target meeting date and back-up meeting date in the event of inclement weather; and
- Accommodate a minimum capacity of 150 people.

Note: Preference should be given to venues recommended by local elected officials.

The Consultant Team should assemble venue options based on recommendations and research, and then conduct site visits to assess the venues in the field. Cost and availability should be weighed and discussed with IDOT DPIT. The Consultant Team should submit a brief memorandum to IDOT DPIT detailing the venue options and consultant recommendations.

### 7.4. Meeting Format

The format of CREATE Program public meetings may vary based on the level of environmental review and type of social, economic and environmental effects. When determining meeting format, particular consideration should be given to the amount and nature of information being presented, the means for soliciting public input, and the need for formality (or informality).

Chapter 19 of IDOT’s BDE Manual lists meeting format options that are also appropriate for CREATE Program rail projects, including group briefings, open houses, workshops, informational meetings, information exchanges, formal public hearings, and open house public hearings. Projects that require extensive public outreach, such as an EIS, typically follow the information exchange, informational meeting and formal public hearing formats. Projects that require one public meeting typically follow the informational meeting or open house public hearing format. The Consultant Team should reference IDOT BDE’s Chapter 19 and work with IDOT DPIT and FHWA to determine the format most appropriate for each public meeting.

### 7.5. Elected Officials and Dignitaries

Elected officials and other dignitaries in attendance should be acknowledged during the formal presentation and provided an opportunity to address the audience. The Consultant Team—in coordination with IDOT DPIT—should reach out to elected officials and dignitaries in advance to discuss speaking at the meeting. The Consultant Team should develop brief talking points for these individuals highlighting details of the CREATE Program and the project. The talking points should be consistent with information presented by the Project Team at the public meeting.

### 7.6. Community Advisory Group Meetings

Community Advisory Group meetings are generally more informal and the meeting format should be tailored to encourage collaboration. The Consultant Team should develop interactive exercises to enhance dialogue and provide meaningful opportunities for involvement. Examples include:

- Survey techniques;

**Deliverable:** Elected official talking points.



- Dot voting;
- Free association; and
- Interactive maps (e.g., community resource identification, issue identification).

For example, consultants on past CREATE Program EIS projects have used the first segment of the meeting to formally present project information, and group exercises during the second segment of these meetings aimed at soliciting member input. IDOT DPIT will make the final decision on CAG meeting approach.

Please reference Subsection 4.2. (Community Advisory Groups) for more information.

### 7.7. Security

The Consultant Team should take measures to provide a safe and secure environment for the public meeting. This includes staffing the meeting with safety officers as appropriate. The Consultant Team should first work with venue management to determine their security provisions and identify a security provider, preferably one located in the project study area.

Additionally, the Consultant Team should consider contacting local police and fire departments to inform them that a public meeting will be taking place in their jurisdictions. The Consultant Team should coordinate with IDOT DPIT to finalize the security and outreach approach.

### 7.8. Public Notice

The Consultant Team should post public notice for public meetings as a newspaper advertisement. This does not preclude advertising by other means; however, the information provided in other publicity materials must be consistent with the content in the public notice. The public notice must conform to the guidelines detailed in the following sections.

#### 7.8.1. Timing

Per IDOT requirements (IDOT BDE Manual 19-3.01(a)) and the Illinois Open Meetings Act, the following timeframes must be observed for posting public notices associated with public meetings (i.e., informational meetings and public hearings):

- At least two notices must be provided;
- For an EIS, the first notice must be published at least 30 days in advance;
- For an EA or ECAD, the first notice must be published at least 15 days in advance; and
- In all cases, the second notice must be published 3-7 days in advance.

#### 7.8.2. Publications

The advertisement should be publicized in the main news section of at least one national publication and one local publication. The Consultant Team should choose publications based on their target audience and solicit

**Appendix:** Example public notices are attached in Appendix I.

**Deliverable:** Public notice.

recommendations from local elected officials. Local publications within the City of Chicago include, but are not limited to, the following:

- Chicago Sun Times (required national publication for the CREATE Program);
- Chicago Tribune;
- Chicago Citizen;
- Chicago Crusader;
- Chicago Defender;
- Hoy;
- La Raza;
- Southtown Star; and
- Southwest News-Herald.

### 7.8.3. Content

The advertisement should be strategically placed and large enough to attract attention. Generally, a quarter-page advertisement in the main news section is sufficient.

The advertisement must state:

- Meeting purpose;
- Date;
- Time;
- Location;
- Overview of agenda;
- Inclement weather clause (see below);
- Accessibility clause (see below);
- Road closures (if applicable);
- Noise abatement measures being investigated (if applicable);
- Residential displacements information (see below);
- Other information required by Section 106 of the National Historic Preservation Act and/or Section 4(f) of the U.S. Department of Transportation Act (please reference Subsection 9.3. (Section 106 and Section 4(f) Requirements)); and
- Contact information.

Graphically, the advertisement should include:

- Project logo (if applicable);
- CREATE Program logo;
- IDOT logo; and
- Project study area map.

The Consultant Team should lay-out the text and graphics so the advertisement is simple for the reader to digest. Superfluous text should be avoided and important logistical details (i.e., what, when and where) should stand out.

The following statements should be included in the advertisements:

Inclement Weather Clause:

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- In the case of a weather emergency, the Public Meeting will be held at the same time and location on [date two weeks later].

### Accessibility Clause:

- This meeting [or meetings] will be accessible to persons with disabilities. Anyone needing special assistance should contact [Consultant Team point of contact and phone number]. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the TTY/TTD number (800) 526-0844/or 711; TTY users (Spanish) (800) 501-0864/or 711; and for telebraille dial (877) 526-6670 at least five days prior to the meeting.

The following statements may be included in the advertisement, if applicable:

### Sample Residential Displacements Information:

- Implementing several of the alternatives involves residential displacements. A representative from the State of Illinois with knowledge of the property acquisition process will be present to answer your questions.

### Sample Translation Service Information:

- A Spanish translator will be available at the public meeting; or
- Upon request, a Spanish translator will be available at the public meeting.

These references should also be translated in the advertisement.

In areas where a high percentage of stakeholders speak English as a second language, the Consultant Team should translate the public notice into the appropriate foreign language. See Subsection 9.2. (Limited English Proficiency) for further guidance on this topic.

## 7.9. Additional Outreach

The Consultant Team should coordinate with IDOT DPIT to determine if other outreach materials are needed to publicize public meetings in addition to the public notice. This may include letters, postcards, flyers, door hangers, posters, email blasts and website posts. The project mailing list is the basis for distributing publicity materials.

The Consultant Team should also send letters to the following groups to inform them of upcoming public meetings:

- Elected officials (see Subsection 4.1. (Elected Officials))
- Community Advisory Group members, if applicable (see Subsection 4.2. (Community Advisory Groups))
- Government property owners (see Subsection 7.9.1. (Government Property Owners))



### 7.9.1. Government Property Owners

In cases where government agencies own property that may be affected by the project, the Consultant Team should draft letters to inform their management of upcoming public meetings. These letters should provide a description of the meeting's purpose and logistical details (e.g., date, time, location, etc.), as well as the reason for their being contacted. A list of the agency's properties should be attached to the letter.

## 7.10. Staffing

Staffing for the public meeting should include members of:

- The Consultant Team;
- IDOT DPIT;
- FHWA (if available);
- CDOT – required for projects in the City of Chicago; and
- Railroad partners (as appropriate for project's scope).

The Consultant Team should coordinate with IDOT DPIT to determine the most appropriate mix of staff from the Project Team. Once identified, the Consultant Team should reach out to these individuals well in advance of the public meeting to confirm their participation and brief them on their roles and responsibilities. All project staff attending the public meeting should also be invited to the dry run.

### 7.10.1. Diversity

The Consultant Team should remain sensitive to the demographic composition of its audience when staffing public meetings. The Consultant Team should work with its sub-consultants and IDOT DPIT to assemble a staffing mix that will best connect with project stakeholders.

### 7.10.2. Community Facilitator

In some cases, it may be appropriate to identify a respected community member to facilitate part of the public meeting and/or Community Advisory Group meeting (if applicable). Doing so can show enhanced cooperation with the local community and augment the Project Team with a trusted voice that understands the community's concerns. It can, however, also present risks to controlling the Project Team's message. The Consultant Team should coordinate with IDOT DPIT to determine if this is an appropriate strategy.

### 7.10.3. Media Representative

IDOT DPIT will handle all media at the public meeting. The Consultant Team should coordinate with IDOT DPIT in advance to determine the appropriate IDOT DPIT media representative to staff the meeting. All media attending the public meeting should be directed to this individual at sign-in.

## 7.11. Workplan

The Consultant Team should assemble a detailed workplan to brief Project Team attendees on public meeting activities. At a minimum, the following should be detailed in the workplan:

**Appendix:** An example public meeting workplan is attached in Appendix J.

**Deliverable:** Public meeting workplan.



- Meeting purpose;
- Logistics (i.e., time, date and location);
- Project Team staffing;
- Meeting format;
- Meeting facility layout (graphic);
- Public involvement materials;
- Arrival and set-up activities;
- Registration procedures;
- Signage;
- Transportation (e.g., parking, transit, etc.);
- Security measures; and
- Schedule breakdown detailing staff responsibilities.

### 7.12. Dry Run

The Consultant Team should host a public meeting dry run at least two weeks in advance of the public meeting. The purpose of the dry run is for the Project Team to walk through the meeting step-by-step and talk through key messages. The dry run is also an opportunity to conduct an in-person review of presentation materials. The Consultant Team should address comments received at the dry run and provide the Project Team sufficient time to review the revised materials, if necessary, in advance of the public meeting.

The Consultant Team should structure the dry run as if the actual public meeting were being held. All Project Team members invited to the public meeting should also be invited to the dry run. The Consultant Team should reach out to these individuals well in advance of the dry run to maximize their participation. For some CREATE Program rail projects, it may be possible to hold the dry run during a regularly scheduled PSG meeting. The Consultant Team should coordinate with IDOT DPIT to determine if this is an appropriate strategy.

### 7.13. Question and Answer (Q&A)

The Consultant Team should assemble an internal Q&A document for Project Team attendees. This document should anticipate questions and concerns the public may pose and provide standard responses to keep the Project Team on point. The Consultant Team may use information from the publicly-distributed FAQ to develop the Q&A; however, the Q&A should be labeled “Confidential document. For internal use only.”

It is important that input from the CREATE Program partners be reflected in the Q&A. A final draft should be made available at the dry run for review and comment. Once approved, the Consultant Team should circulate this document to Project Team attendees at least one week in advance of the public meeting to provide them sufficient time to study the responses.

### 7.14. Checklist

The Consultant Team should prepare a checklist of materials to bring to the public meeting.

**Deliverable:** Public meeting Q&A document.

**Appendix:** An example checklist is attached in Appendix K.

**Deliverable:** Public meeting checklist.



## 7.15. Open Comment Period and Response Protocol

In general, the Consultant Team should adhere to federal and state policies when responding to comments received during an open comment period (e.g., Draft EIS open comment period). An overview of the typical protocol followed on CREATE Program rail projects is provided below, but the Consultant Team should ensure that federal and state requirements are met. The Consultant Team should reference Section 6. (Comment and Response Protocol) for guidelines on responding to comments received outside of a defined open comment period and general project questions (non-substantive comments) received at any time during the Phase I study process. General project questions include, but are not limited to, questions regarding the date, time or location of a public meeting, project schedule or status.

### 7.15.1. Public Meeting Comments and Responses

For public meetings held at specific project milestones (e.g., Purpose and Need), it is appropriate for the Consultant Team to specify a soft deadline for accepting comments after a public meeting, with the understanding that any comments received after this date may not influence the decision-making process. The comment period should begin the day the public meeting is held and close no less than two weeks after the meeting.

The Consultant Team should acknowledge in writing all comments that include the commenters' contact information. This acknowledgement is to occur no later than five weeks following the close of the comment period. The following process should take place to develop appropriate and comprehensive responses to comments received during a public meeting open comment period:

- If comments are sent to IDOT DPIT, IDOT DPIT will forward them to the Consultant Team upon receipt;
- Consultant Team crafts responses (within one week of close of comment period);
- IDOT DPIT reviews responses (within two weeks);
- Consultant Team revises responses (within two weeks);
- CTT, Advocacy Committee and appropriate railroad representatives (if required) review responses (within four weeks);
- Consultant Team revises responses (within five weeks);
- IDOT DPIT reviews and provides final approval of responses (within five weeks); and
- Consultant Team sends response letters and provides copies to IDOT DPIT and CREATE Program partners.

During the public meeting, the Consultant Team should inform the public of the comment period open and close dates, that all comments that include contact information will receive a written response, and the anticipated timeline for receiving a response.

In cases where it is feasible to do so, the Consultant Team should fashion a customized response letter. This letter should thank them for their attendance at the meeting (if applicable) and their comments, and succinctly respond to

**Appendix:** An example comment response letter is attached in Appendix L.

**Deliverable:** Comment response letters.



each of their comments and/or questions. In cases where it would be infeasible to produce individualized letters, the Consultant Team may prepare a generic letter and attach a summary of comments and responses.

For comments received during an open comment period via a project website, email or telephone, the Consultant Team should adhere to the following response protocol.

### **Public Meeting Website and Email Comments:**

The Consultant Team should acknowledge the receipt of all website and email comments within three business days and state that a formal response from the Project Team will be provided no later than one month following the close of the open comment period. The Consultant Team should follow the process outlined above to develop an appropriate and comprehensive response. Responses can be provided via email or in writing if a mailing address is provided.

For general project questions received during an open comment period (e.g., date, time or location of public meeting, project schedule, etc.), the Consultant Team should follow the protocol described in Section 6. (Comment and Response Protocol).

### **Public Meeting Telephone Comments:**

If the Consultant Team receives comments via telephone, the Consultant Team should transcribe the comment, request a mailing or email address and indicate that the Project Team will provide a response in writing no later than one month following the close of the open comment period. The Consultant Team should follow the process outlined above to develop an appropriate and comprehensive response.

### **Public Meeting Comments Received from Resource, Regulatory and Government Agencies and Section 106 Consulting Parties:**

All comments received from resource and regulatory agencies, government agencies and Section 106 consulting parties should be formally responded to in writing. These responses require review and approval by CTT prior to distribution and are typically distributed by IDOT DPIT to local and state agencies and by FHWA to federal agencies.

### **Public Meeting General Project Questions:**

For general project questions received during an open comment period (e.g., date, time or location of public meeting, project schedule, etc.), the Consultant Team should follow the protocol described in Subsection 6.4. (General Project Questions).

## **7.15.2. Public Hearing Comments and Responses**

Comment and response protocols associated with a Draft EIS public hearing are defined by federal and state policies and regulations. Typically, the comment period begins with the Draft EIS Notice of Availability (NOA) appearing in the Federal Register and ends in no less than 45 days. Additionally, the comment period should not extend more than 60 days from

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publication of the NOA, unless certain conditions are met. In general, IDOT's policy is to provide a minimum thirty day open comment period following a public hearing. The Consultant Team should note that any comments received outside of this time period may not influence the decision-making process or be included in the Final EIS.

The Project Team will review and approve comment responses as part of the development of the Final EIS. During the public hearing, the Consultant Team should inform the public of the comment period open and close dates, that all comments will receive a response in the Final EIS, and the anticipated timeline for receiving a response.

IDOT policies also require the Consultant Team acknowledge in writing all comments received during an open comment period that include the commenters' contact information. Written responses should be provided as soon as possible after they are approved in the Final EIS. The Consultant Team should take great care to confirm that the written responses are consistent with the responses contained in the Final EIS; however, editorial changes may be warranted to produce stand-alone responses. During the public hearing, the Consultant Team should inform the public of the anticipated timeline to receive a written response.

Comment and response protocols associated with an EA or ECAD public hearing are more flexible. On previous CREATE Program rail projects, IDOT DPIT generally accepted comments at the public hearing and for a minimum of two weeks after the hearing; however, the Consultant Team should coordinate with IDOT DPIT and FHWA to determine the appropriate comment period for each project. Once the open comment period is closed, the Consultant Team should follow the response protocol established for public meetings (Subsection 7.15.1. (Public Meeting Comments and Response)) to develop an appropriate and comprehensive response.

For comments received via a project website, email or telephone, the Consultant Team should adhere to the response protocol established for the public hearing open comment period. For general project questions (e.g., date, time or location of public hearing, project schedule, etc.), the Consultant Team should follow the protocol described in Subsection 6.4. (General Project Questions).

All comments received from resource and regulatory agencies, government agencies and Section 106 consulting parties should be formally responded to in writing. These responses require review and approval by CTT prior to distribution and are typically distributed by IDOT DPIT to local and state agencies and FHWA to federal agencies.

### 7.15.3. Documentation

All formally submitted comments must be compiled and summarized in the NEPA documentation or Phase I Project Report. The Consultant Team should document all comments received. The detailed documentation should be appended to the Phase I Project Report and must also include responses to each public comment and question.



## 7.16. Meeting Summary

As part of the documentation process, the Consultant Team should prepare a summary of the public meeting. This summary will serve as the basis for documenting the public meeting in the NEPA documentation or the Phase I Project Report. At a minimum, this summary should detail:

- Meeting logistics (i.e., time, date and location);
- Meeting purpose;
- Publicity measures (i.e., how the meeting was advertised);
- Attendance summary and sign-in forms;
- Meeting format and agenda;
- Project Team attendees;
- Public involvement materials (e.g., hand-outs, exhibits, comment forms, etc.);
- Meeting content;
- Opportunities for comment; and
- Comments and responses.

The Consultant Team should develop a draft summary within two weeks of the public meeting. Typically, the summary will be reviewed and approved by IDOT DPIT and the CREATE partners that attended. The public meeting summary should be distributed to elected officials, Community Advisory Group members and other key stakeholders as appropriate. It should also be posted on the project website (if applicable). For Draft EIS public hearings, the meeting summary should be developed as part of the Final EIS documentation.

## 8. Public Involvement Materials

The Consultant Team should look for opportunities to use existing project materials, including report text and figures, when developing public involvement materials. The nature and scope of public involvement materials should be anticipated from the start of the project and the Consultant Team should be mindful of public outreach when developing project materials. This may reduce time and effort required to prepare public involvement materials, particularly if previously approved materials are used.

### 8.1. Review Process

The Consultant Team should work with IDOT DPIT to determine the most appropriate review process and timeframes for each project. In general, the review process should follow the structure outlined below:

1. All materials produced for public involvement activities must be reviewed first by the IDOT DPIT staff leading the Phase I study. For some projects, IDOT DPIT's CREATE Program Management Consultant may take the lead in initially reviewing these items (as directed by IDOT DPIT). *One to three business days should be provided for initial review.*
2. If the public involvement deliverable contains information related to messaging and/or outreach strategy, the CTT must be given the

**Appendix:** An example Draft EIS and non-EIS public hearing summary are attached in Appendix M.

**Deliverable:** Public meeting summary.



opportunity to review it. This includes both internal documents (e.g., Q&A document and workplan) and publicly-distributed documents. External deliverables not pertaining to messaging and/or outreach strategy (e.g., name tags, signage, sign-in forms, etc.) need not be reviewed by CTT. *CTT must be provided ten business days for review.*

3. If the public involvement deliverable is intended for widespread public distribution, the CREATE Advocacy Committee co-chairs must also review it. This predominantly includes publicly-distributed documents (e.g., exhibits, presentation, brochure, etc.) and publicity materials (e.g., door hangers, flyers, posters, etc.). External deliverables not pertaining to messaging and/or outreach strategy (e.g., name tags, signage, sign-in forms, etc.) need not be reviewed by Advocacy Committee. *Advocacy Committee must be provided ten business days for review.*
4. Final approval for all materials must be received by IDOT DPIT prior to public distribution.

The Consultant Team should be mindful of review time requirements and ensure that minimum review times are accounted for in the public involvement schedule and overall project schedule. To facilitate the review process, the Consultant Team should make an effort to submit public meeting deliverables in combined packages for IDOT DPIT, CTT and Advocacy Committee reviews rather than staggering the submission of individual deliverables.

Figure 2, on the following page, illustrates the typical review process for public involvement materials.

## 8.2. General Material Requirements

### 8.2.1. Logos

For all materials meant for public distribution, both the CREATE Program logo and IDOT's logo must be included. The project logo should appear with preeminence if the project is sub-branded. Electronic copies of the CREATE Program logo and IDOT logo will be provided to the Consultant Team, along with other IDOT DPIT and CREATE Program public involvement materials and templates commonly used (if available), prior to initiating public involvement activities.

## 8.3. Content Consistency

All public involvement materials should contain consistent information. This is particularly important for publicity materials and content describing the purpose of public meetings. The Consultant Team should check all public involvement materials against each other for consistent messaging so as to avoid confusing stakeholders. Materials should also be consistent with information provided in the environmental and engineering reports.

Additionally, materials should be consistent from a design standpoint. The Consultant Team should consistently apply color palettes, fonts and paragraph styles, graphics, and design templates.

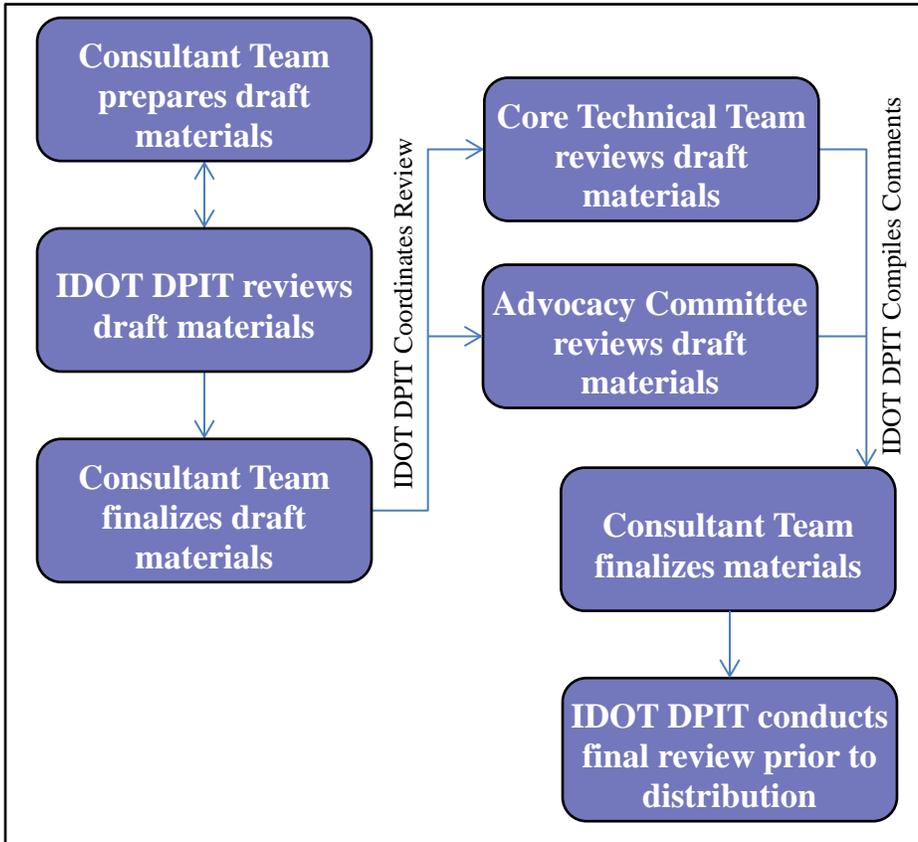


Figure 2: CREATE Public Involvement Review Process Flowchart

### 8.4. Plain Language

All public involvement materials should contain clear and succinct language. The Consultant Team should avoid superfluous information and look for ways to condense and simplify content. If the consultant team is using language contained in project reports, typically it will need to be simplified when used to develop public meeting materials. For more information on using plain language in government communications, please reference [www.plainlanguage.gov](http://www.plainlanguage.gov)—the federal government’s web portal for the Plain Writing Act of 2010.

### 8.5. Material Requirements and Templates

As noted above, IDOT DPIT will provide electronic copies of CREATE Program public involvement materials and templates to the Consultant Team, if available, prior to initiating public involvement activities.



### 8.5.1. Project Correspondence

#### Letterhead:

For non-EIS projects, the Consultant Team should use traditional IDOT letterhead with the CREATE Program banner in the footer.

For EIS projects with sub-branding, correspondence should include the following information:

- Project logo (no other logos necessary);
- Name of project;
- Project address (Prime Consultant address);
- Phone number;
- Project website address; and
- Email address.

#### Envelopes and Mailing Labels:

For non-EIS projects, the Consultant Team should obtain envelopes from IDOT DPIT. For EIS projects, the Consultant Team should print envelopes with the project logo and correspondence information. *Note:* This can be done simply by affixing project mailing labels on blank envelopes.

### 8.5.2. Website

Consultants working on CREATE EIS projects are expected to develop a project website. The Consultant Team should work within the following guidelines when designing the site:

#### Design:

- Use project, CREATE Program and IDOT logos in website banner
- Add graphics to complement text, wherever possible
- Use a consistent design palette throughout (e.g., color swatches, fonts and paragraph styles, etc.)
- Limit the amount of text, wherever possible
- Use links to ease access to referenced documents, web pages and other resources
- Include photographs of the project study area and surrounding community

#### Structure:

- Navigation
  - Top horizontal bar navigation (below website banner)
  - Simple design with minimal need for sub-navigation
- Home page
  - Viewable without scrolling
  - Brief introduction to project
  - Minimal text
  - Photographs of community
- Overview page
  - Overview of project
  - Project study area map

**Appendix:** IDOT letterhead with the CREATE Program logo are provided in Appendix N for reference.

**Appendix:** Scans of the example project websites are provided in Appendix O for reference.



- Latest news section
- Timeline page
  - Overview of project timeframes
  - Timeline graphic
- Environmental Studies (or Library) page
  - Repository for study documents
- Get Involved page
  - Interactive comment form
  - Contact information
  - Upcoming events section
- Other pages
  - Frequently Asked Questions (FAQ)
  - Glossary of study terminology

Please visit [www.75thCIP.org](http://www.75thCIP.org) to view the website designed for the CREATE 75<sup>th</sup> Street Corridor Improvement Project or [www.grandcrossingrail.com](http://www.grandcrossingrail.com) to visit the Grand Crossing Rail Project website.

### 8.5.3. Frequently Asked Questions (FAQ)

The Consultant Team should develop an FAQ document that provides responses to the most common questions and comments received throughout the study process. For EIS projects, the Consultant Team should produce this document at the beginning of the project and continue to update it throughout the study process as additional questions and concerns arise. It should be reviewed and updated prior to each public meeting. For EA and ECADs, the Consultant Team should develop a FAQ once the need for and scope of public outreach activities is determined.

The FAQ document can be distributed as a separate document or as part of another public involvement deliverable (e.g., newsletter, etc.). For projects that have a website, the FAQ should be posted to a dedicated webpage. Note: The Consultant Team may simply adjust the external FAQ document to develop the internal Q&A document.

### 8.5.4. Brochures and Newsletters

For non-EIS projects, IDOT DPIT will provide a template to the Consultant Team for a standard double-sided brochure (if available).

For EIS projects, the Consultant Team has considerable latitude in developing the content and graphics for brochures and newsletters; however, they should provide the necessary amount of information to understand the project but, at the same time, be concise and written in plain language. The Consultant Team should also incorporate maps, images and other visual elements to the extent possible to promote simplicity and understanding of complex technical concepts and processes. For CREATE Program rail projects with several public meetings, a brochure should be developed for each meeting. A smaller project, on the other hand, may only require a single brochure. The following content should always be included:

- IDOT, CREATE Program and project logos;
- Publication date;

**Appendix:** An example FAQ is provided in Appendix P.

**Appendix:** Example brochures for non-EIS and EIS projects are provided in Appendix Q.



- Project overview;
- CREATE Program overview;
- Project Team members;
- Project timeline;
- Comment process; and
- Contact information.

### 8.5.5. Fact Sheets

The Consultant Team should coordinate with IDOT DPIT to determine if project-specific fact sheets are appropriate for the project. Fact sheets should follow the same general design palette as the brochure or newsletter.

### 8.5.6. Publicity Materials

Publicity materials should follow the design guidelines described in the Subsection 7.8. (Public Notice). Advertising methods need not be limited to newspapers. (Newspaper advertisements are the required medium for posting a public notice for CREATE Program rail projects.) Other examples may include:

- Postcards;
- Mailers;
- Door hangers;
- Flyers;
- Posters;
- Email blasts (see below);
- Website posts (see below); and
- Metra On the Bi-Level publication.

The need for additional publicity materials will be determined in coordination with IDOT DPIT.

#### **Television and Radio:**

IDOT DPIT does not advertise through television or radio for CREATE Program rail projects.

#### **Distribution Points:**

For publicity materials distributed by hand, the Consultant Team may consider the following distribution points:

- Elected official offices
- Community Advisory Group members (if applicable)
- Community centers
- Community-based organizations
- Libraries
- Schools
- Police and fire stations
- Chicago Transit Authority (CTA) buses, trains, stops and stations
- Metra trains and stations
- Religious institutions
- Block clubs

**Appendix:** An example project specific fact sheet, CREATE Program employment fact sheet and railroad contact information fact sheet are provided in Appendix R.

**Appendix:** Example publicity materials are provided in Appendix S.

- Businesses (e.g., retail, restaurants, etc.)

### **Email Blasts:**

For CREATE Program rail projects with a project website and email address, the Consultant Team should send out email blasts to those on its email list for meetings open to the general public. These emails should be sent out at least twice: once at three weeks prior to the public meeting and once at one week prior. The content of the email should simply state the purpose and basic logistical details (i.e., date, time and location) of the meeting. A copy of the public notice or other similar publicity materials should be included as an attachment.

### **Third Party Website Posts:**

The Consultant Team may coordinate with local organizations to post public meeting advertisements on their websites. The content of these postings should not deviate from the public notice unless otherwise agreed upon by IDOT DPIT.

Additionally, the Consultant Team should coordinate with IDOT DPIT to post the meeting notice on the CREATE Program website. IDOT DPIT staff will work through the CREATE Advocacy Committee, which oversees the program website.

### **Social Media:**

Generally, IDOT DPIT does not advertise CREATE Program public meetings through social media outlets such as Facebook and Twitter. IDOT DPIT will work with the Advocacy Committee to determine if it is appropriate to publish meeting notices through social media outlets (e.g., Facebook, etc.).

## **8.5.7. Sign-In Forms**

For non-EIS projects, IDOT DPIT will provide the Consultant Team a sign-in form template (if available).

For EIS projects, the Consultant Team should produce a meeting sign-in form based on the project's design palette. The form should note the logistical details of the meeting (i.e., date, time and location) and request the following information:

- Name
- Physical address
- Email address
- Representing
- How did you find out about this public meeting?
- Add any additional questions relevant to the project

See Appendix T for an EIS sign-in form example. Separate sign-in forms should be produced for the general public, elected officials and media.

## **8.5.8. Photography**

The Consultant Team should take photographs of the public meeting to document the event and for use in the project's public involvement materials.

**Appendix:** Example sign-in forms for non-EIS and EIS projects are provided in Appendix T.

**Deliverable:** Sign-in form.



For close-up pictures of individuals, the Consultant Team should request these individuals fill out a photo release form. Generally, the Consultant Team may take photographs of groups of people without needing photo release forms.

At Community Advisory Group meetings, the Consultant Team should request that these forms be filled out during sign-in.

### 8.5.9. Comment Forms

For non-EIS projects, IDOT DPIT will provide the Consultant Team with a comment form template (if available). Generally, comments submitted after the meeting should be mailed to the Prime Consultant. Exceptions to this approach will be coordinated between IDOT DPIT and the Consultant Team on a project-by-project basis.

For EIS projects, the Consultant Team should customize the comment form to include questions specific to the project and the EIS process. Comments submitted after the meeting should be mailed directly to the project address (i.e., Prime Consultant address).

#### **Self-Addressed Stamped Envelopes (SASE):**

The Consultant Team should provide SASEs at the public meeting for those who intend to mail comments back. Please reference Subsection 7.15. (Open Comment Period and Response Protocol) for more information about project envelopes.

### 8.5.10. Name Tags and Place Cards

For non-EIS projects, IDOT DPIT will provide the Consultant Team with a name tag and place card template (if available). The Consultant Team should use name tags with the following specifications:

- Avery Name Badge 5383
- Size: 2.17" x 3.5"

For EIS projects, the project logo should replace the CREATE Program logo.

### 8.5.11. Presentations

The Consultant Team should follow these general guidelines when preparing presentations for the public:

- Keep presentation brief and concise
- Do not exceed 15 minutes of presentation time
- Use 6x6 rule – no more than six words per bullet; no more than six bullets per slide
- Add graphics to enhance presentation aesthetics
- Add graphics in place of or to supplement text
- Use animation to enhance graphics
- Avoid use of generic clip art and images
- Keep design template consistent throughout

For non-EIS projects, IDOT DPIT will provide the Consultant Team with a CREATE Program presentation template. For EIS projects, the Consultant

**Appendix:** An example photo release form is attached in Appendix U.

**Appendix:** Example comment forms for non-EIS and EIS projects are provided in Appendix V.

**Deliverable:** Comment form.

**Appendix:** Example name tags for non-EIS and EIS projects are provided in Appendix W.

**Appendix:** Example presentations for non-EIS and EIS projects are provided in Appendix X and Y.

**Deliverable:** Presentation.



Team should craft a project-specific presentation template for use throughout the study process.

### 8.5.12. Exhibits

For non-EIS projects, the Consultant Team should follow the template of exhibits listed below:

#### **Exhibits Displayed; Standard CREATE Program Exhibits:**

- CREATE Program map
- Project location map
- Entry information signs

#### **Exhibits Displayed; Project-Specific Exhibits:**

- Aerial exhibit of proposed project
- Aerial environmental resource map (include recommended noise barriers, if applicable)
- Zoom in of viaduct closure locations (if applicable)
- Viaduct closure typical section (if applicable)
- As needed exhibits to communicate scope of proposed work (e.g., typical sections, etc.) and/or results of environmental analyses (e.g., noise and vibration impact mapping, right-of-way acquisition mapping, etc.)

Exhibit scale should be adequate to communicate effectively with the public and promote understanding of the project. Project exhibits should clearly distinguish various project boundaries, including proposed work limits, railroad right-of-way, study area boundary and, if applicable, noise and/or vibration screening distances.

#### **Exhibits Brought but not Displayed:**

- Plan and profile sheets
- Cross-sections
- Pertinent project documents (e.g., bridge condition reports, street closure reports, environmental studies, noise and vibration assessments, etc.)

Generally, it is not desirable to have draft project environmental or engineering reports available at public meetings. If they are made available for review and reference, the Consultant Team should reference Chapter 22-3.10 (Public Access to Preliminary Environmental Documents) of the IDOT BDE Manual and coordinate with IDOT DPIT to determine the preferred approach for CREATE Program rail projects.

#### **Prepare and Bring**

- 1 mounted set
- 4 loose sets (1 for IDOT DPIT, 1 for CDOT, 1 for railroad representative and 1 for local ward office)

The Consultant Team should produce exhibits that best inform the public about the project and encourage dialogue. The Consultant Team should

**Appendix:** Example exhibits from several EIS projects are provided in Appendix Z.

**Deliverable:** Exhibits.



coordinate with IDOT DPIT to determine the most appropriate package of exhibits. During production, the Consultant Team should schedule working sessions with IDOT DPIT to review draft exhibits in-person.

In general, the following exhibits should be produced for all EIS public meetings and CAG meetings:

- CREATE Program map
- CREATE Program overview
- Project study area map
- Purpose and Need statement
- EIS process
- CSS process
- Project timeline
- Contact information and opportunities for involvement
- CAG Ground Rules (for CAG meetings only)

The Consultant Team should produce additional exhibits as appropriate to inform the public of the proposed improvements and solicit public input.

## 9. Special Topics

### 9.1. Title VI and Environmental Justice

Under Title VI of the Civil Rights Act of 1964 and related statutes, each Federal agency is required to ensure that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving Federal financial assistance on the basis of race, color, national origin, age, sex, or disability.

Executive Order 12898 entitled, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” was issued in 1994. A series of orders followed requiring the incorporation of Environmental Justice principles into federal programs and policies. Environmental Justice focused on enhanced public involvement and an analysis of the distribution of benefits and impacts during project planning and development. The intent of environmental justice policies is to avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects—including social and economic effects—on minority populations and low-income populations. This includes providing full, fair and meaningful opportunities for potentially affected communities to participate in the project decision-making process.

To effectively abide by federal environmental justice requirements, the Consultant Team should take measures to encourage potentially affected minority and low-income communities to participate in the project decision-making process. First, the Consultant Team must understand the context of the surrounding communities. This can be achieved through the CSS process (for EIS and EA projects), discussions with elected officials, existing conditions assessments and other information gathering activities.



Based on this understanding, the Project Team should tailor its outreach program to effectively and meaningfully engage minority and low-income communities. A good rule of thumb when crafting outreach strategies is to ask, “How would community members advertise an event in their neighborhoods?” Outreach strategies may include, but are not limited to:

- Publicizing public meetings in neighborhood news outlets;
- Working through neighborhood organizations to publicize public meetings (e.g., businesses, churches, schools, libraries, community-based organizations, elected official offices, etc.);
- Crafting public outreach materials that best connect with the target audience:
  - Language (i.e., diction and syntax);
  - Graphics;
  - Aesthetics; and
  - Medium (e.g., postcard vs. letter; internet vs. print, etc.).
- Translating vital public outreach materials for areas with high densities of non-English speakers (See Subsection 9.2. (Limited English Proficiency)).

As part of the project development process, the Project Team should continually look for ways to improve the overall effectiveness of its outreach strategy. In many cases, very simple adjustments can net substantive benefits in terms of engaging all stakeholders in the project development process. The importance of IDOT’s CSS process cannot be understated in this regard.

## 9.2. Limited English Proficiency

Executive Order 13166 entitled, “Improving Access to Services for Persons with Limited English Proficiency” requires Federal agencies to examine the services they provide, identify any need for services to those with limited English proficiency (LEP), and develop and implement a system to provide those services so LEP persons can have meaningful access to them in a cost-effective manner. The provisions of EO 13166 should be applied to all CREATE Program rail projects. In general, this requires that four “reasonableness” factors be evaluated<sup>4</sup>:

- The number or proportion of LEP persons served or encountered in the eligible service population;
- The frequency with which LEP persons come into contact with the program;
- The nature and importance of the program, activity, or service provided by the program; and
- The resources available and costs to the recipient.

<sup>4</sup> For further information, see the U.S. Department of Justice policy guidance document, “Enforcement of Title VI of the Civil Rights Act of 1964 - National Origin Discrimination Against Persons With Limited English Proficiency” ([2002 LEP Guidance](#)). This LEP Guidance sets forth the compliance standards that recipients of Federal financial assistance must follow to ensure that their programs and activities normally provided in English are accessible to LEP persons and thus do not discriminate on the basis of national origin in violation of Title VI’s prohibition against national origin discrimination.

**Deliverable:** LEP recommendation memo.



The Consultant Team, in coordination with FHWA and IDOT DPIT, should evaluate these factors to determine if and when additional outreach measures and methods are appropriate to engage potential LEP populations. Decisions related to LEP outreach will be made by IDOT DPIT and FHWA on a project-specific basis.

### 9.3. Section 106 and Section 4(f) Requirements

All CREATE Program rail projects are subject to Section 106 of the National Historic Preservation Act and Section 4(f) of the U.S. Department of Transportation Act of 1966. If potential impacts to resources protected under these regulations are anticipated, the Consultant Team should work with FHWA and IDOT DPIT to coordinate with Section 106 consulting parties and/or the officials with jurisdiction over the resources. These outreach activities should be conducted in accordance with the procedures established in the IDOT BDE manual. Specific public involvement materials should be coordinated with FHWA and IDOT DPIT on a case-by-case basis.

### 9.4. Post-Phase I Outreach

#### 9.4.1. Design Changes

There may be instances where changes to design features are proposed subsequent to the approval of the Phase I engineering. In the case where the change represents a major departure from the design resulting from the stakeholder involvement process (e.g., change in the design of recommended noise abatement measures, etc.), the Project Study Group is required to meet again with the stakeholders to discuss the design changes to be made, including reasons for making the changes.

There may also be occasions where the Project Study Group will be required to approach the stakeholders on new issues that arise during Phase II (final) design or Phase III (construction) of the project. The issues will generally relate to decisions including, but not limited to, architectural design features, landscaping, aesthetics, right-of-way acquisition, management of traffic, maintenance of access, public health and public safety.

#### 9.4.2. Final Design and Construction

Public outreach should be continued into Phase II (final) design and Phase III (construction) for CREATE Program rail projects designated to follow IDOT's CSS process. Continuation of public outreach on non-CSS projects may also be appropriate, depending on the particular circumstances.

Accordingly, the level of public outreach during Phase II and Phase III will vary based on several factors, including: environmental commitments identified during the Phase I study process, scope and complexity of the project, anticipated or known impacts, as well as the design process used by participating railroad(s). In addition to the detailed geometric design, the general parameters established during the planning and project development process as well as identified mitigation measures will serve as the starting point for final design activities. Therefore, the multi-disciplinary design team will need to be aware of design-related commitments and the proposed

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mitigation measures that are documented in the Phase I Project Report and the NEPA documentation. For example, a Phase I environmental commitment could include incorporating aesthetic treatments into the design of the project to minimize potential visual impacts. The Phase II design process would need to include stakeholder involvement to sufficiently detail the types, locations, and applications of the intended aesthetic treatments so they can be incorporated into the construction contract documents and, ultimately, built as part of the project.

The need for and scope of public outreach during Phase II and Phase III should be determined in coordination with FHWA and IDOT DPIT on a project-specific basis. This coordination should occur at the beginning of each phase. In general, the Phase II and Phase III processes for CREATE Program rail projects are led by the participating railroad(s) with coordination and oversight from IDOT DPIT and FHWA. Therefore, it is the responsibility of the lead railroad(s) to develop a formal written plan for outreach for Phase II and Phase III. The intent is that a Stakeholder Involvement Plan (SIP) will be developed or updated at the beginning of each phase to confirm the stakeholder list and explain when and how stakeholder input is to be obtained. The SIP should contain sufficient detail to demonstrate that appropriate consideration of stakeholder input will occur at key points in the Phase II and Phase III process.

Many of the same techniques employed during the Phase I study process can also be used during Phase II and Phase III. Additionally, the Phase II and Phase III project lead should reference the applicable sections of the Public Involvement Guidelines for CREATE Program Rail Projects for guidance on the expectations, procedural requirements, and typical time frames associated with various public outreach activities. For example, if a Community Advisory Group meeting is required during Phase II, the project lead should refer to Subsection 4.2. (Community Advisory Groups) to determine the typical scope.



## Appendix A: List of Typical Deliverables

## Typical Public Involvement Deliverable for EIS and Non-EIS CREATE Projects

Deliverable	EIS	Non-EIS
Map identifying potentially affected elected officials and their respective jurisdictional boundaries	✓	✓
List of potentially affected elected officials. Key Elected Officials and Other Elected Officials should be categorized and contact information should be included	✓	✓
Elected official project initiation letter	✓	✓
Project description (from CREATE Feasibility Plan, CREATE Program website or customized for project)	✓	✓
Project study area map with current political boundaries and GIS-based inventory of community facilities	✓	✓
Project timeline (based on approved project schedule/Timeframes Agreement)	✓	✓
Elected official meeting summaries	✓	✓
Elected official public meeting notification letter	✓	✓
Community Advisory Group membership list	✓	
Community Advisory Group meeting invitation	✓	
Public involvement schedule	✓	✓
Stakeholder Involvement Plan	✓	
Project mailing list	✓	✓
Community Context Audit report	✓	
Comment response letters	✓	✓
Comment response email	✓	✓
Website traffic report	✓	
Question and response summary	✓	✓
Comment response summary	✓	✓
Public meeting venue memorandum	✓	✓
Elected official talking points	✓	✓
Public notice	✓	✓
Public meeting workplan	✓	✓

<b>Deliverable</b>	<b>EIS</b>	<b>Non-EIS</b>
Public meeting Q&A document	✓	✓
Public meeting checklist	✓	✓
Public meeting summary	✓	✓
Sign-in sheet	✓	✓
Comment form	✓	✓
Presentation	✓	✓
Exhibits	✓	✓
LEP recommendation memo	✓	✓
<p>Note: This table lists the typical public involvement deliverables for CREATE Program EIS and non-EIS projects. The Consultant Team should review the main body of the Public Involvement Guidelines for CREATE Program Rail Projects and coordinate with IDOT to confirm public involvement requirements and deliverables prior to initiating public involvement activities.</p>		



## Appendix B: Elected Official Project Initiation Letter Example



# Illinois Department of Transportation

Division of Public and Intermodal Transportation

100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

May 23, 2011

The Honorable Willie Cochran  
20th Ward  
6357 S. Cottage Grove Avenue  
Chicago, IL 60637

Re: Chicago Region Environmental and Transportation Efficiency (CREATE) Program  
Project P4 – Grand Crossing Rail Project  
Job No. P-30-005-04  
Cook County, Illinois

Dear Alderman Cochran:

The Illinois Department of Transportation (IDOT), in cooperation with the Federal Highway Administration (FHWA), has begun preparing an Environmental Impact Statement (EIS) for the Grand Crossing Rail Project in Chicago, Cook County, Illinois. This project is part of the CREATE Program, an effort to increase the efficiency of the Chicago region's rail infrastructure. The study limits are generally 117<sup>th</sup> Street on the south and Pershing Road on the north along the CN Chicago Subdivision and NS rail lines. As shown in the enclosed map, this area includes the 20th Ward. It is anticipated that the EIS study will take place during the next two years.

The intent of the Grand Crossing Rail Project is to implement rail improvements within the study limits described above to provide a new, more direct route to Chicago's Union Station for Amtrak trains coming from New Orleans, Louisiana, and Carbondale, Illinois, as well as to provide sufficient mainline capacity to accommodate additional Amtrak trains along with freight traffic. Currently, Amtrak trains from New Orleans and Carbondale take a circuitous route on the CN Chicago Subdivision line that includes a time-consuming backup maneuver to pull into Union Station.

The EIS will include an evaluation of a no-build alternative, as well as a range of build alternatives that would provide Amtrak with a new, direct route into Union Station. The proposed action will involve providing a connection between CN and NS in the Grand Crossing (75th Street) area. The project study team will also consider constructing new tracks to connect the NS with the former Chicago and Western Indiana (now Metra) between 59<sup>th</sup> and 63<sup>rd</sup> Streets. The EIS will conclude with a Record of Decision indicating a selected alternative.



# Illinois Department of Transportation

Division of Public and Intermodal Transportation

100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

The project study team will address key community and agency issues and interests through outreach efforts to project stakeholders, including local residents, elected officials and community leaders, business-owners, community-based organizations, and other government agencies. Throughout the project, the team will use IDOT's Context Sensitive Solutions process to reach out to project stakeholders and integrate, to the extent possible, the public's input in the development of the project.

The enclosed exhibit identifies the project study area. The area is a highly-developed, urban setting with limited ecological resources. Given the scope of the proposed improvements as defined in the CREATE Feasibility Plan, it is anticipated that the alternatives will be located principally on the existing railroad rights-of-way of CN, NS, and Metra; however, several alternatives may require property acquisition.

We will be contacting you directly to arrange a meeting to update you on the CREATE program, including the Grand Crossing Rail Project, and to hear your questions and concerns. If you have any questions in the meantime or would like to discuss the project in more detail, please contact Mr. Larry Wilson, IDOT CREATE Program Manager, at (312) 793-3507; or Jakita Trotter, IDOT Community Relations Manager, at (312) 793-2790. Additional information is also available on the CREATE website at <http://www.CREATEprogram.org>.

Very truly yours,

Steve McClarty  
Bureau Chief  
Division of Public and Intermodal Transportation

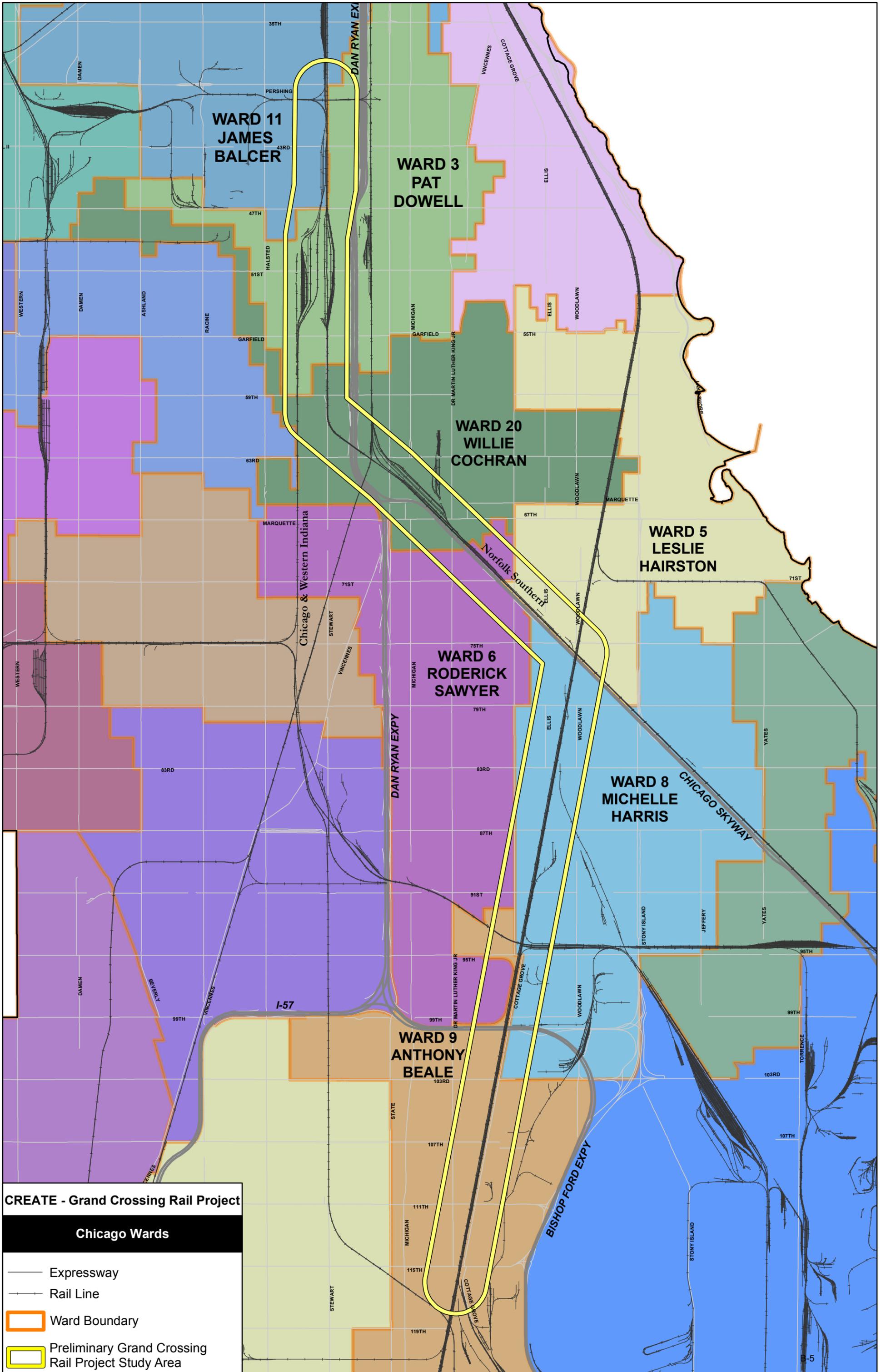
Enclosures



CREATE

KEEPING THE GO IN CHICAGO





**CREATE - Grand Crossing Rail Project**

**Chicago Wards**

- Expressway
- Rail Line
- Ward Boundary
- Preliminary Grand Crossing Rail Project Study Area



## Appendix C: CREATE Program Project Map Example





## Appendix D: Elected Official Public Meeting Notification Letter Example

March 12, 2012

The Honorable Marlow Colvin  
33rd House District  
8539 S. Cottage Grove Avenue  
Chicago, IL 60619

Dear Representative Colvin:

On March 26 and 28, 2012, the Illinois Department of Transportation (IDOT) will be hosting the second round of Public Meetings regarding the preparation of the Environmental Impact Statement for the Chicago Region Environmental and Transportation Efficiency (CREATE) Program Grand Crossing Rail Project. As you know from our previous correspondence, the purpose of the Grand Crossing Rail Project is to improve freight and passenger rail efficiency on Chicago's South Side and enhance Amtrak's on-time performance.

Details of the meetings are provided on the enclosed postcard, which will be distributed by Community Advisory Group members and at community facilities throughout the study area. Postcards also will be mailed to all property owners in the study area immediately adjacent to railroad right-of-way. The meetings will be advertised in print in the Chicago Sun-Times, The Defender, and The Chicago Crusader, as well as electronically on the Englewood Portal, EveryBlock Chicago, Resident Association of Greater Englewood (RAGE), New Life Covenant, Teamwork Englewood, Antioch MB Church, and Imagine Englewood If websites.

IDOT invites you or a representative to attend one or both of these Public Meetings. If you have any questions in the meantime or would like to discuss the project, please contact Jakita Trotter, CREATE Public Outreach Administrator, at (312) 793-2790; or Tony Pakeltis, Parsons, at (312) 930-5268. Additional information is also available on the project website at [www.grandcrossingrail.com](http://www.grandcrossingrail.com).

Thank you for your continued support. We hope you can join us.

Very truly yours,



Danielle E. Stewart, P.E.  
Acting CREATE Section Chief  
Illinois Department of Transportation  
[www.createprogram.org](http://www.createprogram.org)



## Appendix E: Community Advisory Group Membership List Example



Community Advisory Group Invite List - Updated August 4th, 2011

LEGEND															
	Contacts with insufficient information														
Contacts in Red	Recommended by an Elected Official														
Contacts in Bold and Italics	Potential Facilitator for CAG Meeting														
First Name	Last Name	North/South	Ward	Representing	Title	Phone	Email	Address 1	City, State, Zip 1	Source	Federal House	State House	State Senate	Notes/Updates	
Alderman Michelle Harris		South	8	9 <sup>th</sup> Ward	Alderman	773.874.3300	<a href="mailto:mharris@cityofchicago.org">mharris@cityofchicago.org</a>	8539 S. Cottage Grove Avenue	Chicago, IL 60619						
<b>Elected Officials Not Directly Impacted (16)</b>															
Representative Marlow Colvin		NA		33 <sup>rd</sup> House District		(773) 783-8492	<a href="mailto:repcolvin@hscglobe.net">repcolvin@hscglobe.net</a>	8539 S. Cottage Grove Avenue	Chicago, IL 60619						
Representative Kimberly DuBuclet		NA		26 <sup>th</sup> House District		(773) 285-1110	<a href="mailto:rep26district@gmail.com">rep26district@gmail.com</a>	276 S Stratton Office Building	Springfield, IL 62706						
Representative Thaddeus Jones		NA		29 <sup>th</sup> House District		(708) 933-6018	<a href="mailto:repjones@gmail.com">repjones@gmail.com</a>	1910 Staley Boulevard	Calumet City, IL 60409						
Representative Robert Rita		NA		28 <sup>th</sup> House District		(708) 291-1288	<a href="mailto:rrobertrita@aol.com">rrobertrita@aol.com</a>	2355 W York Street, Suite 1	Blue Island, IL 60406						
Representative Andre Thagedi		NA		32 <sup>nd</sup> House District		(773) 873-4444	<a href="mailto:rep32district@gmail.com">rep32district@gmail.com</a>	371 E. 75th Street	Chicago, IL 60619						
State Senator Jacqueline Collins		NA		36 <sup>th</sup> Senate District		(773) 224-2830		1155 W. 79th Street	Chicago, IL 60620						
State Senator Emil Jones		NA		14 <sup>th</sup> Senate District		(773) 995-7748		507 W. 111th Street	Chicago, IL 60628						
State Senator James Meeks		NA		15 <sup>th</sup> Senate District		(708) 862-1515		2050 E. 159th Street	Calumet City, IL 60409						
State Senator Kwame Raoul		NA		13 <sup>th</sup> Senate District		(773) 363-1996	<a href="mailto:raoulstaff@gmail.com">raoulstaff@gmail.com</a>	1509 E. 53rd Street, 2nd Floor	Chicago, IL 60615						
Alderman James Balcer		11		11 <sup>th</sup> Ward		(773) 254-6677	<a href="mailto:balcer@cityofchicago.org">balcer@cityofchicago.org</a>	3659 S. Halsted Street	Chicago, IL 60609						
Alderman Anthony Beale		9		9 <sup>th</sup> Ward		773.785.1100	<a href="mailto:ward09@cityofchicago.org">ward09@cityofchicago.org</a>	34 E. 112 <sup>th</sup> Place	Chicago, IL 60638						
Alderman Roderick Sawyer		6		6 <sup>th</sup> Ward				406 E. 75th Street	Chicago, IL 60619						
Senator Richard Durbin		NA				(312) 353-4952		230 S. Dearborn Street, Suite 3892	Chicago, IL 60604						
Senator Mark Kirk		NA				312-886-3506		230 S. Dearborn Street, Suite 3900	Chicago, IL 60604						
US Congressman Jesse Jackson Jr.		NA		2 <sup>nd</sup> Congressional District		(773) 734-9660		17926 S. Halsted Street	Homewood, IL 60430						
US Congressman Dan Lipinski		NA		3 <sup>rd</sup> Congressional District		(312) 886-0481		6245 S. Archer Avenue	Chicago, IL 60638						
<b>Illinois Department of Transportation (1)</b>															
Jakita	Trotter	NA	NA	Illinois Department of Transportation			<a href="mailto:Jakita.Trotter@illinois.gov">Jakita.Trotter@illinois.gov</a>	100 W. Randolph, Suite 6-600	Chicago, IL 60601						



## Appendix F: Community Advisory Group Meeting Invitation Letter Example

September 14, 2012

[Name]  
[Title]  
[Organization]  
[Address]  
Chicago, IL [Zip]

Dear [Salutation]:

### Will you join us?

The Illinois Department of Transportation (IDOT) invites you to attend the **third** meeting of the Community Advisory Group – North for the Chicago Region Environmental and Transportation Efficiency (CREATE) Program Grand Crossing Rail Project. As you know, the Grand Crossing Rail Project is examining alternatives to reduce rail congestion on Chicago’s South Side, particularly in the Englewood and Greater Grand Crossing neighborhoods.

At our March 2012 meetings, Community Advisory Group members and Project Team staff discussed the Range of Alternatives developed for the project. These conversations helped in the development and screening of these alternatives. ***Now, the Project Team is asking for your help identifying a Preferred Alternative for the project.***

### Preferred Alternative Meeting – When and Where ?

Date: Thursday, October 11, 2012  
Time: 1:30-4:00pm  
Location: St. Bernard Hospital, 326 W. 64th Street, Chicago

In the case of a weather emergency, the meeting will be rescheduled for a later date in October 2012, with meeting details to be provided in a follow-up notice.

### Why are we conducting this meeting?

The purpose of the meeting is to:

- Provide an update on the status of the project
- Present the results of the Range of Alternatives screening
- Solicit input on the Preferred Alternative

**Agenda**

- Welcome and introductions
- Review of the Grand Crossing Rail Project
- Recap of previous Community Advisory Group and public meetings
- Presentation and discussion of the Range of Alternatives screening and recommendations
- Summary and next steps

**Can we count on you?**

Your continued participation is important and will help the project team identify the transportation issues and community values that will be considered as the Grand Crossing Rail Project progresses.

Please call, email, or mail Tony Pakeltis, Parsons Project Manager, to let us know if you will attend the upcoming Community Advisory Group meeting:

Tony Pakeltis, Parsons  
10 S. Riverside Plaza, Suite 400  
Chicago, IL 60606  
(312) 930-5268  
Anthony.Pakeltis@parsons.com

**Please respond by:** Tuesday, October 2, 2012

If you have any questions prior to the meeting or would like to discuss the project in more detail, please feel free to contact Tony Pakeltis at the address or email above. Information about the Grand Crossing Rail Project is also available on the project website at **[www.grandcrossingrail.com](http://www.grandcrossingrail.com)**.

Thank you for your consideration. We hope you can join us.

Very truly yours,



Danielle E. Stewart, P.E.  
CREATE Section Chief  
Illinois Department of Transportation  
[www.createprogram.org](http://www.createprogram.org)

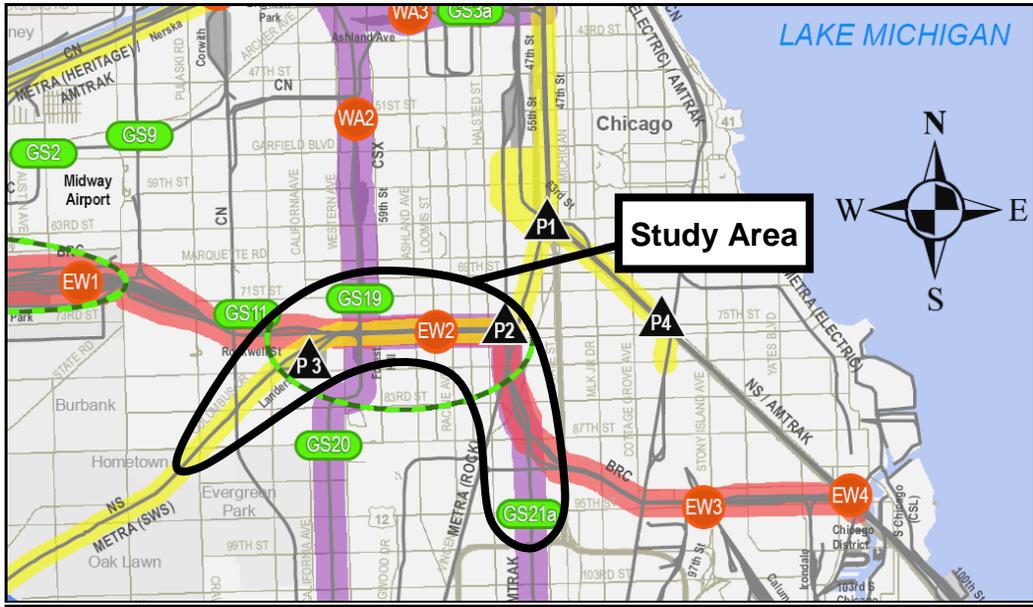


## Appendix G: Stakeholder Involvement Plan Example

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# STAKEHOLDER INVOLVEMENT PLAN

## for Agency and Public Involvement



## 75<sup>th</sup> Street Corridor Improvement Project (75<sup>th</sup> Street CIP)

CREATE Projects EW2 / P2 / P3 / GS 19

Illinois Department of Transportation  
and  
Federal Highway Administration

*June 8, 2012 Update*



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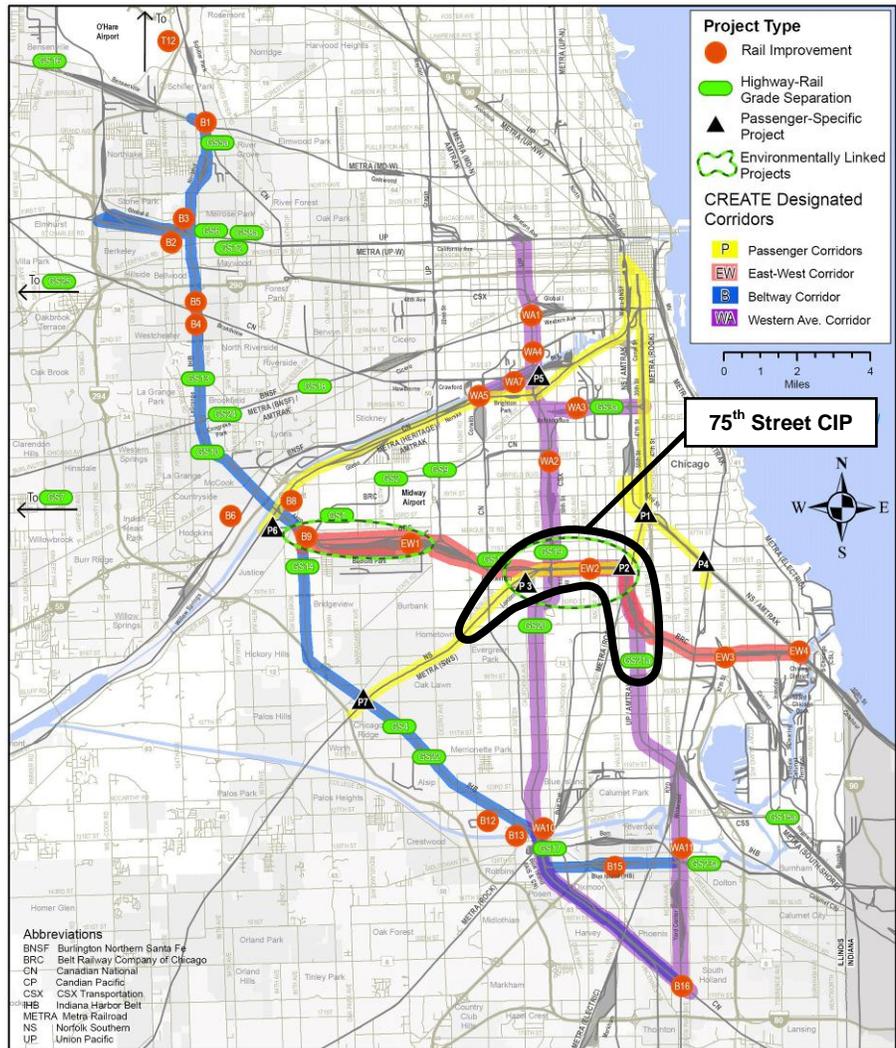
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# 1 INTRODUCTION

The Chicago Region Environmental and Transportation Efficiency Program (CREATE) is a joint effort of the Illinois Department of Transportation (IDOT), the Federal Highway Administration (FHWA), the Chicago Department of Transportation (CDOT), and the Association of American Railroads (AAR) to restructure, modernize and expand freight and passenger rail facilities and highway grade separations in the Chicago metropolitan area while reducing the environmental and social impacts on the general public. Information about the CREATE program can be obtained from [www.createprogram.org](http://www.createprogram.org).

The AAR acts on behalf of Amtrak, BNSF Railway Company (BNSF), CN Railway Company (CN), Canadian Pacific Railway Company (CP), CSX Transportation (CSX), Metra, Norfolk Southern Railway Company (NS), and Union Pacific Railroad Company (UP). The Belt Railway Company of Chicago (BRC) and Indiana Harbor Belt Railroad Company (IHB) also participate in CREATE.

The CREATE Program includes the development of four freight and passenger rail corridors in the Chicago metropolitan area to relieve congestion and reduce delays for both rail traffic and the roadway motorists that must traverse the at-grade railroad intersections.

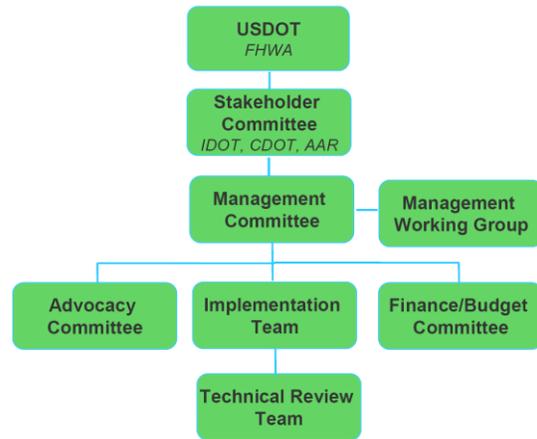


The portion of the CREATE Program covered by this 75th Street Corridor Improvement Project (CIP) includes parts of three of the four rail corridors. The overall CREATE Program study area and the 75th Street CIP are shown on the adjacent map.

## 1.1 OVERALL CREATE PROGRAM PARTNERSHIPS AND MANAGEMENT

The overall CREATE Program involves 14 agencies in a first-of-its kind rail public-private partnership. Given the size and complexity of the program and the number of entities involved, a clear management structure was developed to guide operations and ensure efficient use of funds.

Given the number of partners involved, CREATE established a committee structure to manage day-to-day operations, which is shown in the adjacent figure. The committees are comprised of the agencies and railroad companies listed on page 1 among others.



### FHWA CREATE Program Manager

The FHWA Program Manager for CREATE is responsible for the management of all Federal interests associated with the program. The manager serves as the primary local contact for the FHWA, Federal Transit Administration (FTA), Federal Railroad Administration (FRA), IDOT, CDOT, railroad companies, and other local agencies.

### Stakeholder Committee

The Stakeholder Committee has three members: President and CEO of AAR, CDOT Commissioner, and IDOT Secretary. This committee sets policy for the overall CREATE Program and approves any changes in scope or budget.

### Management Committee

Reviews and approves project designs, project cost estimates, and construction assumptions. It makes decisions regarding scope, schedule, and budget based on recommendations from the Implementation Team. The Management Committee is comprised of one member each from CTCO<sup>1</sup>, Metra, BNSF, CN, CP, CSX, NS, UP, AAR, CDOT, and IDOT, as well as nonvoting members from Amtrak, BRC, IHB<sup>2</sup>, and FHWA.

<sup>1</sup> Chicago Transportation Coordination Office. Established in 1999 to develop solutions to railroad operating problems in Chicago, to work with public agencies on the public impacts of rail service, and to assist in continuing the capital planning process.

<sup>2</sup> Indiana Harbor Belt Railroad Company



## **Implementation Team**

Tracks budget and construction progress and recommends project changes. Members are mainly from the Engineering/Operations divisions of their agencies. The Implementation Team is comprised of one member each from CTCO, Amtrak, Metra, BNSF, CN, CP, CSX, NS, UP, BRC, IHB, AAR, CDOT, and IDOT.

## **Finance and Budget Committee**

Monitors project cost estimates versus actual expenditures and assists project managers with financial management issues. It reports to the Management Committee and works with the Advocacy Committee to identify sources of public funds. The Finance and Budget Committee is comprised of one member each from CTCO, Amtrak, Metra, BNSF, CN, CP, CSX, NS, UP, AAR, CDOT, and IDOT.

## **Advocacy Committee**

Responsible for all CREATE communications, addressing community concerns, and advocating for CREATE. The committee monitors the federal and state legislation process and conducts public outreach. It also advocates for engineering and construction companies to hire more aggressively in the communities where projects will be constructed to benefit the local economy. The Advocacy Committee is comprised of one member each from CTCO, Amtrak, Metra, BNSF, CN, CP, CSX, NS, UP, AAR, CDOT, and IDOT and reports to the Management Committee.

## **Tech Review Team**

This team is comprised of one member each from the railroads, IDOT, and CDOT and reports to the Implementation Team. The team works with project managers on detailed scope, schedule, and budget issues.

## **1.2 75<sup>TH</sup> STREET CIP BACKGROUND**

The 75<sup>th</sup> Street CIP is generally located in a rail corridor that follows 75<sup>th</sup> Street near the southwest limits of the City of Chicago. The 75<sup>th</sup> Street CIP is comprised of several sections of the overall CREATE Program including the East-West Corridor (EW2), Passenger Express Corridor (P2 and P3), and a railroad grade separation on the Western Avenue Corridor (GS19). The grade separations at Columbus Avenue (GS11) and 95<sup>th</sup> Street (GS21A) are located within the 75<sup>th</sup> Street CIP study limits, however they are stand-alone projects in the CREATE Program. More detailed exhibits of the 75<sup>th</sup> Street CIP study area and surrounding neighborhoods are included in Appendix A.

Five major railroads—one passenger and four freight—pass through the project area. The high volume of train traffic creates substantial conflicts and delays. The passenger railroad, Metra, operates two rail lines, the SouthWest Service line and the Rock Island District line. The four freight railroads are BRC, CSX, NS, and UP. The BRC is a “terminal” railroad that is an integral part of railroad operations in the Chicago metro area. The BRC



is owned by the six major freight railroads listed on page 1. Other railroads, including the CP, CN, and Amtrak, operate trains through the study area and are impacted by delays and congestion as much as the four freight railroads (BRC, CSX, NS, and UP) that are direct owners of the rail lines.

The area surrounding the 75<sup>th</sup> Street CIP includes a mixture of residential and commercial land uses, public parks and schools, churches, hospitals, light industrial uses, and vacant properties. The railroads act as borders for the neighborhoods and community areas. The neighborhoods adjacent to the railroad corridors are shown in Appendix A.

The purpose of the 75<sup>th</sup> Street CIP is to improve mobility for rail passengers, freight, and motorists in the project study area. To achieve the project's purpose, a Build Alternative must address the following four transportation needs:

- Reduce rail-rail crossing conflicts at Forest Hill Junction, 80<sup>th</sup> Street Junction, the Metra SouthWest Service connection to the Metra Rock Island, and Belt Junction.
- Reduce road-rail crossing conflicts at the 71<sup>st</sup> Street crossing.
- Improve rail passenger service reliability.
- Reduce local mobility problems at viaducts throughout the project study area.

Existing rail configurations and train movements are shown in Appendix A.

The issues and concerns of the surrounding neighborhoods will be identified as part of the public involvement process for this project.

The current project will identify the project's purpose and need, identify a reasonable range of alternatives to address the project's purpose and need, and evaluate the transportation, environmental, and socioeconomic issues associated with the alternatives. Stakeholder issues and objectives identified as part of earlier planning efforts will be acknowledged and considered as part of the process.

### **1.3 LEGAL REQUIREMENTS**

The process for this project will meet state and federal requirements meant to integrate environmental values and public interaction into transportation improvements. The requirements include the National Environmental Policy Act (NEPA), The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and Context Sensitive Solutions (CSS).

The FHWA and IDOT, acting as joint lead agencies for the 75th Street CIP, developed this Stakeholder Involvement Plan to meet the requirements of CSS and to address the Coordination Plan requirements of 23 USC 139(g) within the context of the NEPA process.



#### **1.4 NATIONAL ENVIRONMENTAL POLICY ACT**

The FHWA and IDOT will complete an Environmental Impact Statement (EIS) for the 75th Street CIP in order to satisfy NEPA requirements. This environmental study will begin with an evaluation of transportation problems in the study area based on stakeholder input that will be obtained from scoping meetings and engineering analysis. This evaluation will form the basis for the project Purpose and Need and for identifying improvement alternatives. Ultimately, a preferred alternative for the study area will be identified. The NEPA process requires federal agencies to consider the environmental impacts of their proposed actions and reasonable alternatives to these actions. NEPA also encourages early and frequent coordination with the public and resource agencies throughout the project development process.

#### **1.5 SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS**

SAFETEA-LU reauthorization established additional requirements for the environmental review process for FHWA and Federal Transit Administration (FTA) projects. The environmental review process is defined as the project development process followed when preparing a document required under NEPA, and any other applicable federal law for environmental permit, approval, review, or study required for the transportation project.

The SAFETEA-LU requirements apply to all FHWA and FTA transportation projects processed as an EIS, therefore the 75th Street CIP is subject to these requirements. 23 USC §139(g) requires the lead agencies for these projects to develop a Coordination Plan to structure public and agency participation during the environmental review process.

#### **1.6 NATIONAL HISTORIC PRESERVATION ACT**

Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties and afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The Section 106 process seeks to accommodate historic preservation concerns with the needs of Federal undertakings through consultation among the agency official and other parties with an interest in the effects of the undertaking on historic properties, commencing at the early stages of project planning. The goal of consultation is to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. This project is considered a Federal undertaking by FHWA. This document describes coordination activities that are involved with the Section 106 process.

#### **1.7 CONTEXT SENSITIVE SOLUTIONS**

This project is being developed using the principles of Context Sensitive Solutions (CSS) per IDOT Policy and Procedures. The CSS approach is based on working with



stakeholders to develop, build, and maintain cost-effective transportation improvements that reflect the project's surroundings. The CSS approach provides stakeholders with the tools and information required to effectively participate in planning for the improvements. This Stakeholder Involvement Plan outlines the tools that will be used by stakeholders to share comments about the project alternatives and improve the ability of the project team to understand and address concerns raised. The CSS process strives to achieve the following:

- Understand stakeholders' key issues and concerns.
- Involve stakeholders in the decision-making process early and frequently.
- Establish an understanding of the stakeholders' project role.
- Address all modes of transportation.
- Apply flexibility in design to address stakeholders' concerns whenever possible.



## 2 GOALS AND OBJECTIVES

The purpose of this Stakeholder Involvement Plan (SIP) is to provide an outline for implementing stakeholder involvement in this project. The SIP serves to define the methods and tools that will be used to engage and educate stakeholders in the decision making process for this project.

Stakeholder involvement plays a crucial role in confirming that the intended project addresses the community's needs and considers its concerns. This SIP details multiple forums for the open exchange of information and ideas between the public and the transportation agencies involved.

The SIP includes proactive agency involvement aimed at resolving issues, streamlining document review and agency consultation and achieving informed consent. Involving the public in the project development process will help address community concerns and help the project proceed smoothly.

The goals of the SIP include:

- Identify stakeholders and ensure their opportunity for meaningful input into the project's development from beginning to end.
- Identify Joint Lead Agencies, Cooperating Agencies, and Project Study Group.
- Identify the roles and responsibilities of the joint lead agencies.
- Identify reasonable alternative solutions to solve identified problems, with stakeholder input and concurrence.
- Establish the timing and type of involvement activities with all stakeholders.
- Establish stakeholder requirements for providing timely input to the project development process.

### **3 JOINT LEAD, COOPERATING, AND PARTICIPATING AGENCIES**

Per SAFETEA-LU, FHWA and IDOT will act as the joint lead agencies for preparing the Environmental Impact Statement for the 75<sup>th</sup> Street CIP. As such, FHWA (Division Administrator) and IDOT (Secretary of Transportation) are the ultimate decision-makers for this project. Other FHWA and IDOT responsibilities are generally described in Table 3-1 in Appendix B.

FHWA will be responsible for sending invitations to Federal agencies identified as potential cooperating or participating agencies, and any non-federal agency that is identified as a potential cooperating agency. IDOT will be responsible for sending invitation letters to all state and local agencies identified as potential participating agencies.

#### **3.1 COOPERATING AGENCIES**

Per NEPA, a cooperating agency is any federal agency that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project. A state or local agency of similar qualifications may by agreement with FHWA and IDOT, be a cooperating agency. Cooperating agencies are permitted, by request of the lead agency, to assume responsibility for developing information and preparing environmental analyses for topics about which they have special expertise. Furthermore, they may adopt, without re-circulating, a lead agencies' NEPA document when, after an independent review of the document, they conclude that their comments and suggestions have been satisfied.

Agencies invited to serve as cooperating agencies for this project are listed in Table 3-2 in Appendix B. The responsibilities shown in the table are in addition to those that are typical of cooperating agencies, such as the following:

- Identify as early as possible any issues of concern regarding the project's potential environmental and socioeconomic impact.
- Communicate issues of concern formally in the EIS scoping process.
- Provide input and comment on the project's purpose and need.
- Provide input and comment on the procedures used to develop alternatives or analyze impacts.
- Provide input on the range of alternatives to be considered.
- Provide input and comment on the sufficiency of environmental impact analyses.

#### **3.2 PARTICIPATING AGENCIES**

Per SAFETEA-LU, a participating agency is any federal, state, tribal or local government agency that may have an interest in the project. By definition, all cooperating agencies will

also be considered participating agencies. However, not all participating agencies will serve as cooperating agencies. Agencies serving as participating agencies are listed in Table 3-3 in Appendix B.

The responsibilities shown in the table are in addition to those for providing comments on purpose and need, study methodologies, range of alternatives, environmental impact analyses, and the preferred alternative.

It is the responsibility of participating agencies to provide timely input throughout the environmental review process. Failure of participating agencies to raise issues in a timely manner may result in these comments not receiving the same consideration as those received at the appropriate time. FHWA and IDOT will address late comments only when doing so will not substantially disrupt the process and established timelines. If a participating agency disagrees with the methodologies FHWA and IDOT propose, they must describe a preferred alternative methodology and explain why they prefer the alternative methodology.

### **3.2.1 Agencies Declining Invitation to Participate**

Pursuant to SAFETEA-LU Section 6002, a federal agency that chooses to decline to be a participating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the project.
- Has no expertise or information relevant to the project.
- Does not intend to submit comments on the project.

Non-federal agencies must respond to the invitation in writing by hardcopy or email within the specified timeframe (no more than 30 days) in order to be recognized as a participating agency. If an agency declines to be a participating agency, their response should state the reason for declining the invitation. Non-federal agencies that do not respond to the invitation will not be considered a participating agency.

If FHWA and IDOT disagree with an invited agency declining to participate, FHWA and IDOT will attempt to resolve the disagreement through established dispute resolution procedures (see Section 9).

Agencies not initially invited to participate or that have declined an invitation to participate may become involved for several reasons listed below:

- An invited agency declines to participate, but the lead agencies think the invited agency has jurisdiction or authority over the project which will affect decision making.
- An agency declines invitation, but new information indicates that the agency indeed has authority, jurisdiction, special expertise, or relevant project information.
- An agency declines invitation and later wants to participate, then the agency should be invited to participate, but previous decisions will not be revisited.



- An agency was unintentionally left out and now wants to participate, the agency should be invited and it should be determined whether previous decisions need to be revisited.

FHWA and IDOT will determine if the new information and input warrants revisiting previous decisions. Any agency that declines to be a participating agency may still comment on a project through established public involvement opportunities.

Table 3-4 in Appendix B lists the agencies that were invited to participate in the project and declined.

### **3.2.2 Agencies Not Responding to Invitation**

Table 3-5 lists the agencies invited to participate in the project that have not responded or have declined to participate.

## **3.3 SECTION 106 CONSULTING PARTIES**

The FHWA is responsible for involving consulting parties in findings and determinations made during the Section 106 process. The Section 106 regulations identify the following parties as having a consultative role in the Section 106 process:

- State Historic Preservation Officer
- Indian Tribes
- Representatives of local governments
- Applicants for Federal assistance, permits, licenses and other approvals
- Individuals and organizations with a demonstrated interest in the undertaking

The FHWA has worked with IDOT and the State Historic Preservation Office to identify potential Section 106 consulting parties, which are listed in Table 3-6. Individuals or organizations may request to become a consulting party for this project by contacting IDOT's CREATE Section Chief. The Section Chief's contact information can be found in Appendix C, Table 4-1.

Consulting parties may provide input on key decision points in the Section 106 process, including the project's Area of Potential Effect, determinations of eligibility and finding of effect, and if applicable, consulting to avoid adverse effects to historic properties. The FHWA and IDOT will utilize IDOT's public involvement procedures under NEPA to fulfill the Section 106 public involvement requirements.

## 4 PROJECT WORKING GROUPS

IDOT will invite stakeholders to participate in the project working groups. The two working groups established for this project are the Project Study Group and the Community Advisory Group.

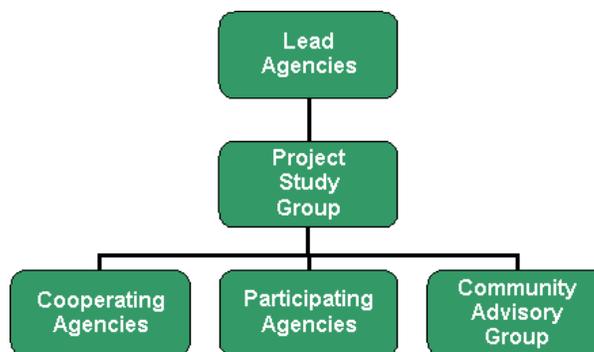
Project working group members represent a cross-section of diverse stakeholders. As such, the working groups are an important mechanism for obtaining project input. The objective of the project working groups is to provide multidisciplinary advisory input to project decisions, and ultimately, to help develop a consensus solution for the project.

Group membership may be altered during the project to allow for optimal stakeholder involvement. If recommended by stakeholders and determined necessary by the Project Study Group, additional project working groups may be formed in the future.

### 4.1 PROJECT STUDY GROUP

Per IDOT’s CSS procedures, IDOT has formed a Project Study Group (PSG), an interdisciplinary team for developing the 75th Street CIP. The PSG will make the ultimate project recommendations to the leadership of FHWA and IDOT. This group consists of a team of representatives from FHWA, IDOT, CDOT, AAR and member railroads, and the project consultants. The PSG has primary responsibility for the project development process. This group will meet throughout the study process to provide technical oversight and expertise in key areas including study process, agency procedures and standards, and technical approaches.

The structure of the PSG in relation to other groups associated with the 75<sup>th</sup> Street CIP is shown below.



The PSG has primary responsibility for ensuring compliance with the SIP. Other responsibilities of the PSG include the following:

- Expediting the project development process.



- Identifying and resolving project development issues.
- Promoting partnership with stakeholders to address identified project needs.
- Working to develop consensus among stakeholders.
- Providing project recommendations to the joint lead agencies.

The individuals listed in Table 4-1 of Appendix C will form the PSG for this project. The railroad companies have a prominent role in the PSG because they meet the requirements of a project sponsor per 23 USC §139. Along with IDOT, the railroad companies are seeking Federal approval for the project.

## **4.2 COMMUNITY ADVISORY GROUP**

Community Advisory Groups (CAGs) are often beneficial to a project, especially when they are established to focus on specific areas of concern. They generally consist of community leaders and organizations that represent the views of all of the communities and counties within and adjacent to the project study area. The responsibilities of this group include providing input to the study process, and consensus at key project milestones (e.g., project purpose and need, range of system alternatives to be advanced for detailed study, and the recommended system alternatives).

Membership of the CAG for this project is presented in Table 4-2 in Appendix C. Additional members will be added as the study progresses.

The CAG will be a working committee comprised of stakeholder members. The CAG meetings will have a workshop format designed to encourage timely and meaningful opportunities for information exchange between the CAG and the PSG. The intended result is to garner consensus from the CAG members when managing community issues, addressing design, environmental, and technical issues, as well as developing and refining proposed improvement alternatives. Details regarding the meeting program are contained in Section 6.

Any community outside the study area that shows interest in the project, that is not a part of the CAG, will be added to the stakeholder list, ensuring they will receive newsletters, meeting invitations, and project updates. The project team will also be available to meet with any community on a one-on-one basis throughout the project.

## 5 STAKEHOLDERS

Per IDOT's CSS procedures, a stakeholder is anyone who could be affected by the project and has a stake in its outcome. This includes elected officials, property owners, business owners, special interest groups, and motorists traveling through the study area.

The role of the stakeholders is to advise the Project Study Group and the joint lead agencies. A consensus from stakeholders is sought, but ultimately the project decisions remain the responsibility of the joint lead agencies. Consensus is defined as a majority of the stakeholders in agreement, with the minority agreeing that their input was duly considered.

### 5.1 STAKEHOLDER IDENTIFICATION

The stakeholders are identified through a combination of database searches and input from local community leaders. It is anticipated that new stakeholders will be added to the initial stakeholder list throughout the project. Stakeholders for this project may include, but not be limited to, the following:

- Elected officials
- Community representatives
- Residents
- Business owners adjacent to the study area
- Churches and schools within the project limits
- Advocates for community and historic interests
- Special interest groups (environmental, etc.)
- Government and planning agencies
- Transportation system users
- Chambers of commerce
- Neighborhood organizations
- Utilities
- Civic groups
- Others outside the study area with an interest in the project

The initial list of project stakeholders is included in Appendix C. Table 5-1 includes the list of federal and state elected officials, Table 5-2 includes the list of local elected officials, and Table 5-3 includes list of the remaining project stakeholders.

### 5.2 TENTATIVE GROUND RULES FOR STAKEHOLDER INVOLVEMENT

The SIP will be conducted based on a set of ground rules that form the basis for the respectful interaction of all parties involved in this process. These ground rules will be



established tentatively with the initiation of the SIP, but must be agreed upon by the stakeholders and, therefore, may be modified based on stakeholder input.

These rules include the following:

- Stakeholder input will be duly considered in order to yield the best solutions to problems identified by the process.
- Participant input in the process is valued and will be considered.
- All participants must keep an open mind and participate openly and honestly.
- All participants should work collaboratively and cooperatively to seek a consensus solution. Consensus is defined as “when a majority of the stakeholders agree on a particular issue, while the remainder of stakeholders agrees its input has been heard and duly considered and that the process as a whole was fair.”
- All participants in the process must treat each other with respect and dignity.
- The project must progress at a reasonable pace, based on the project schedule.
- The role of the Stakeholders is to advise the Project Study Group. A consensus of stakeholder concurrence on project choices is sought, but the final project decisions will be made by IDOT and FHWA.
- IDOT and FHWA decisions must be arrived at in a clear and transparent manner and stakeholders should agree their input has been duly considered.
- Members of the media are welcome at all stakeholder meetings; however they must remain in the role of observers, not participants in the process.

## 6 TENTATIVE SCHEDULE OF PROJECT DEVELOPMENT ACTIVITIES

This section describes the general project development process and tentative schedule, project activities, and associated stakeholder involvement activities.

### 6.1 PROJECT DEVELOPMENT PROCESS

This project will be advanced in conformance with NEPA and associated federal and state requirements. Major steps in the process include project initiation, identification of transportation problems and needs, and development and evaluation of a range of potential improvement alternatives. Ultimately, the process will lead to the identification of a preferred build alternative that will be described in the EIS.

The following sections provide a brief overview of the project development activities.

#### 6.1.1 Project Initiation

This stage of the project development process includes various agency notifications, project organizational activities, and EIS scoping activities. These activities include, but are not limited to, the following:

- Project Initiation Letter (PIL) submitted to FHWA requesting the environmental review process be initiated.
- Develop the project Notice of Intent (NOI), which notifies all interested parties of FHWA and IDOT intent to prepare an EIS.
- Assemble and organize the PSG and CAG.
- Identify project cooperating and participating agencies.
- Identify Section 106 consulting parties.
- Develop and publicly circulate the SIP.
- Conduct regulatory/resource agency EIS scoping activities; these activities will provide an opportunity for the agencies to review and provide input to environmental impact assessment methodologies to be utilized in the project environmental analyses.
- Prepare a community context audit (PSG and project stakeholders). The context audit will identify unique community characteristics that contribute to the project's context and which will need to be considered in the project development process.

#### 6.1.2 Purpose and Need Development

This stage of the project consists of the identification of transportation problems in the study area. This information will be used as the basis for the development of the project Purpose and Need statement. Activities in this stage include:



- Analysis of existing and future rail transportation performance; opportunities for stakeholder input will be provided to ensure that findings represent both technical analysis findings as well as stakeholder perspectives.
- Develop Section 106 Area of Potential Effect and coordinate with Section 106 consulting parties.
- Development of the project Purpose and Need statement. Opportunities for stakeholder and public review will be provided prior to FHWA approval of the Purpose and Need statement through the NEPA process.

### **6.1.3 Alternatives Development**

A reasonable range of alternatives will be considered to address the project Purpose and Need. The alternatives development process will be iterative in nature providing progressively greater detail in terms of the type and location of potential improvement alternatives. Numerous opportunities will be provided for stakeholder and public input to the development and evaluation of alternatives. Steps in the development of improvement alternatives include the following:

- Identification of planning and design guidelines, alternative development procedures, and evaluation and refinement processes.
- Development and evaluation of a reasonable range of alternatives.
- Identification of potential right of way needs.
- Identify historic properties within the project's Area of Potential Effect and coordinate with Section 106 consulting parties.
- Prepare and complete public involvement on the Draft EIS, including a public hearing.
- Make Section 106 effect finding and coordinate with the Section 106 consulting parties. If applicable, work with Section 106 consulting parties to resolve adverse effect.
- If a Preferred Build Alternative is identified prior to the Draft EIS, then the Draft EIS will identify the Preferred Build Alternative.

### **6.1.4 Preferred Build Alternative Identification**

If the Preferred Build Alternative has not been identified prior to the Draft EIS, then following circulation and public review of the Draft EIS and associated Public Hearing, the process will continue with the identification of the Preferred Build Alternative and completion of the Final EIS. Activities at this stage of the project development process include:

- Tentative identification of the Preferred Build Alternative based on resource agency review and stakeholder input.
- Preferred Build Alternative refinements to address resource agency and stakeholder comments.



### **6.1.5 Final EIS**

A Final EIS will be prepared that addresses substantive comments received during the Draft EIS public comment opportunity and it will identify the Preferred Alternative. The Final EIS will be made available to the public and provided to all substantive commenters for a period of 30-days.

### **6.1.6 Record of Decision (ROD)**

Following the 30-day waiting period after the Final EIS is published, IDOT and FHWA will prepare a Record of Decision identifying the alternative that is selected for implementation (Selected Alternative). Substantive comments received during the 30-day waiting period will be addressed in the ROD. FHWA's approval of the ROD completes the NEPA process.

## **6.2 PROJECT DEVELOPMENT RESPONSIBILITIES, TENTATIVE SCHEDULE, AND STAKEHOLDER INVOLVEMENT ACTIVITIES**

The tentative schedule for project development activities and associated stakeholder involvement is summarized in the Timeframe Agreement schedule shown as Table 6-1 in Appendix D. The tentative schedule for stakeholder, advisory group, and public information meetings is provided in Table 6-2 in Appendix D.



## 7 ADDITIONAL METHODS OF INVOLVEMENT

This section summarizes the methods and venues for stakeholders to be involved in the 75th Street CIP development process. These outreach methods will be used by the project team to keep the public informed of project development and to invite valuable input from stakeholders.

### 7.1 PUBLIC OUTREACH MEETINGS

Stakeholder involvement will be an ongoing process from project initiation through completion. In addition to the Community Advisory Group meetings, various other meetings will be held throughout the project development process to provide outreach opportunities to all stakeholders.

#### **Speakers' Bureau**

A speakers' bureau will be assembled to present project-related information to interested local civic or service organizations, such as Rotary Clubs, Kiwanis, etc. Relevant project information will be assembled in presentation format and updated on a regular basis with available and current project information. These meetings will occur as requested.

#### **Small Group Meetings**

Small group meetings are useful in providing project information to the surrounding community and aiding the general public in better understanding project goals and objectives. These meetings also provide each group with the opportunity to obtain the undivided attention of the project staff so they know that their concerns have been heard. Small group meetings will be ongoing throughout the project. Attendees may include the project team, local agencies and organizations, members of the business community, and neighborhood groups and individuals. The meetings will address specific project issues and allow for more specialized discussions and input.

#### **Elected Officials Meetings**

Briefings will be conducted with local and regional elected officials, including legislators, regarding project updates and progress. These meetings may be held at major milestones in the project or as requested.

#### **Public Meetings**

Public involvement for the project also will include opportunities for broader public meetings in the form of public information meetings, stakeholder workshops, and a public hearing. These large-scale meetings will encourage public attendance and foster public awareness of project developments and alternatives that are being evaluated. These meetings also will provide a forum for general public input, including concerns and

comments regarding project alternatives. Public meetings will be held to coincide with major project milestones during the Draft EIS process.

- The first meeting will serve as a project kickoff providing information regarding the study process and objectives, and an opportunity for the public to share its perspectives regarding transportation issues and project concerns. It could also be formatted to serve as a public scoping meeting.
- The second meeting will focus on sharing initial ideas, based in part on input received from the first meeting, regarding transportation system alternatives and eliciting public feedback.
- The meetings will utilize various public informational techniques such as project boards, handouts, and PowerPoint or multimedia presentations summarizing the project work and findings to date. The meetings will be advertised by flyers as well as public notices placed in area newspapers. Opportunities for the public to provide written (comment forms) and verbal comments (through a court reporter) will be available at the meetings.

### **Public Hearing**

The public hearing for this project will be held in coordination with circulation of the Draft EIS as required by NEPA. The Draft EIS may identify a preferred alternative to the public at this time, if one has been identified, to demonstrate how public input shaped the recommendations and demonstrate acceptance from stakeholders throughout the corridor.

### **Stakeholder Workshops**

Stakeholder workshops are a way to obtain stakeholder input regarding various project issues and potential system solutions. Renderings and visualizations will be developed to illustrate concepts and issues that have been raised, developed, and evaluated. The renderings and visualizations will be dependant on the topic of discussion and format of the particular workshop.

## **7.2 OTHER MECHANISMS FOR PUBLIC INVOLVEMENT**

In addition to the meeting opportunities described in the preceding section, there will be several other methods for the public to obtain information about the project. These methods (noted below) will provide information and opportunity for feedback regarding upcoming public meeting events, project schedule, and general project status updates within the study area.

### **Media Briefings**

A proactive approach to media coordination will be used to ensure that the media has current, relevant, and accurate information to share with the public. This approach includes participation in media briefings, preparation of media kits, preparation of press



releases, and availability of project staff to support the IDOT media spokesperson in ongoing coordination with members of the media.

### **Mailing List**

A mailing list will be developed that will include such recipients as property owners; federal, state, and local officials; special interest groups; resource agencies; businesses; emergency responders, schools, churches, civic organizations, law enforcement, railroad organizations and members of the public. The mailing list will be developed using existing resources (names and addresses of officials from other recent projects in the area), as well as desktop reviews and Internet searches. This list will be updated throughout the project.

### **Public Web site: [www.75thCIP.org](http://www.75thCIP.org)**

The project website will consist of a homepage and various topic-specific pages. The site will be reviewed to ensure it reflects the most current and relevant project information. Project documentation and materials will be posted to the Web site, as information is available, for public review. A section will be available for posting comments. The site will post all public-related events, such as public information meeting dates.

The project website will be in addition to the CREATE Program website, [www.createprogram.org](http://www.createprogram.org). There will be a link between the CREATE Program website and the 75<sup>th</sup> Street CIP website. The CREATE Program website will include highlights of the 75<sup>th</sup> Street CIP, such as public information meeting dates and other project milestones.

### **Newsletters and Written Materials**

Project newsletters will be prepared approximately quarterly to coincide with key project milestones. These newsletters will provide current project information and include announcements for upcoming public meetings and the public hearing.



## **8 PLAN AVAILABILITY AND UPDATES**

The Stakeholder Involvement Plan (SIP) is a dynamic document that will be available to stakeholders and updated as appropriate through the duration of the project. This section describes SIP stakeholder review opportunities and plan update procedures.

### **8.1 AVAILABILITY OF THE STAKEHOLDER INVOLVEMENT PLAN**

The PSG will make the SIP available to stakeholders for review at Public Meetings and on the project Web site ([www.75thCIP.org](http://www.75thCIP.org)). The stakeholder review period for the SIP will be 30 days from date of release. As the project proceeds forward the SIP will be updated to reflect appropriate changes or additions. SIP updates will be posted on the project Web site.

### **8.2 MODIFICATION OF THE STAKEHOLDER INVOLVEMENT PLAN**

The plan will be reviewed regularly for continued effectiveness and updated as appropriate. Plan administration includes, but is not limited to, the following:

- Maintaining a current list of project stakeholders.
- Maintaining a detailed public involvement record (log) that includes records of all stakeholder contacts, meetings, and comments.
- Ensuring two-way communication and timely responses to stakeholders through formal and informal channels.

Revisions to this SIP may be necessary through the duration of the project. The PSG will provide updated versions of the SIP to all agencies involved, as necessary. Cooperating and participating agencies should notify FHWA and IDOT of staffing and contact information changes in a timely manner.

The record of SIP revisions is provided in Table 8-1 in Appendix E.



## **9 RESOURCE AGENCY DISPUTE RESOLUTION**

This section describes the overall project dispute resolution process that will be used by FHWA and IDOT as part of the Project Stakeholder Involvement Plan.

FHWA and IDOT are committed to building stakeholder consensus for project decisions. However, if an impasse has been reached after making good-faith efforts to address unresolved concerns, FHWA and IDOT may proceed to the next stage of project development without achieving consensus. FHWA and IDOT will notify agencies of their decision and a proposed course of action. FHWA and IDOT may propose using an informal or a formal dispute resolution process as described below.

### **9.1 INFORMAL DISPUTE RESOLUTION PROCESS**

In the case of an unresolved dispute between the agencies, FHWA and IDOT will notify agencies of their decision and proposed course of action.

### **9.2 FORMAL DISPUTE RESOLUTION PROCESS**

The 23 USC §139(h) established a formal dispute resolution procedure for the environmental review process. This process is only intended for use on a dispute that may delay a project or result in the denial of a required approval or permit for a project. Only the project sponsors (IDOT and the railroad companies) or the Illinois State Governor may initiate this formal process; they are encouraged to exhaust all other measures to achieve resolution prior to initiating this process.

Appendix F contains a copy of a diagram illustrating the formal dispute resolution process included in the FHWA/FTA *SAFETEA-LU Environmental Review Process Final Guidance* (November 2006).



**APPENDIX A**  
**JUNE 8, 2012 STAKEHOLDER INVOLVEMENT PLAN UPDATE**  
**AND**  
**STUDY AREA EXHIBITS**

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June 8, 2012 Update

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# 1 UPDATE

The June 8, 2012 appendices to this Stakeholder Involvement Plan contain updated participant, schedule, and contact information for the project, as well as a summary of stakeholder activities through June 1, 2012, below. The latest project news can be found at the project website: [www.75thcip.org](http://www.75thcip.org).

## 1.1 SUMMARY OF STAKEHOLDER INVOLVEMENT ACTIVITIES THROUGH JUNE 1, 2012

An extensive and targeted public involvement program has been implemented by IDOT for the CREATE 75<sup>th</sup> St. CIP. The overall goal of the program is to ensure that all interested stakeholders are provided meaningful opportunities to be involved in the project. The 75<sup>th</sup> St. CIP used *Context Sensitive Solutions (CSS)* design principles to help develop transportation solutions that respond to the Purpose and Need Statement of the project and reflect the values and concerns of the neighborhoods and communities surrounding the project. This *Stakeholder Involvement Plan* was developed as a guide for the project's public outreach efforts.

The 75<sup>th</sup> St. CIP uses the project website ([www.75thcip.org](http://www.75thcip.org)), fact sheets, brochures, and email notices to disseminate information about the project. Public input has been obtained through several meetings with two Community Advisory Groups (CAGs), public meetings, comment sheets, meetings with elected officials and other groups (including the 17<sup>th</sup> Ward Economic Development Council, the 17<sup>th</sup> Ward Ministerial Alliance, the Wrightwood Improvement Association, and the Hamilton Avenue Block Club), comment forms, and feedback from the project website. To promote the two public meetings, the project team placed advertisements in daily and weekly newspapers, emailed notices, hung posters in each of the 12 Metra SouthWest Service stations, mailed postcard announcements, and hired a firm to place door hanger notices in targeted areas where potential project impacts would likely have the greatest effect on the community. The 75<sup>th</sup> St. CIP maintains a mail/email list of all identified stakeholders, including visitors to the website and attendees of public meetings. The 75<sup>th</sup> St. CIP also developed and distributed refrigerator magnets that listed the numbers to call for emergency and non-emergency problems at viaducts in the project study area.

The study team met early with local and state elected officials through an initial round of meetings to introduce the project, to outline the general transportation problems in the study area, and to ask for input on the project and the communities in the study area. The elected officials in these early meetings made clear to the study team the importance of the 75<sup>th</sup> Street CIP in producing much-needed jobs and responding to the poor conditions of the viaducts in the study area. The study team established two CAGs made up of residents and community leaders. The first meetings of the East CAG and the West CAG were held on April 19 and 20, 2011, respectively. Input and comments received from members at these first meetings and those with the elected officials served as the foundation to develop a preliminary draft of the project's Purpose and Need Statement. This draft was then presented at public meetings held at two separate locations on June 7 and 9, 2011 to ask for stakeholder input. Once again, the public highlighted their concerns and issues with the existing railroad viaducts within the neighborhoods.

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Following the June 2011 public meetings, the study team developed a range of alternates to address the identified transportation-related problems. On August 26, 2011, the study team held a Joint CAG meeting to present the alternates and obtain input so that the alternates could be further developed and presented at a public meeting. However, the CAG members requested the results from the viaduct inspections, cost estimates for viaduct maintenance and reconstruction work, and railroad representation at the next CAG meeting before providing comments on the build alternates.

An additional joint meeting of the CAGs was held on September 16, 2011 to provide the requested information about viaduct improvement costs. Representatives of the railroads were in attendance at this meeting. The CAG members then provided their input on the alternates for each of the improvement areas. The Range of Alternatives was then developed with input from the CAGs and a Public Meeting was held on October 27, 2011 where the study team asked the community for its input, particularly in areas where more than one solution met the Purpose and Need for the project.

Based on input from the public at the October 27, 2011 public meeting, the Build Alternative for 75th Street CIP was refined in three areas:

- *Local mobility and viaducts* - Capital improvements were included at 36 of the 37 viaducts. It was decided to close the Union Avenue viaduct.
- *Metra SWS connection to the Rock Island District Line* – Alternate RI-1 was advanced for further evaluation.
- *Union Avenue viaduct* – The Union Avenue viaduct was recommended to be closed to through traffic rather than constructing three new bridges and lowering the street profile.

After the study team selected the Build Alternative as the recommended Preferred Alternative over the No Build Alternative, the study team met with the 17<sup>th</sup> Ward alderman to discuss proposed design options and hosted a Joint CAG meeting on January 12, 2012 to present the Preferred Alternative. Based on this coordination, the CAG membership and local elected officials agreed with the Preferred Alternative.

## **1.2 NEXT STEPS IN THE STAKEHOLDER INVOLVEMENT PROCESS**

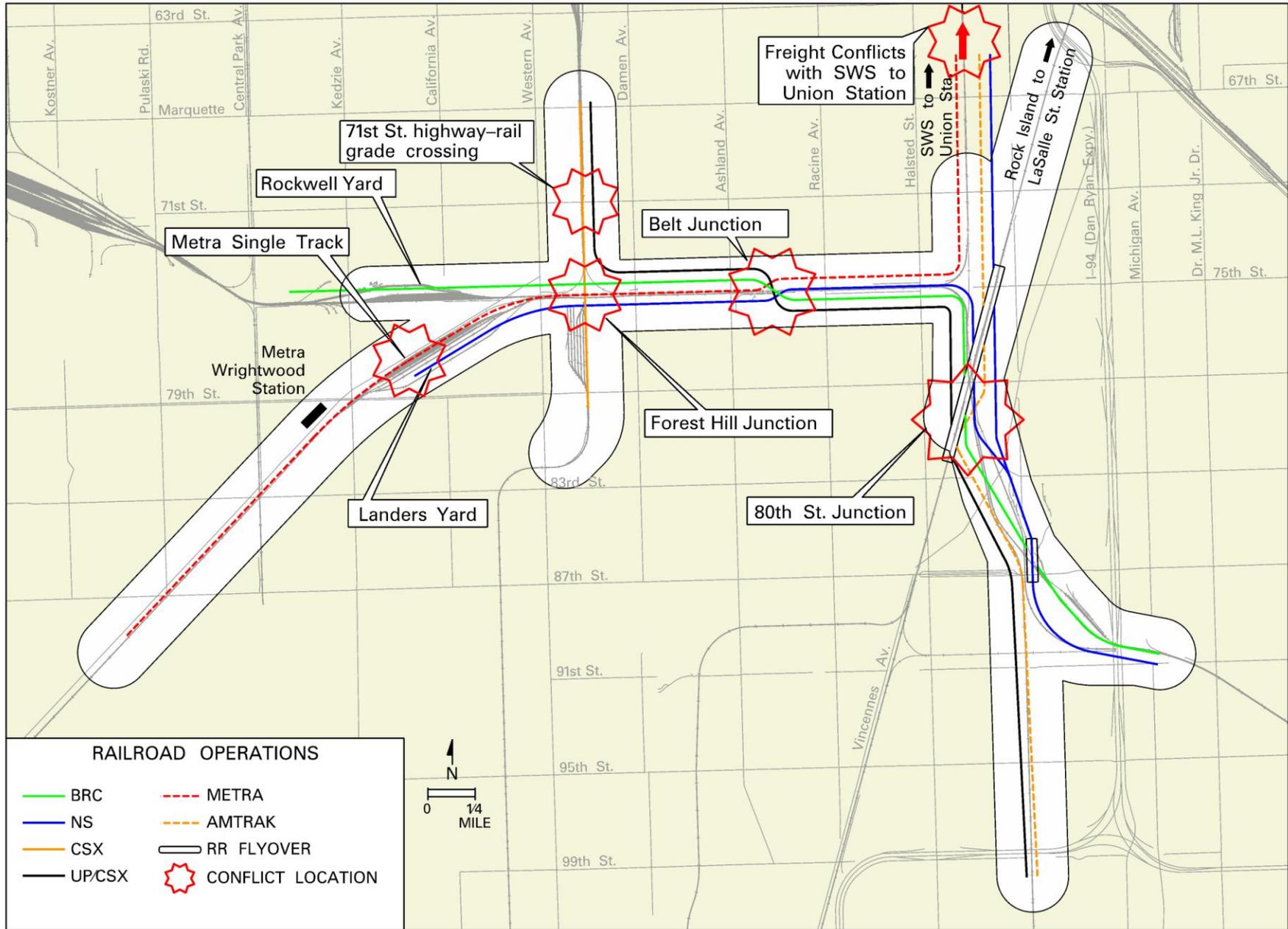
The 75<sup>th</sup> St. CIP team will continue with all ongoing stakeholder involvement activities, including maintenance of mail/email list, acceptance of invitations to meet with community groups, updates of elected officials and community leaders, etc., throughout the Environmental Impact Statement (EIS) process.

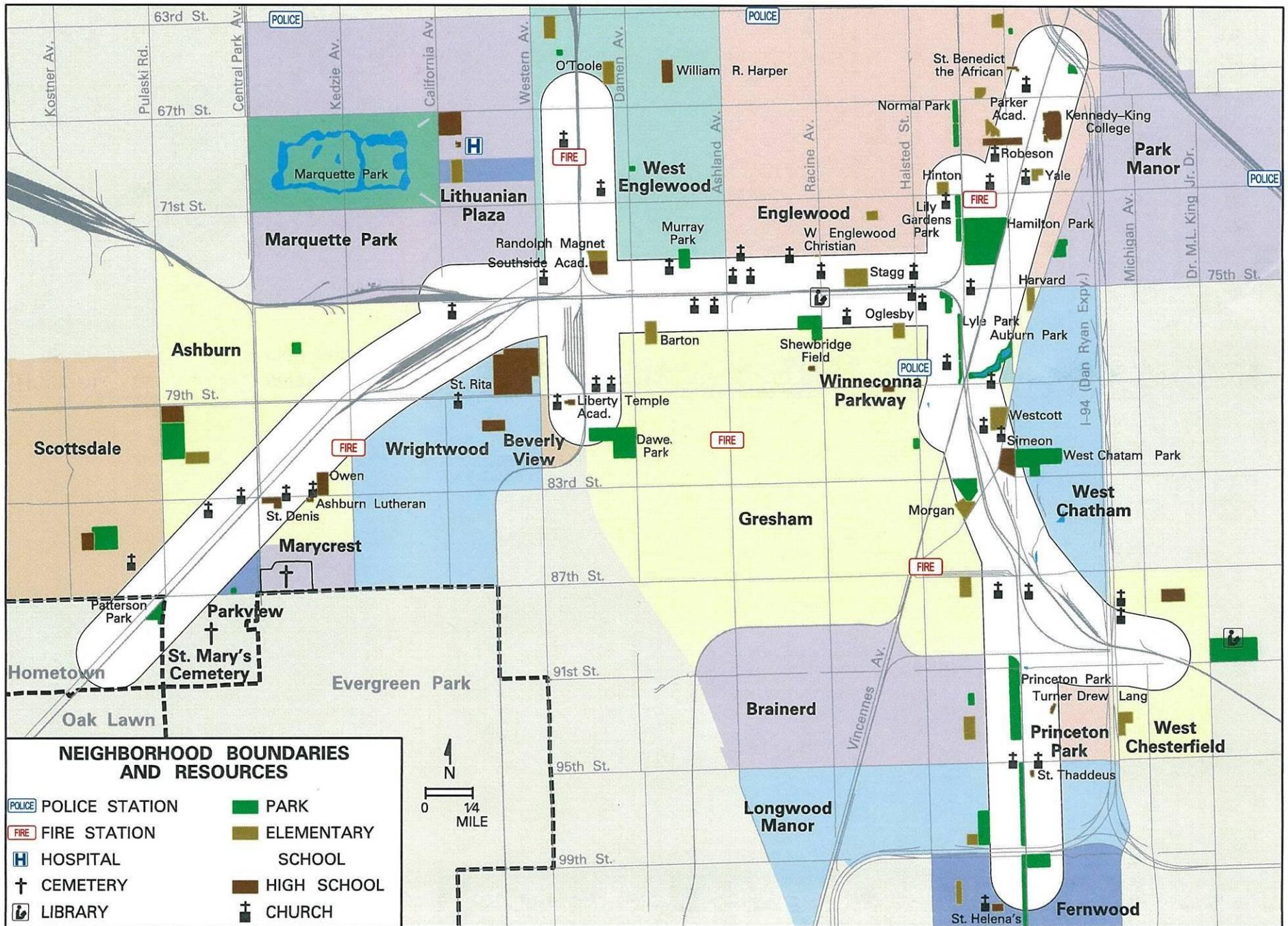
During the spring and early summer of 2012, the project team will prepare the Draft Environmental Impact Statement (DEIS) for release to the public. The DEIS will be available for public review at libraries in the project study area and on the project website in late summer 2012 ([www.75thcip.org](http://www.75thcip.org)). The 75<sup>th</sup> St. CIP will hold a public hearing in September 2012 to receive public comment on the DEIS. The availability of the DEIS, the public hearing, and the public comment period will be announced and promoted as the public meetings were announced and promoted. The project team will place advertisements in daily and weekly newspapers, send email notices, hang posters in each

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of the 12 Metra SouthWest Service Line stations, mail postcard announcements, and hire a firm to place door hanger notices in targeted areas where potential project impacts would likely have the greatest effect on the community.

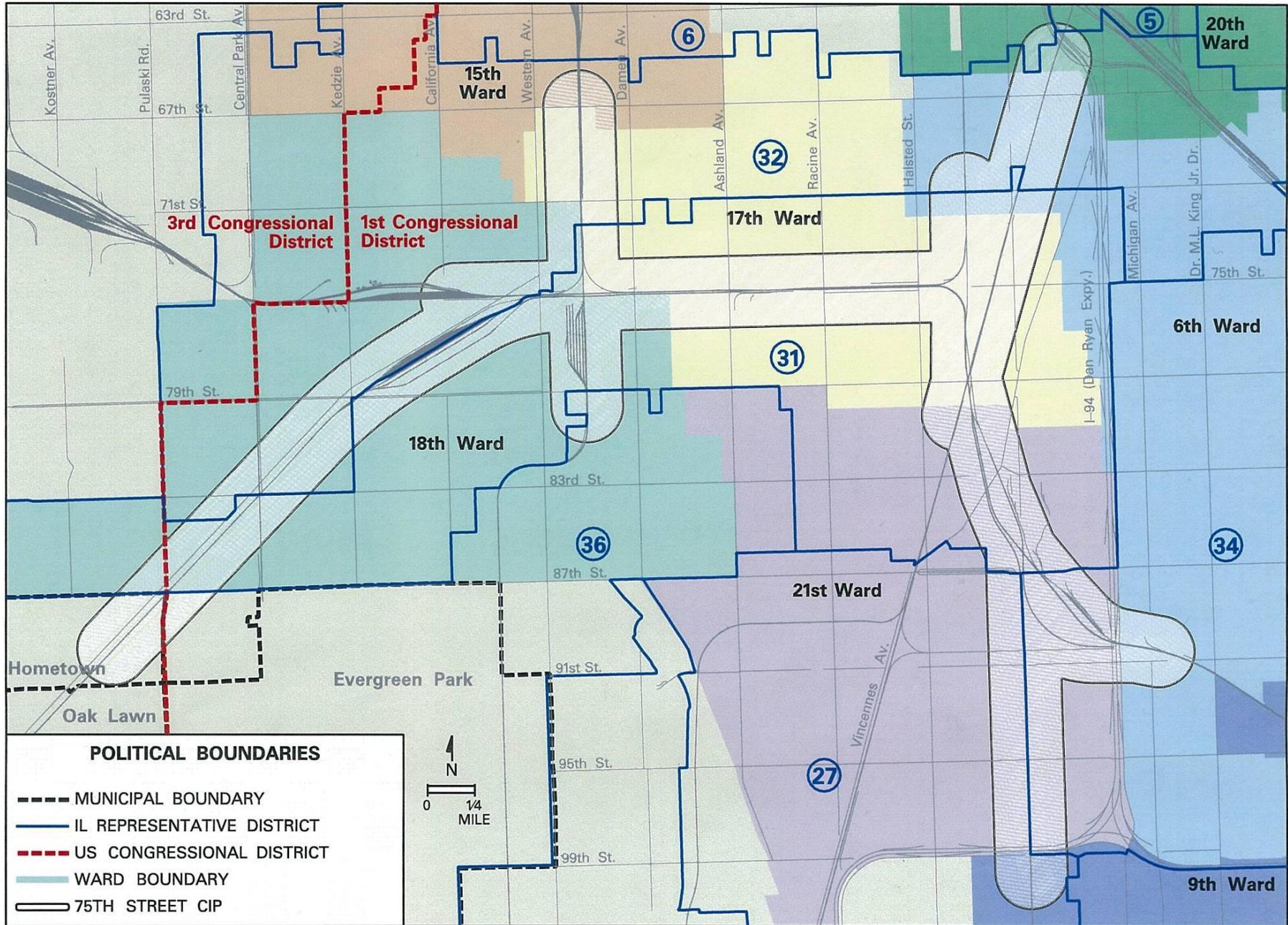
The project team will gather input from comments submitted at the public hearing, both written and via court reporter, and from comments submitted during the public comment period, via mail and email. These comments will be considered during the preparation of the Final Environmental Impact Statement (FEIS).





A-5

Exhibit 2—Neighborhood Boundaries and Resources





## **APPENDIX B**

### **JOINT LEAD, COOPERATING, AND PARTICIPATING AGENCIES**

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June 8, 2012 Update

**TABLE 3-1—LEAD AGENCIES**

Lead Agency Members			
Agency Name	Role	Other Roles	Responsibilities
Federal Highway Administration	Lead Federal Agency	NEPA, Project Study Group (PSG)	<ul style="list-style-type: none"> <li>• Manage environmental review process</li> <li>• Prepare EIS</li> <li>• Provide opportunity for public &amp; participating / cooperating agency involvement</li> </ul>
Illinois Department of Transportation	Joint Lead Agency	NEPA, PSG	<ul style="list-style-type: none"> <li>• Manage environmental review process</li> <li>• Prepare EIS</li> <li>• Provide opportunity for public &amp; participating / cooperating agency involvement</li> <li>• Collect and prepare transportation and environmental data</li> <li>• Manage CSS process</li> </ul>

**TABLE 3-2—COOPERATING AGENCIES**

Cooperating Agency Members			
Agency Name	Other Roles	Responsibilities	Date Accepted
U.S. Environmental Protection Agency		<ul style="list-style-type: none"> <li>• Environmental reviews; wetlands</li> <li>• Provide comments on purpose and need, methodologies, range of alternatives, and preferred alternative</li> </ul>	June 23, 2010
U.S. DOT, Federal Railroad Administration		<ul style="list-style-type: none"> <li>• Provide input for passenger and rail transit orientation solutions</li> </ul>	July 29, 2010
U.S. DOT, Federal Transit Administration		<ul style="list-style-type: none"> <li>• Provide input for passenger and rail transit orientation solutions</li> </ul>	July 8, 2010



**TABLE 3-3—PARTICIPATING AGENCIES**

Participating Agency Members			
Agency Name	Other Roles	Responsibilities	Date Accepted
Illinois Department of Natural Resources		<ul style="list-style-type: none"> <li>• Provide comment on natural areas and nature preserves; wetlands; threatened and endangered species</li> <li>• Provide input to USACE on Section 404 jurisdiction</li> </ul>	July 1, 2010
Illinois Historic Preservation Agency		<ul style="list-style-type: none"> <li>• Provide input on historic and archeological resources</li> <li>• Provide coordination and review of the Section 106 process</li> </ul>	July 16, 2010

**TABLE 3-4—AGENCIES OFFERED COOPERATING / PARTICIPATING STATUS THAT DECLINED OR DID NOT RESPOND**

Agency Name	Comments
U.S. Department of Interior (U.S. DOI)	Recommended consultation with Land and Water Conservation Fund (June 29, 2010)
U.S. Army Corps of Engineers, Chicago District	No Response regarding invitation as Cooperating Agency
U.S. DOI, Fish & Wildlife Service	No Response regarding invitation as Cooperating Agency
U.S. DOI, National Park Service	
U.S. DOI, Natural Resources Management Team	
Illinois Department of Agriculture	
Illinois Environmental Protection Agency	No Response regarding invitation as Participating Agency
Illinois State Museum	

**TABLE 3-5—NATIVE AMERICAN TRIBES INVITED BUT NOT RESPONDING TO PROJECT PARTICIPATION**

Non-Responding Tribes	
Citizen Potawatomi Nation	Pokagon Band of Potawatomi Indians
Forest County Potawatomi	Prairie Band Potawatomi Nation
Hannahville Indian Community	Sac and Fox Nation of Missouri
Ho-Chunk Nation	Sac and Fox Nation of Oklahoma
Miami Tribe of Oklahoma	Sac and Fox Tribe of Mississippi in Iowa

**TABLE 3-6—SECTION 106 CONSULTING PARTIES**

Section 106 Consulting Parties		
Agency Name	Other Roles	Responsibilities
Illinois State Historic Preservation Office		<ul style="list-style-type: none"> <li>• Provide coordination and review of the Section 106 process</li> <li>• Provide input on historic and archeological resources</li> </ul>
City of Chicago		<ul style="list-style-type: none"> <li>• Provide coordination and review of the Section 106 process</li> <li>• Provide input on historic and archeological resources</li> </ul>
Cook County		<ul style="list-style-type: none"> <li>• Provide coordination and review of the Section 106 process</li> <li>• Provide input on historic and archeological resources</li> </ul>
Landmarks Illinois		<ul style="list-style-type: none"> <li>• Provide coordination and review of the Section 106 process</li> <li>• Provide input on historic and archeological resources</li> </ul>
National Trust for Historic Preservation		<ul style="list-style-type: none"> <li>• Provide coordination and review of the Section 106 process</li> <li>• Provide input on historic and archeological resources</li> </ul>
National Association for Olmsted Parks		<ul style="list-style-type: none"> <li>• Provide coordination and review of the Section 106 process</li> <li>• Provide input on historic and archeological resources</li> </ul>
Frederick Law Olmsted Papers Project		<ul style="list-style-type: none"> <li>• Provide coordination and review of the Section 106 process</li> <li>• Provide input on historic and archeological resources</li> </ul>
Chicago Landmarks Commission		<ul style="list-style-type: none"> <li>• Provide coordination and review of the Section 106 process</li> <li>• Provide input on historic and archeological resources</li> </ul>



Section 106 Consulting Parties		
Agency Name	Other Roles	Responsibilities
Preservation Chicago		<ul style="list-style-type: none"> <li>• Provide coordination and review of the Section 106 process</li> <li>• Provide input on historic and archeological resources</li> </ul>
Friends of the Parks		<ul style="list-style-type: none"> <li>• Provide coordination and review of the Section 106 process</li> <li>• Provide input on historic and archeological resources</li> </ul>



**APPENDIX C**  
**STUDY GROUPS, STAKEHOLDER LISTS**



**TABLE 4-1—PROJECT STUDY GROUP**

Project Study Group Members			
Agency	Contact / Title	Phone	Email and Mailing Address
IDOT	Danielle Stewart / CREATE Section Chief	847.705.4233	<a href="mailto:Danielle.Stewart@illinois.gov">Danielle.Stewart@illinois.gov</a> IDOT Division of Public & Intermodal Transportation 201 West Center Court Schaumburg, IL 60196
IDOT	Walter Zyznieuski / Project Coordination Unit Manager, Bureau of Design and Environment	217.785.4181	<a href="mailto:Walter.Zyznieuski@illinois.gov">Walter.Zyznieuski@illinois.gov</a> IDOT Bureau of Design & Environment Environmental Section 2300 South Dirksen Parkway Springfield, IL 62764
IDOT	Darrell Lewis / Acting Bureau Chief, Bureau of Local Roads and Streets	217.782.3805	<a href="mailto:Darrell.Lewis@illinois.gov">Darrell.Lewis@illinois.gov</a> IDOT Bureau of Local Roads 2300 S. Dirksen Parkway Springfield, IL 62703
IDOT	Jakita Trotter / CREATE Public Outreach Manager	312.793.2790	<a href="mailto:Jakita.Trotter@illinois.gov">Jakita.Trotter@illinois.gov</a> IDOT Division of Public & Intermodal Transportation 100 W. Randolph St., Suite 6-600 Chicago, IL 60601
FHWA	Bernardo Bustamante / Program Manager, CREATE	312.353.3868	<a href="mailto:Bernardo.Bustamante@dot.gov">Bernardo.Bustamante@dot.gov</a> FHWA Chicago Metro Office 200 W Adams Street, Suite 330 Chicago, IL 60606
FHWA-IL	J.D. Stevenson / Planning, Environment and ROW Team Leader	217.492.4638	<a href="mailto:Jerry.Stevenson@dot.gov">Jerry.Stevenson@dot.gov</a> FHWA 3250 Executive Park Drive Springfield, IL 62703
Chicago Department of Transportation	Jeffery Sriver / CREATE Program Manager	312.744.7080	<a href="mailto:jeffrey.sriver@cityofchicago.org">jeffrey.sriver@cityofchicago.org</a> Chicago Department of Transportation 30 N. LaSalle Room 500 Chicago, IL 60602
AAR	Bill Thompson / CREATE Railroad Program Manager	312.542.8320	<a href="mailto:WThompson@aar.org">WThompson@aar.org</a> Association of American Railroads 1501 S. Canal Street Chicago, IL 60607-5204



Project Study Group Members			
Agency	Contact / Title	Phone	Email and Mailing Address
Norfolk Southern & CTCO	Cabell Brockman / Superintendent Chicago Transportation Coordination Office Transportation - Operations (NS)	312.542.8356	<a href="mailto:john.brockman@exchange.nscorp.com">john.brockman@exchange.nscorp.com</a> Norfolk Southern / Chicago Transportation Coordination Office 1501 S. Canal St. Chicago, Illinois 60607-5204
Union Pacific & CTCO	Dave Grewe / Superintendent Chicago Transportation Coordination Office (UP)	312.542.8358	<a href="mailto:drgrewe@up.com">drgrewe@up.com</a> UP / Chicago Transportation Coordination Office 1501 S Canal Chicago, IL 60607
CSX & CTCO	Scott Kuhner / Director Chicago Transportation Coordination Office, CSX	312.542.8354	<a href="mailto:scott_kuhner@csx.com">scott_kuhner@csx.com</a> CSX / Chicago Transportation Coordination Office 1501 S. Canal St. Chicago, Illinois 60607-5204
Belt Railway Company	Royal Gelder / Director Process Improvement	708.496.4041	<a href="mailto:rgelder@beltrrailway.com">rgelder@beltrrailway.com</a> Belt Railway Company of Chicago 6900 South Central Avenue Bedford Park, IL 60638
Metra & CTCO	Dave Rodriguez / Director of System Operations (METRA)	312.322.2822	<a href="mailto:droduiguez@metrarr.com">droduiguez@metrarr.com</a> Chicago Transportation Coordination Office 1501 S. Canal St. Chicago, Illinois 60607-5204
Amtrak	Mike Franke / Assistant Vice President, Policy and Development	312.382.5300	<a href="mailto:frankem@amtrak.com">frankem@amtrak.com</a> 500 W. Jackson Blvd. Chicago, IL 60661
Amtrak	Walter L. Lander / Principal Officer, Corridor Planning	312.544.5298	<a href="mailto:landerw@amtrak.com">landerw@amtrak.com</a> 500 W. Jackson Blvd. Chicago, IL 60661
Jacobs	Joe Voldrich / Project Manager	312.612.7297	<a href="mailto:joe.voldrich@jacobs.com">joe.voldrich@jacobs.com</a> Jacobs 525 W. Monroe, Suite 200 Chicago, IL 60661
Jacobs	Joseph Leindecker / Environmental Lead	314.335.4077	<a href="mailto:Joseph.Leindecker@jacobs.com">Joseph.Leindecker@jacobs.com</a> Jacobs 501 North Broadway St. Louis, MO 63102



**TABLE 4-2—COMMUNITY ADVISORY GROUPS**

East CAG Membership			
Member	Representing	Address and Email (withheld for private residences)	Phone (withheld for private residences)
Joseph Bornstein	PM, Planning and Development Chicago Park District	541 N. Fairbanks Chicago, IL 60611	312-742-4664
Alberta Brooks	Resident	Residence	
Shirley Bryant	Block Club & CAPS - 6th District	Residence	
Edward Calahan	President Calahan Funeral Home	7030 S. Halsted St. Chicago, IL 60621 <a href="mailto:ecalahan83@hotmail.com">ecalahan83@hotmail.com</a>	773-723-4400
Commander Anthony Carothers	Chicago Police Department, Seventh District	1438 W. 63rd St. Chicago, IL 60636	312-747-8220
Commander Eric Carter	Chicago Police Department, Sixth District	7808 S. Halsted St. Chicago, IL 60620	312-745-3610
Steve Casey	Resident/NHS Board Member	Residence	
Marilyn & Clint Chappell	Resident	Residence	
Patricia Christian	Resident	Residence	
Connie Daniels	Resident	Residence	
Principal Monique Dockery	Principal Westcott Elementary	409 W. 80th St. Chicago, IL 60620 <a href="mailto:mndockery@cps.k12.il.us">mndockery@cps.k12.il.us</a>	773-535-3090
James Drake	7700 S. Hermitage Blocks & CAPS	Residence	
Captain Barry Garr	Chicago Fire Department, Engine 73	8630 S. Emerald Ave. Chicago, IL 60620	773-846-8820
Ericka Hall	AmeriCorps VISTA Neighborhood Housing Service - Auburn Gresham	449 W. 79th St. Chicago, IL 60620 <a href="mailto:ehall@nhschicago.org">ehall@nhschicago.org</a>	773-488-2004
Anita Heath	Building Manager Stewart Business Center	400 W. 76th St. Chicago, IL 60620 <a href="mailto:anitaheath2003@yahoo.com">anitaheath2003@yahoo.com</a>	773-873-5600
Belinda Henderson	Black Contractors United	12000 S. Marshfield Chicago, IL 60827 <a href="mailto:belinda_bsu@att.net">belinda_bsu@att.net</a>	
James Hinton	Estimator Central Heating & Air Cooling	940 W. 79th St. Chicago, IL 60620	773-488-7731
Principal Sheldon House	Principal St. Simeon High School	8147 S. Vincennes Ave. Chicago, IL 60620	773-535-3200
Rochelle Ingram	Director SOS Children's Village Chicago	7600 S. Parnell Chicago, IL 60620 <a href="mailto:ringram@sosillinois.org">ringram@sosillinois.org</a>	773-783-0500
Lauren Lowery	Director Neighborhood Housing Service - Auburn Gresham	449 W. 79th St. Chicago, IL 60620 <a href="mailto:llovery@nhschicago.org">llovery@nhschicago.org</a>	773-488-2004
Rev. Dr. Walter	Pastor Pleasant Green Missionary Baptist	7545 S. Vincennes Ave. Chicago, IL 60620	773-874-6103



East CAG Membership			
Member	Representing	Address and Email (withheld for private residences)	Phone (withheld for private residences)
Matthews	Church	<a href="mailto:pstrpgc@comcast.net">pstrpgc@comcast.net</a>	
Edward T. McKinnie	President Black Contractors United	125 W. 75th St. Chicago, IL 60620 <a href="mailto:amsunriseconcdc@aol.com">amsunriseconcdc@aol.com</a>	773-483-4000
Principal Philip Mesina	Principal Leo High School	7901 S. Sangamon Chicago, IL 60620 <a href="mailto:pmesina@leohighschool.org">pmesina@leohighschool.org</a>	773-224-9600
Principal Ruth Miller	Principal Stagg Elementary School	7424 S Morgan St Chicago, IL 60620 <a href="mailto:ramiller@cps.edu">ramiller@cps.edu</a>	773-535-3565
Carlos Nelson	Executive Director The Greater Auburn-Gresham Development Corp.	1159 W. 79th St. Chicago, IL 60620 <a href="mailto:gadc.c.nelson@sbcglobal.net">gadc.c.nelson@sbcglobal.net</a>	773-483-3696
Amanda Norman	Resident	Residence	
Elder Willard Payton	Pastor New Birth Church of God in Christ	1500 W. 69th St. Chicago, IL 60636 <a href="mailto:wlp1500@sbcglobal.net">wlp1500@sbcglobal.net</a>	773-776-3134
Father Michael Pfleger	Pastor St. Sabina Faith Community	1210 W. 78th Place Chicago, IL 60620 <a href="mailto:pastorpfleger@ameritech.net">pastorpfleger@ameritech.net</a>	773-483-4300
Lisa Ramsey	Executive Director Employment Resource Center	7907 S. Racine Chicago, IL 60620 <a href="mailto:ramsey@ercsabine.org">ramsey@ercsabine.org</a>	773-783-3786
Dr. Calvin Read	Pastor Beacon Light MB Church	8803 S. Harvard Ave. Chicago, IL 60620	773-224-7776
Rosemary Richard-Sydner	73rd Lowe/Union Block Clubs	Residence	
Pastor Lethaniel and Erma Smith	I Care Christian Center Ministries	7500 S. Parnell Ave. Chicago, IL 60620 <a href="mailto:Lethaniels@hotmail.com">Lethaniels@hotmail.com</a>	773-994-4673
Chief Jeffrey Springer	Chicago Fire Department, District 5, Engine 54	21 W. 59th St. Chicago, IL 60621	312-747-5600
Betty Jo Swanson	Block Club President	Residence	
Officer Maurice Thigpen	Chicago Police Department, Sixth District	7808 S. Halsted St. Chicago, IL 60620 <a href="mailto:maurice.thigpen@chicagopolice.org">maurice.thigpen@chicagopolice.org</a>	312-745-3610
Pastor James H. Thomas	1st Corinthian Missionary Baptist Church	7500 S. Halsted Chicago, IL 60620	773-488-6519
Henry Wilson	Resident ECCC	Residence	

West CAG Membership			
Member	Representing	Address and Email (withheld for private residences)	Phone (withheld for private residences)
Michael Burns	Safety and Environ. Mgr. Kraft Foods	7300 S. Kedzie Chicago, IL 60629	773-925-4300



West CAG Membership			
Member	Representing	Address and Email (withheld for private residences)	Phone (withheld for private residences)
Michael Cantero	Owner Mac Auto Body and Paint Center	2210 W. 71st St. Chicago, IL 60636	773-925-2702
Commander Anthony Carothers	Chicago Police Department, Seventh District	1438 W. 63rd St. Chicago, IL 60636	312-747-8220
Commander Eric Carter	Chicago Police Department, Sixth District	7808 S. Halsted St. Chicago, IL 60620	312-745-3610
Danielle Cooper	Resident	Residence	
Principal Jewel Ann Diaz	Principal Ashburn Community Elementary	8300 S. St. Louis Ave. Chicago, IL 60652	773-535-7860
Marquette Dunn	Vice President 18th Ward	Residence	
Deborah Echols	Wrightwood Improvement Association	Residence	
Rev. Lucius Hall	Pastor First Church of Love and Faith	2140 West 79th Street Chicago, IL 60620	773-224-6800
Carole Grant Hall	Neighborhood Manager Neighborhood Housing Service - West Englewood	449 W. 79th St. Chicago, IL 60620	773-488-2004
Apostle R.D. Henton	Pastor The Monument Of Faith Evangelistic Church	2750 West Columbus Ave. Chicago, IL 60652 <a href="mailto:info@rdhenton.org">info@rdhenton.org</a>	(773) 918-0180
Glorietta Jones	Resident	Residence	
Vonnie Keyes	76th, 77th, 78th & Hamilton Block Club	Residence	
Principal Joshua Neil Long	Principal Southside Learning Academy	7342 S. Hoyne Ave. Chicago, IL 60636	773-535-9100
Elder Donald Meeks	The Monument Of Faith Evangelistic Church	2750 West Columbus Avenue Chicago, IL 60652 <a href="mailto:info@rdhenton.org">info@rdhenton.org</a>	(773) 918-0180
Pastor Richard Mitchell	Abundant Life Missionary Baptist Church	2300 W. 69th St. Chicago, IL 60636	773-434-7875
Tony Philbin	President Wrightwood Improvement Association	Residence	
Jeannette Purnell	Resident	Residence	
Pastor G.W. Robinson	2nd Mt. Calvary Missionary Baptist Church	7401 S. Western Ave. Chicago, IL 60636	773-737-0250
Joel Rosenbacher	President Assemblers	2850 W. Columbus Ave. Chicago, IL 60652	773-378-3000
Daisy Ryan	76th, 77th, 78th & Hamilton Block Club	Residence	
Dorothy Shelby	Resident	Residence	
Principal Michelle Smith	Principal Randolph Elementary School	7316 S. Hoyne Ave. Chicago, IL 60636	773-535-9015



<b>West CAG Membership</b>			
<b>Member</b>	<b>Representing</b>	<b>Address and Email (withheld for private residences)</b>	<b>Phone (withheld for private residences)</b>
Chief Jeffrey Springer	Chicago Fire Department, District 5, Engine 101 and 15	21 W. 59th St. Chicago, IL 60621	312-747-5600
Commander David McNaughton	Chicago Police Department, Eighth District	3420 W. 63rd St. Chicago, IL 60629	312-747-8730

**TABLE 5-1—PROJECT STAKEHOLDERS: FEDERAL AND STATE ELECTED OFFICIALS**

Stakeholders: Federal and State Elected Officials			
Stakeholder	Representing	Address	Telephone
U.S. Senator Richard J. Durbin	Illinois	Washington Office: 711 Hart Senate Office Building Washington, D.C. 20510	(202) 224-2152
		District Office: 230 South Dearborn St. Suite 3892 Chicago, IL 60604	(312) 353-4952
U.S. Senator Mark Kirk	Illinois	Washington Office: 524 Hart Senate Office Building Washington, D.C. 20510	(202) 224-2854
		District Office: 230 South Dearborn St. Suite 3900 Chicago, IL 60604	(312) 886-3506
U.S. Representative Bobby Rush	1st Congressional District	Washington Office: 2268 Rayburn HOB Washington, D.C. 20515	(202) 225-4372
		District Office: 700 E. 79 <sup>th</sup> Street Chicago, IL 60619	(773) 224-6500
U.S. Representative Dan Lipinski	3rd Congressional District	Washington Office: 1717 Longworth HOB Washington, D.C. 20515	(202) 225-5701
		District Office: 6245 South Archer Ave. Chicago, IL 60638	(312) 886-0481
State Senator Emil Jones, III	14 <sup>th</sup> Senate District	<a href="mailto:ejones@senatedem.ilga.gov">ejones@senatedem.ilga.gov</a> 507 W. 111th St. Chicago, IL 60628	(773) 995-7748
State Senator Jacqueline Y. Collins	16 <sup>th</sup> Senate District	<a href="mailto:jcollins@senatedem.ilga.gov">jcollins@senatedem.ilga.gov</a> 1155 W. 79th St. Chicago, IL 60620	(773) 224-2830
State Senator Donne E. Trotter	17 <sup>th</sup> Senate District	<a href="mailto:senatortrotter@yahoo.com">senatortrotter@yahoo.com</a> 8704 S. Constance, Ste. 324 Chicago, IL 60617	(773) 933-7715
State Senator Edward D. Maloney	18 <sup>th</sup> Senate District	<a href="mailto:ed@edmaloney.com">ed@edmaloney.com</a> 10400 S. Western Ave. Chicago, IL 60643	(773) 881-4180



<b>Stakeholders: Federal and State Elected Officials</b>			
<b>Stakeholder</b>	<b>Representing</b>	<b>Address</b>	<b>Telephone</b>
State Representative Monique D. Davis	27 <sup>th</sup> State Representative District	<a href="mailto:davismd@ilga.gov">davismd@ilga.gov</a> 1234 W. 95th St. Chicago, IL 60643	(773) 445-9700
State Representative Mary E. Flowers	IL 31 <sup>st</sup> State Representative District	<a href="mailto:flowersme@ilga.gov">flowersme@ilga.gov</a> 2525 W. 79th St. Chicago, IL 60652	(773) 471-5200
State Representative Andre M. Thapedi	IL 32 <sup>nd</sup> State Representative District	<a href="mailto:rep32district@gmail.com">rep32district@gmail.com</a> 371 E. 75th St. Chicago, IL 60619	(773) 873-4444
State Representative Constance A. Howard	IL 34 <sup>th</sup> State Representative District	<a href="mailto:howardca@ilga.gov">howardca@ilga.gov</a> 8729 S. State St. Chicago, IL 60619	(773) 783-8800
State Representative Kelly Burke	IL 36 <sup>th</sup> State Representative District	<a href="mailto:kellyb@ilga.gov">kellyb@ilga.gov</a> 5144 W. 95 <sup>th</sup> St. Oak Lawn, IL 604535	(708) 425-0571

**TABLE 5-2—PROJECT STAKEHOLDERS: LOCAL ELECTED OFFICIALS**

Stakeholders: Local Elected Officials				
Last Name	First Name	Representing (Title)	Phone	Email and Mailing Address
Emanuel	Rahm	Mayor, Chicago	311	121 N LaSalle Street Chicago City Hall 4th Floor Chicago, IL 60602
Beale	Anthony A.	Alderman—9 <sup>th</sup> Ward, Chicago	773.785.1100	<a href="mailto:ward09@cityofchicago.org">ward09@cityofchicago.org</a> 34 East 112th Place Chicago, IL 60628
Brookins Jr.	Howard B.	Alderman—21 <sup>st</sup> Ward, Chicago	773.881.9300	<a href="mailto:ward21@cityofchicago.org">ward21@cityofchicago.org</a> 9011 S. Ashland, Unit B Chicago, IL 60620
Cochran	Willie	Alderman—20 <sup>th</sup> Ward, Chicago	773.955.5610	<a href="mailto:Willie.Cochran@cityofchicago.org">Willie.Cochran@cityofchicago.org</a> 6357 S. Cottage Grove Chicago, IL 60637
Foulkes	Toni	Alderman—15 <sup>th</sup> Ward, Chicago	773.863.0220	<a href="mailto:Toni.Foulkes@cityofchicago.org">Toni.Foulkes@cityofchicago.org</a> 3045 W. 63rd St. Chicago, IL 60629
Hairston	Leslie	Alderman—5 <sup>th</sup> Ward, Chicago	773.324.5555	<a href="mailto:lhairston@cityofchicago.org">lhairston@cityofchicago.org</a> 2325 E. 71st Street Chicago, IL 60649
Lane	Lona	Alderman—18 <sup>th</sup> Ward, Chicago	773.471.1991	<a href="mailto:ward18@cityofchicago.org">ward18@cityofchicago.org</a> 8108 S Western Ave. Chicago, IL 60620
Sawyer	Roderick T.	Alderman—6 <sup>th</sup> Ward, Chicago	773.635.0006	<a href="mailto:service@6thwardchicago.com">service@6thwardchicago.com</a> 643 ½ E. 83 <sup>rd</sup> Street Chicago, IL 60620
Thomas	Latasha	Alderman—17 <sup>th</sup> Ward, Chicago	773.723.0908	<a href="mailto:lrthomas@cityofchicago.org">lrthomas@cityofchicago.org</a> 7811 S. Racine Ave. Chicago, IL 60620
Casey	Kevin	Mayor, City of Hometown	708.424.7500	<a href="mailto:kmcasey54@hotmail.com">kmcasey54@hotmail.com</a> 4331 Southwest Highway Hometown, IL 60456

**TABLE 5-3—OTHER IDENTIFIED PROJECT STAKEHOLDERS**

Project Stakeholders					
Last Name	First Name	Representing (Title)	Type	Phone	Email and Mailing Address
Beard	Kham	Walomahk Management	B	773.233.6673	<a href="mailto:Walomahk1559@aol.com">Walomahk1559@aol.com</a> 1559 W. 83 <sup>rd</sup> St Chicago, IL 60620
Brown	P. Devon	Faith United Methodist Church (Pastor)	C		335 W. 75 <sup>th</sup> St. Chicago, IL 60620
Cook	Lee	True Believers Baptist Church (Pastor)	C	773.994.6770	7801 South Wolcott Avenue Chicago, IL 60620
Park	Yang Ja	Ashburn United Methodist Church (Pastor)	C	773.735.5260	3801 W. 83rd Pl. Chicago, IL 60652
		God's Way Apostolic Faith Church (Pastor)	C	773.783.5050	7435 S Ashland Ave Chicago, IL 60636
Swain	Jonathan	The Beloved Community (Executive Director)	C	773.483.9858	<a href="mailto:jswain@belovedcommunitychicago.org">jswain@belovedcommunitychicago.org</a> 7823 S. Racine 1st Fl. Chicago, IL 60620
		Ashburn Baptist Church	C	773.735.6205	3647 W. 83rd St. Chicago, IL
		New St. Paul Church of God in Christ	C		2113 W. Columbus Ave. Chicago, IL
		Grace Fellowship Bible Church	C	773.483.1312	1720 W. 75 <sup>th</sup> Pl. Chicago, IL
		New Israelite Missionary Baptist Church	C	773.487.4591	1625 W. 75 <sup>th</sup> Pl. Chicago, IL
		Freedom Temple Church of God In Christ	C	773.483.1140	1459 W. 74 <sup>th</sup> St. Chicago, IL

**Type:** B-Business; C-Church; O-Official; R-Resident; S-School; Sp-Special Interest



Project Stakeholders					
Last Name	First Name	Representing (Title)	Type	Phone	Email and Mailing Address
Hall	Lucius	First Church of Love and Faith (Pastor)	C	773.224.6800	2140 West 79th Street Chicago, IL 60620
		Kingdom Hall of Jehovah's Witness	C	773.476.7789	8137 S. Western Ave. Chicago, IL 60632
Thomas	James H.	1 <sup>st</sup> Corinthian Missionary Baptist Church (Pastor)	C	773.488.6519	7500 S. Halsted St. Chicago, IL 60620
Grant	Charlie	New Jericho Missionary Baptist Church (Pastor)	C		7438 S. Racine Ave. Chicago, IL 60636
Randolph	W.J.	New Light Evangelical Baptist Church (Pastor)	C	773.846.6466	7426 S. Halsted St. Chicago, IL 60621
Shelton	Charlie	Word of God Life Changing Ministries C.O.G.I.C (Pastor)	C	773.264.2033	514 W 71st St. Chicago, IL 60628
Gray	A.	Mount Nebo Church Baptist (Pastor)		773.783.5772	354 W. 71st St. Chicago, IL
Williams	Robert	First Greater Bethlehem Missionary Baptist Church	C		7814 S Lowe Ave. Chicago, IL 60620
		Mt. Hermon Missionary Baptist Church	C	773.874.3510	7848 S Normal Ave. Chicago, IL 60620
		Pleasant Hill Missionary Baptist Church		773.994.4227	7950 S Normal Ave. Chicago, IL 60620
		Beacon Light Baptist Church	C	773.488.6266	8803 S. Harvard Ave. Chicago, IL 60620
Moss	Otis	Trinity United Church of Christ (Pastor)	C	773.962.5656	421 West 95th St. Chicago, IL 60628
		Good Hope Missionary Baptist Church	C	773.488.4900	<a href="mailto:webmaster@goodhopembc.org">webmaster@goodhopembc.org</a> 7101 S Union Ave. Chicago, IL 60621
		Shiloh Missionary Baptist Church	C		7537 S. Halsted St. Chicago, IL 60628
		Celestial Praise Ministries		773.779.1100	7526 S. Halsted St. Chicago, IL 60620

**Type:** B-Business; C-Church; O-Official; R-Resident; S-School; Sp-Special Interest



Project Stakeholders					
Last Name	First Name	Representing (Title)	Type	Phone	Email and Mailing Address
		Holy Covenant MB Church		773.483.6676	1722 W 75th Pl. Chicago, IL 60620
		Church of Christ.		773.224.9279	1514 W. 74th St. Chicago, IL 60636
Hiller	Elizabeth L.	Ashburn Lutheran Church and School (Pastor)	C&S	773.737.2620	<a href="mailto:ashburnlutheran@yahoo.com">ashburnlutheran@yahoo.com</a> 3345 West 83rd Street Chicago, IL 60652
Jones	David A.	St. Benedict the African (Pastor)	C&S	773.873.4464	Sbaeast@aol.com 340 West 66 <sup>th</sup> Street Chicago, IL 60621
Kaminskir	Thomas J.	St Helena of the Cross Catholic Church (Pastor)	C&S	773.238.5432	<a href="mailto:pastor@sthelenaofthecross.org">pastor@sthelenaofthecross.org</a> 10115 South Parnell Avenue Chicago, IL 60628
Lathon	Sheraine	Liberty Temple Full Gospel Academy (Pastor)	C&S	773.737.6369	2233 West 79th Street Chicago, IL 60620
Ostrowski	Theodore	St. Denis Parish (Pastor)	C	773.434.3313	<a href="mailto:stdenis@archchicago.org">stdenis@archchicago.org</a> 8301 S. St. Louis Avenue Chicago, IL 60652
Sasso	Frank	St Thaddeus Catholic Church (Pastor)	C&S	773.568.7077	<a href="mailto:stthaddeusch@sbcglobal.net">stthaddeusch@sbcglobal.net</a> 9540 South Harvard Avenue Chicago, IL 60628
Hamilton	Luann	Chicago Department of Transportation (Deputy Commissioner)	O	312.744.1987	<a href="mailto:lhamilton@cityofchicago.org">lhamilton@cityofchicago.org</a> 30 N. LaSalle Street Suite 1100 Chicago, IL 60602
Kelly	Michael P.	Chicago Park District (Superintendent)	O	312.742.7529	541 North Fairbanks Chicago, IL 60611
Charlton	Juanita	City of Chicago Department of Planning and Development (Asst. Commissioner)	O	312.744.0632	121 N. LaSalle St. Chicago, IL 60602
Hoff	Robert	City of Chicago (Fire Commissioner)	O	312.745.3705	<a href="mailto:firemail@cityofchicago.org">firemail@cityofchicago.org</a> 3510 S. Michigan Ave. Chicago, IL 60616

**Type:** B-Business; C-Church; O-Official; R-Resident; S-School; Sp-Special Interest



Project Stakeholders					
Last Name	First Name	Representing (Title)	Type	Phone	Email and Mailing Address
Lashley	Glenola	City of Chicago Department of Human Services, Englewood Human Service Center	O	312.747.0200	<a href="mailto:glashley@cityofchicago.org">glashley@cityofchicago.org</a> 641 W. 63 <sup>rd</sup> St. Chicago, IL 60621
Volpe	Anthony	City of Hometown (Fire Captain)	O	708.422.3637	4331 Southwest Highway Hometown, IL 60456
Forsyth	Charles	City of Hometown (Police Chief)	O	708.422.2188	4301 Southwest Highway Hometown, IL 60456
Welch	Kathryn	Director-16 <sup>th</sup> District State Senator's Office	O	773.224.2830	<a href="mailto:Kathryn.welch@sbcglobal.net">Kathryn.welch@sbcglobal.net</a> 1155 W. 79 <sup>th</sup> St. Chicago, IL 60620
Principal		The Banner School	S	773.568.8115	9538 S. Harvard Ave. Chicago, IL
Director		Kennedy King College	S	773.602.5000	6301 South Halsted Street Chicago, IL 60621
House	Sheldon	Simeon Career Academy	S	773.535.3200	8147 South Vincennes Avenue Chicago, IL 60620
Principal		Ashburn Community Elementary School	S	773.535.7860	8300 S Street Louis Avenue Chicago, IL 60652
Principal		Paul Robeson High School	S	773.535.3800	6835 South Normal Boulevard Chicago, IL 60621
Principal		Southside Occupational Academy High School	S	773.535.9100	7342 S Hoyne Ave Chicago, IL 60636
Principal		St. Rita of Cascia High School	S	773.925.6600	7740 South Western Avenue Chicago, IL 60620
Principal		William Bishop Owen School	S	773.535.9330	8247 South Christiana Avenue Chicago, IL 60652
Principal		Luke O'Toole School	S	773.535.9040	6550 South Seeley Avenue Chicago, IL 60636

**Type:** B-Business; C-Church; O-Official; R-Resident; S-School; Sp-Special Interest



Project Stakeholders					
Last Name	First Name	Representing (Title)	Type	Phone	Email and Mailing Address
Principal		Randolph Elementary School	S	773.535.9015	7316 South Hoyne Avenue Chicago, IL 60636
Principal		Southside Learning Academy	S	773.535.9100	7342 South Hoyne Avenue Chicago, IL 60636
Principal		Barton Elementary School	S	773.535.3260	7650 South Wolcott Avenue Chicago, IL 60620
Principal		West Englewood Christian School	S	773.224.7083	7326 South Racine Avenue Chicago, IL 60636
Principal		Stagg Elementary School	S	773.535.3565	7424 South Morgan Street Chicago, IL 60621
Principal		Oglesby Elementary School	S	773.535.3060	7646 South Green Street Chicago, IL 60620
Principal		Hinton Elementary School	S	773.535.3875	644 West 71 <sup>st</sup> Street Chicago, IL 60621
Principal		Francis W Parker Community Academy	S	773.535.3375	6800 South Stewart Avenue Chicago, IL 60621
Principal		Yale Elementary School	S	773.535.3190	7025 South Princeton Avenue Chicago, IL 60621
Principal		Harvard Elementary School	S	773.535.3045	7525 South Harvard Avenue Chicago, IL 60620
Principal		Westcott Elementary School (Principal)	S	773.535.3090	409 West 80th Street Chicago, IL 60620
Principal		Morgan Elementary School	S	773.535.3366	8407 South Kerfoot Avenue Chicago, IL 60620
Principal		Turner Drew Language Academy	S	773.535.5720	9300 South Princeton Avenue Chicago, IL 60620

**Type:** B-Business; C-Church; O-Official; R-Resident; S-School; Sp-Special Interest



Project Stakeholders					
Last Name	First Name	Representing (Title)	Type	Phone	Email and Mailing Address
Bailey	Francis	Greater Ashburn Planning Association (Executive Director)	Sp	773.436.2482	8136 S. Kedzie Avenue Chicago, IL 60652
Barnes	Vincent	Rebirth Of Englewood Community Development Corp.	Sp	773.778.2371	<a href="mailto:vbarnes@roecdc.net">vbarnes@roecdc.net</a> 1912 West 63rd Street Chicago, IL 60636
Carter	Cortez	Quest Development	Sp	312.881.9000	<a href="mailto:cortez.carter@sbcglobal.net">cortez.carter@sbcglobal.net</a> 2325 S. Michigan Ave. Chicago, IL 60609
Conway	Jacques	Teamwork Englewood (Executive Director)	Sp	773.488.6600	<a href="mailto:jconway@teamworkenglewood.org">jconway@teamworkenglewood.org</a> 815 W. 63rd Street Chicago, IL 60621
Ramsey	Lisa	Employment Resource Center	Sp	773.783.3760	<a href="mailto:lr Ramsey@ercsabina.org">lr Ramsey@ercsabina.org</a> 7907 S. Racine Chicago, IL 60620

**Type:** B-Business; C-Church; O-Official; R-Resident; S-School; Sp-Special Interest



**APPENDIX D**  
**PROJECT DEVELOPMENT SCHEDULES**

**TABLE 6-1—TIMEFRAME AGREEMENT**

Activity #	Activity Description	Goal		Actual		Remarks
		No. of Days to Complete Activity	Completion Date	No. of Days to Complete Activity	Completion Date	
1	BoR sends FHWA Project Initiation letter	N/A	1/29/2010	N/A	1/29/2010	
2	CSS Project Study Group formed	5	2/3/2010	5	2/3/2010	Rev 5/10/10
3	FHWA and IDOT develop and agree to Timeframe	6	2/9/2010	6	2/9/2010	
4	CSS Project Study Group develops draft Stakeholder Involvement Plan (SIP) and sends it to FHWA, BoR and BDE for review and comment (repeat as necessary)	9	2/18/2010	9	2/18/2010	
5	FHWA and BDE reviews and sends comments on draft SIP to BoR (repeat as necessary)	60	4/19/2010	60	4/19/2010	
6	FHWA publishes Notice of Intent in Federal Register	--	5/7/2010	--	5/7/2010	
7	Provide opportunity for participating and cooperating agencies (NEPA/404 Resource Agencies thru scoping meeting conducted at NEPA/404 meeting) to give input on methodologies, level of detail, and identification of potential environmental resource issues	--	6/11/2010	--	6/11/2010	NEPA/ 404 Meeting held in June 2010
8	BoR prepares and sends participating and cooperating agencies invitation letter and draft SIP (revisit as needed)	0	6/11/2010	0	6/11/2010	
9	FHWA and BoR address agency comments by revising SIP and responding to comments, as necessary, and finalize SIP	35	7/16/2010	35	7/16/2010	
10	Provide opportunity for participating and cooperating agencies, as well as stakeholders and general public to provide input on SIP	18	8/3/2010	18	8/3/2010	Coincides with IDOT announcement of project website
11	Conduct stakeholder involvement to present SIP and complete Context Audit	12	8/15/2010	12	8/15/2010	
12	Conduct stakeholder involvement on developing Purpose and Need	123	12/16/2010	123	12/16/2010	Meetings with elected officials
13	Prepare and submit preliminary Purpose and Need packet to FHWA, BoR and BDE for review (repeat as needed)	151	5/16/2011	151	5/16/2011	
14	FHWA, BoR and BDE review and issue comments on preliminary Purpose and Need packet (repeat as needed)	7	5/23/2011	7	5/23/2011	
15	Conduct stakeholder involvement to receive consensus on Purpose and Need	124	4/19/2011	124	4/19/2011	Initial (Western) CAG Meeting



## Stakeholder Involvement Plan

Activity #	Activity Description	Goal		Actual		Remarks
		No. of Days to Complete Activity	Completion Date	No. of Days to Complete Activity	Completion Date	
16	Initial Public Meeting-- obtain public input on P&N. Also, send P&N to participating and cooperating agencies for opportunity to provide input.	51	6/9/2011	51	6/9/2011	
17	Conduct stakeholder involvement on developing alternatives to be considered	81	8/29/2011	81	8/29/2011	
18	Prepare and submit range of alternatives packet to FHWA, BoR and BDE for review (repeat as needed)	11	9/9/2011	11	9/9/2011	
19	FHWA, BoR and BDE review and issue comments on range of alternatives packet (repeat as needed)	28	10/7/2011	28	10/7/2011	
20	Present P&N at NEPA 404 merger meeting for information only	18	6/27/2011	18	6/27/2011	
21	Conduct stakeholder involvement to receive consensus on alternatives to be considered	122	10/27/2011	122	10/27/2011	
22	Public Meeting-- obtain public input on alternatives. Also, send alternatives packet to participating and cooperating agencies for opportunity to provide input.	0	10/27/2011	0	10/27/2011	Range of Alternatives Public Meeting
23	Conduct stakeholder involvement on developing preferred alternative	8	11/4/2011	8	11/4/2011	
24	Prepare and submit preliminary Preferred Alternative packet to FHWA, BoR and BDE for review (repeat as needed)	14	11/18/2011	14	11/18/2011	
25	FHWA, BoR and BDE review and issue comments on preliminary Preferred Alternative packet (repeat as needed)	28	12/16/2011	28	12/16/2011	
26	Conduct stakeholder involvement to receive consensus on Preferred Alternative	27	1/12/2012	27	1/12/2012	Joint CAG Meeting
27	Present Preferred Alternative at NEPA/404 merger meeting for information only	1	1/13/2012	1	1/13/2012	Discuss Range of Alternatives and Preferred Alternative
28	Prepare and send Draft EIS to BoR and BDE for review (repeat as necessary)	25	2/7/2012	25	2/7/2012	
29	BoR and BDE reviews and issues comments on the draft EIS (repeat as necessary)	62	4/9/2012	59	4/6/2012	
30	Prepare and send Draft EIS to BoR/BDE/FHWA for review (repeat as necessary)	14	4/23/2012			
31	BDE/BoR/FHWA reviews and issues comments on Draft EIS(repeat as necessary)	30	5/23/2012			
32	Prepare and send revised Draft EIS to BoR/BDE/FHWA (repeat step as necessary)	12	6/4/2012			



## Stakeholder Involvement Plan

Activity #	Activity Description	Goal		Actual		Remarks
		No. of Days to Complete Activity	Completion Date	No. of Days to Complete Activity	Completion Date	
33	BoR/BDE/FHWA provide comments on revised DEIS	30	7/4/2012			
34	Signature-ready Draft EIS is sent to BoR/BDE/FHWA	12	7/16/2012			
35	FHWA and BoR sign Draft EIS	10	7/26/2012			
36	IDOT distributes Draft EIS	11	8/6/2012			Distributed to cooperating agencies (i.e., USEPA, FTA, FRA) before others
37	FHWA publishes Notice of Availability in Federal Register and begins Public Comment period	11	8/17/2012			USEPA must receive a request to publish a NOA in the Federal Register by Thursday to get it in the Friday FR in the next week. Must be Friday
38	Conduct Public Hearing on Draft EIS	19	9/5/2012			The DEIS must be available a minimum of 15 days prior to the public hearing.
39	Comment period ends	26	10/1/2012			Comment period ends 45 days after NOA
40	Review and Respond to Comments	14	10/15/2012			
41	Prepare and send draft Final EIS to BoR/BDE for review (repeat as necessary)	7	10/22/2012			
42	BoR/BDE reviews and issues comments on the draft Final EIS (repeat as necessary)	45	12/6/2012			
43	Prepare and send revised draft Final EIS to FHWA, BoR and BDE for review (repeat step as necessary)	12	12/18/2012			
44	FHWA, BoR and BDE review and issue comments on the draft Final EIS to BoR (repeat step as necessary)	31	1/18/2013			
45	Prepare and send FHWA, BoR and BDE signature-ready Final EIS	14	2/1/2013			
46	FHWA provides FEIS to FHWA Legal Counsel to complete legal sufficiency review	31	3/4/2013			
47	Receive FHWA legal sufficiency finding	30	4/3/2013			
48	Signature-ready Final EIS is sent to FHWA/BoR/BDE	7	4/10/2013			
49	FHWA and BoR sign Final EIS	7	4/17/2013			
50	IDOT distributes FEIS	6	4/23/2013			
51	FHWA publishes Notice of Availability in the Federal Register	10	5/3/2013			USEPA must receive a request to publish a NOA in the



## Stakeholder Involvement Plan

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Activity #	Activity Description	Goal		Actual		Remarks
		No. of Days to Complete Activity	Completion Date	No. of Days to Complete Activity	Completion Date	
						Federal Register by Thursday to get it in the Friday the following week. Must be Friday.
52	Final EIS waiting period ends	31	6/3/2013			
53	Draft ROD and Statute of Limitations notice is prepared and sent to BoR/FHWA/BDE	21	6/24/2013			
54	Review and revisions to draft ROD	42	8/5/2013			
55	FHWA signs ROD	14	8/19/2013			
56	FHWA publishes Statute of Limitations notice in the Federal Register	11	8/30/2013			Must be Friday.

**TABLE 6-2—SUMMARY OF STAKEHOLDER, COMMUNITY ADVISORY GROUP, AND PUBLIC MEETING SCHEDULE**

Meetings Held			
Meeting	Date	Status	Purpose
First Round of Stakeholder Briefings	August 2010-April 2011	Completed	Introduce the 75 <sup>th</sup> St. CIP and CSS process to elected officials and community groups. Update on progress to date. Outline study area transportation problems. Ask for input on the project and study area communities. Identify and address any outstanding issues. Gather information for Community Context Audit, Problem Statement, and Purpose and Need statement for the project.
First Round – Community Advisory Group Meetings (CAG)	April 19 and April 20, 2011	Completed	Introduce 75 <sup>th</sup> St. CIP and CSS process. Learn about community and transportation issues. Gather information for Community Context Audit. Present and obtain input on Problem Statement and Purpose and Need statement for the project.
First Public Information Meetings (Open Houses)	June 7 and June 9, 2011	Completed	Introduce 75 <sup>th</sup> St. CIP and CSS process to the public. Learn about community and transportation issues. Present the preliminary findings on the existing transportation problems from technical analysis and information collected from CAGs and other community stakeholders.  Provide the public with the preliminary Purpose and Need statement for the project based and ask for comments and feedback.
Second Joint Community Advisory Group Meeting (CAG)	August 26, 2011	Completed	Give project update. Review input from public information meetings. Present final Purpose and Need statement for the project. Review and gather input on project alternates.
Third Joint Community Advisory Group Meeting (CAG)	September 16, 2011	Completed	In response to request from Joint CAG, present findings of viaduct inspections and cost estimates for maintenance and capital improvements. Gather input on project alternates.
Second Public Information Meeting (Open House)	October 27, 2011	Completed	Provide an overview of the project.  Present the range of alternatives developed to address identified project-related transportation issues.  Obtain public input on the Range of Alternatives.
Continuing Stakeholder Briefings	November 2011 – ongoing	Completed	Provide project updates. Identify and address community and transportation issues.
Fourth Joint Community Advisory Group Meeting (CAG)	January 12, 2012	Completed	Provide project update. Present and ask for input on the Preferred Alternative.



<b>Upcoming Meetings</b>			
<b>Meeting</b>	<b>Target Date</b>	<b>Status</b>	<b>Purpose</b>
Continuing Stakeholder Briefings	November 2011 – ongoing	Ongoing	Provide project updates. Identify and address community and transportation issues.
Public Hearing (Open House)	September 2012	To be held	Present Preferred Alternative and DEIS. Gather public comment.



**APPENDIX E**  
**SIP REVISION HISTORY**

**TABLE 8-1—SIP REVISION HISTORY**

SIP Revisions			
Version	Date	Document Name	Revision Description
1.0	April 14, 2010	CREATE_SIP_2010-04-14.doc	Draft SIP
1.1	June 2, 2010	CREATE_SIP_2010-06-02.doc	Revised Timeframe Agreement
1.2	August 3, 2010	CREATE_SIP_2010-07-27.doc	Updated Cooperating and Participating Agency Responses, and Timeframe Agreement
1.3	September 22, 2010	CREATE_SIP_2010-09-20.doc	Updated Cooperating and Participating Agency Responses, Elected Officials list, Timeframe Agreement
1.4	June 8, 2012	CREATE_SIP_June 2012.doc	Updated Appendices, including notes on Stakeholder involvement to date, Cooperating and Participating Agency Responses, Elected Officials list, Timeframe Agreement



**APPENDIX F**  
**FORMAL DISPUTE RESOLUTION PROCESS**

### DISPUTE RESOLUTION PROCESS

Formal Dispute Resolution Process, FHWA/FTA SAFETEA-LU Environmental Review Process Final Guidance (November 2006, page 40)

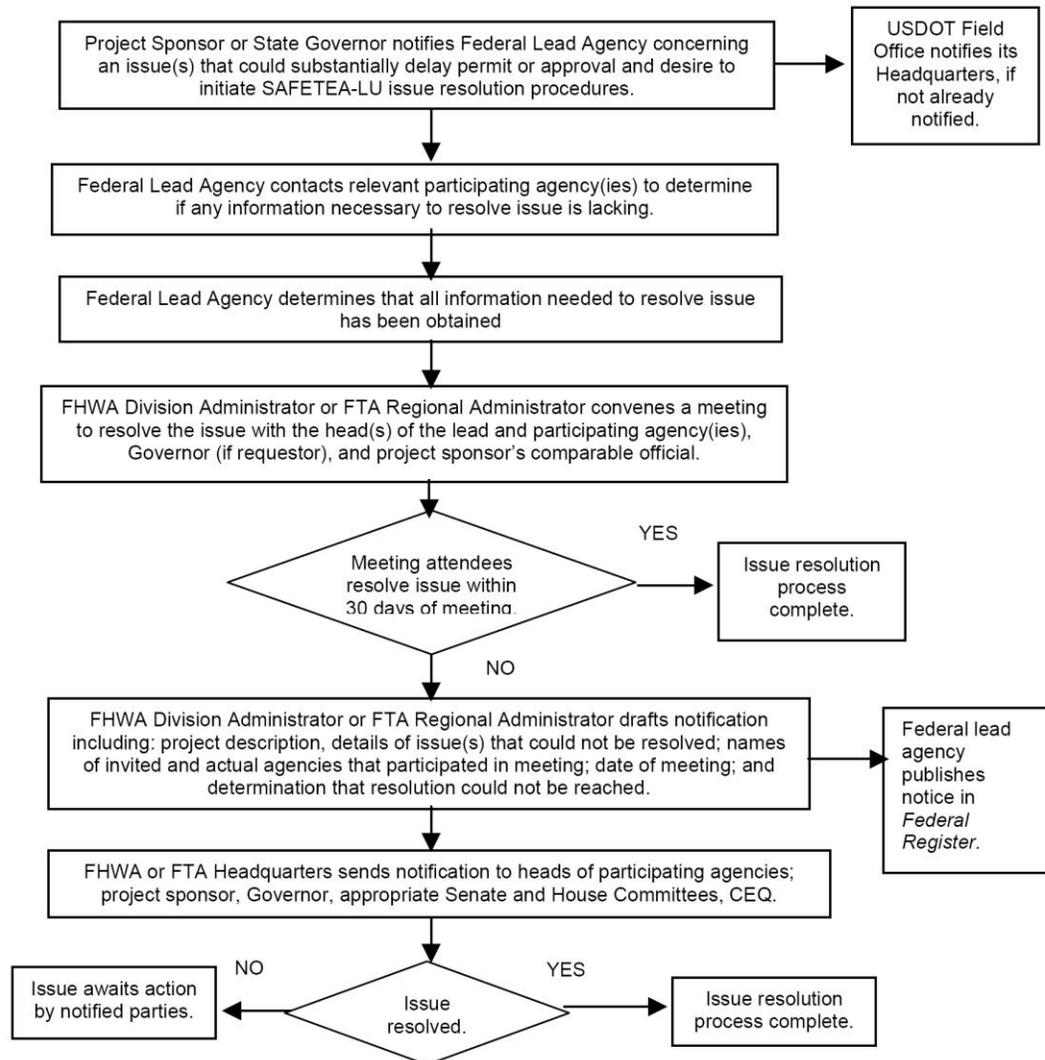


Figure 1. The SAFETEA-LU issue resolution process. Note that where two steps are not separated by a “yes” or “no” decision diamond, both steps must be taken.



## Appendix H: Public Meeting Logistics and Planning Schedule Example

## Grand Crossing Rail Project Public Meeting #1

Logistics and Materials Matrix

November 18, 2011

Meeting #1-North Logistics	
Date	12-13-11
Time	4:00-7:30 pm
Location	Sherwood Park Field House, 5701 S. Shields Ave, Chicago - <b>NEW VENUE HAS BEEN BOOKED</b>
Community Facilitator(s)	TBD
Project Team Attendees	
Presenters	
Recorder(s)	TBD
Sign-in Table	Grisko - TBD
Other Attendees	Elizabeth Federico (Parsons), Craig Moore (Parsons), Brian McNuckle (Parsons), Margarite Wypychowski (Grisko), Amber Mentor (Grisko), Josh Druding (Grisko), HNTB
Local Service Needs	
Catering	TBD
Other Needs	TBD
Meeting #1-South Logistics	
Date	12-12-11
Time	4:00-7:30 pm
Location	Grand Crossing Park District, 7655 S. Ingleside Ave, Chicago
Community Facilitator(s)	TBD
Project Team Attendees	
Presenters	Danielle Stewart (IDOT), Jakita Trotter (IDOT), Tony Pakeltis (Parsons)
Recorder(s)	TBD
Greeter(s)	Grisko - TBD
Other Attendees	Elizabeth Federico (Parsons), Craig Moore (Parsons), Brian McNuckle (Parsons), Margarite Wypychowski (Grisko), Amber Mentor (Grisko), Josh Druding (Grisko), HNTB
Local Service Needs	
Catering	TBD
Other Needs	TBD
Dry-Run Logistics	
Date	TBD (approx. 2 weeks before public meetings)
Time	TBD
Location	TBD
Local Facilitator(s)	TBD
Project Team Attendees	TBD

DELIVERABLE	First Draft Due to HNTB	HNTB Round 1 Complete	Second Draft Due to HNTB	HNTB Round 2 Complete	CTT Draft Due	CTT Review Complete	AC Draft Due	AC Review Complete	Final Draft Due	STATUS
Meeting site recommendations	8/2	8/4			11/1	11/8			11/8	Venues reserved for 12/12 (Grand Crossing Park Field House) and 12/13 (Sherwood Park Field House).
Meeting format memo (including staffing, agenda, list of display boards, handout materials, room layout, etc)	8/4	8/10				8/10			8/19/2011 updated 11/11	Parsons updated 11/11 to reflect final meeting dates and locations, as well as HNTB's 11/1 comments.
Identify publications for meeting ads					7/27	11/11			11/11	Approved. Will also post on the Englewood Portal per suggestion of CAG.
Meeting ads	8/3	8/3	8/5	8/10	11/10	11/11			11/11	1st run: 4 weeks prior to meeting date (ads due on the preceding Friday)...submitted 11/11. Will re-run these ads with new 12/13 venue info next week . 2nd run: 2 weeks prior to meeting date (ads due on the preceding Friday)
Mailing list (EOs, CAG members, others)	8/12	8/15	11/9	11/14	11/15	11/18			11/21	Parsons provided property owners list on 11/9...will combine with CAG and EO lists for next draft.
Meeting postcard	8/12	8/15	11/11	11/17	11/11	11/17			11/22	Postcard will be mailed to adjacent property owners and other interested individuals from the general public. It will also be distributed to EOs, libraries, schools, agencies, congregations, etc. Will send revised postcard for final approval on 11/21 before distributing on 11/22.
Meeting letters	8/19	8/19	11/10	11/17	11/10	11/17			11/22	Letters will be mailed to CAG members, property-owning agencies, and key and non-key EOs. Will send revised letters for final approval on 11/21 before distributing on 11/22.
Draft Purpose and Need			8/17	8/18	8/18	10/25	10/26	11/1	11/4	Received Walt comments 8/26.
Display boards	11/21	11/23			11/28	12/5	11/28	12/5	12/9	Meeting format memo will identify list of boards. Most will come from previously approved ppt slides and displays.
Powerpoint presentation (with audio)	11/21	11/23			11/28	12/5	11/28	12/5	12/9	First draft will include script. Will be similar to approved CAG presentation. Concurrent CTT-AC review.
Factsheets/Brochure	11/21	11/23			11/28	12/5	11/28	12/5	12/9	Rather than provide four factsheets as separate handouts, we propose combining the content of the three existing factsheets (project, EIS, and PI) with new P&N-related content in a new, four-page brochure.
FAQs	11/10	11/16			11/10	11/16	11/17	11/21	11/23	
Revised Problem Statement	11/21	11/23			11/28	12/1	11/28	12/1	12/2	Draft problem statement has been approved for use at CAG meetings; document will be updated and finalized after CAG meetings to reflect stakeholder input. One HNTB review and concurrent CTT/AC review.
Website	10/28	10/31	11/1	11/1	11/11	11/15	11/11	11/15	11/15	Up-and-running! Will continue to update, add/change photos, add FAQ when approved.
Sign-in sheet	8/19	8/23	10/31	10/31	10/31	11/9			11/10	Will use "Option 1," which includes a "How did you hear about us?" column.
Directional Signs	11/21	11/22			11/23	11/29			12/2	
Comment forms	11/16	11/21	11/22	11/23	11/28	12/5			12/7	
Meeting Checklist/Set-up Materials	11/21	11/22			11/23	11/29			12/2	
Comment tracking database	11/21	11/23	11/28	11/30	12/1	12/8			12/12	Blank database only.
Comment responses	2 weeks after mtgs	1 week	3 days	2 days	2 days	1 week	2 days	1 week	1 week	
Meeting Summary Report	3 weeks after mtgs	1 week	3 days	2 days	2 days	1 week	2 days	1 week	1 week	



## Appendix I: Public Notice Examples



**CORRIDOR  
IMPROVEMENT  
PROJECT**

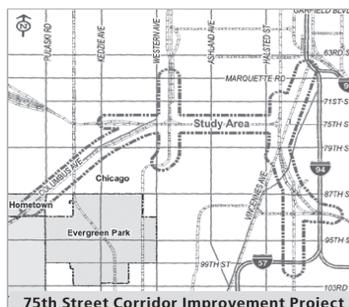
*Moving Forward Together*

**CREATE**  
KEEPING THE GO IN CHICAGO

## YOU ARE INVITED TO ATTEND A PUBLIC HEARING

The Illinois Department of Transportation (IDOT) announces a Public Hearing and Public Comment Period for the **Draft Environmental Impact Statement** for the 75th Street Corridor Improvement Project (75th St. CIP).

The 75th St. CIP was initiated to find solutions to relieve rail and road congestion in the Chicago neighborhoods of Ashburn, Englewood, Auburn Gresham, and West Chatham. The 75th St. CIP is one of the largest projects in the Chicago Region Environmental and Transportation Efficiency (CREATE) Program. The Draft Environmental Impact Statement (DEIS) discusses the alternatives that were evaluated, including the Preferred Alternative, and the project's potential impacts on the natural and man-made environments in the study area.



### THE PUBLIC HEARING WILL TAKE PLACE:

**Tuesday, April 22, 2014**  
4:00 p.m.–7:30 p.m.  
Freedom Temple Church  
of God in Christ  
1459 W. 74th St., Chicago, IL

### The purpose of this Public Hearing is to:

- Provide an overview of the 75th St. CIP and the DEIS
- Review alternatives developed to address project purpose and need
- Present the benefits, impacts, and mitigation measures for the project
- Obtain public comment on the 75th St. CIP and the DEIS

**4 p.m.–6 p.m. OPEN HOUSE.** View a recorded audio-visual presentation, examine project exhibits, and speak directly with team members. Give your comments on the project in writing or by speaking to a court reporter.

**6 p.m.–7 p.m. FORMAL SESSION.** Present your comments on the 75th St. CIP to an agency representative.

In the case of a weather emergency, the Public Hearing will be held at the same time and location on **Tuesday, April 29, 2014.**

Implementing the Preferred Alternative would involve residential displacements and the closure of one study area viaduct; Union Avenue at 75th Street. A representative from the City of Chicago or the State of Illinois with knowledge of the property acquisition process will be present to answer your questions.

Noise abatement measures are being investigated for potential implementation as part of the 75th St. CIP.

The DEIS will be available for public review beginning on March 28, 2014 at the locations listed below and at the websites [www.75thcip.org](http://www.75thcip.org), [www.createprogram.org](http://www.createprogram.org), and [www.dot.il.gov](http://www.dot.il.gov).

#### CHICAGO PUBLIC LIBRARY:

Wrightwood-Ashburn Branch, 8530 S. Kedzie Ave.  
Thurgood Marshall Branch, 7506 S. Racine Ave.  
West Englewood Branch, 1745 W. 63rd St.  
Sherman Park Branch, 5440 S. Racine Ave.  
Brainerd Branch, 1350 W. 89th St.  
Harold Washington Library Center, 400 S. State St.

#### HOMETOWN LADWIG LIBRARY

4331 Southwest Highway #3, Hometown, IL

#### ILLINOIS DEPARTMENT OF TRANSPORTATION

Attn: Jakita Trotter  
100 West Randolph, Suite 6-600, Chicago, IL

Comments on the DEIS may be given at the Public Hearing or at any time during the Public Comment Period, March 28 to May 22, 2014. Comments can be submitted by email at [info@75thcip.org](mailto:info@75thcip.org), on the project website at [www.75thcip.org/contact.php](http://www.75thcip.org/contact.php), or by mail to:

75th St. Corridor Improvement  
Project  
525 W. Monroe, Suite 200  
Chicago, IL 60661  
Attn: Tom Underwood

All comments received during the Public Comment Period will become part of the public record for the project.

This meeting will be accessible to persons with disabilities. Anyone needing special assistance should contact Gretchen Wahl at (312) 612-7294. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the TTY/TTD number (800) 526-0844/or 711; TTY users (Spanish) (800) 501-0864/or 711; and for telebraille dial (877) 526-6670 at least five days prior to the meeting.

## Leslie D. Davis named 2014 Chicago POW! Awards honoree

Event recognizes women who bring the "POW!" factor to leadership and service

CHICAGO – Leslie D. Davis, partner at Drinker Biddle & Reath LLP, has been named one of 12 women honored with a Womenetics 2014 POW! Award. Davis, an experienced trial lawyer, has been the lead attorney for numerous successful jury trials, bench trials and arbitrations. In addition, Davis is a role model and leader in the Chicago community, serving on boards and commissions and mentoring younger lawyers and students seeking advice on a variety of subjects.



Leslie D. Davis,

Since 2009, Womenetics has presented the POW! Awards to recognize extraordinary female leaders who have attained a high level of transformative success in business, academia or a non-profit, and are change agents in the community, respected for significant contributions locally and globally.

"POW! Awards recipients are dynamos," said Elisabeth Marchant, founder and CEO of Womenetics. "They break down barriers, spark innovation and bring the "POW!" factor to everything they do."

Davis' interests in healthcare and education are demonstrated by her long tenure and leadership positions on the boards of Sinai Health System and Legacy Charter School, both located in the North Lawndale

community. As an ardent supporter of the American Diabetes Association, Chicago Chapter, she is involved in a host of activities to raise funds for the organization and to heighten awareness about the importance of getting tested for this disease. Davis was recently appointed by Chicago Mayor Rahm Emanuel to the Chicago Community Development Commission which reviews and recommends action to the City Council on economic development matters.

"We are excited about the energy and talent that Leslie brings to the firm," said Ed Getz, partner in charge of Drinker Biddle's Chicago office. "In addition to being a skilled trial lawyer, she is deeply involved in her community and is passionate about mentoring junior lawyers."

"I believe that giving back to the community is an important tenet in life. For me, sharing my knowledge and time are all a part of being successful. I am deeply honored to be a POW! awardee," Davis said.

The Chicago POW! Awards luncheon was held recently at the Metropolitan Club of Chicago located in the Willis Tower. More than 350 business and community leaders, colleagues, and supporters were in attendance.

### It pays to advertise in the Chicago Defender



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**312/225-2400**  
to Advertise



# Illinois Department of Transportation PUBLIC HEARING

## CREATE Railroad Project B9/EW1 *Argo Connections/Clearing Yard Main Lines*

You are invited to public hearings hosted by the Illinois Department of Transportation (IDOT) concerning the Chicago Region Environmental and Transportation Efficiency (CREATE) project B9/EW1. The project concerns trackage in the vicinity of The Belt Railway Company of Chicago (BRC) Clearing Yard, which is south of 65<sup>th</sup> Street between Harlem and Pulaski Roads. The purpose of the project is to improve railroad operations and flexibility, reduce the potential for freight train conflicts with Amtrak and Metra, thereby improving overall travel time, speed, and reliability. Project B9/EW1 involves constructing a double track connection, crossovers, and upgrading, realigning and extending existing track. As part of the upgrades, noise walls are being considered to mitigate noise impacts. More details regarding the exact locations of the potential noise walls will be available at the hearings.

The purpose of the public hearings is to:

- Review the project’s purpose and need
- Provide an overview of the project
- Obtain public input on the project, including the noise wall component

Both hearings will present the same content:

**Chicago Area Location:**

*Date:* Monday, August 20, 2012  
*Time:* 4:30 p.m. to 6:30 p.m.  
*Location:* Lionel Hampton  
 Elementary School  
 3434 W. 77th St.,  
 Chicago, IL 60652

**Bridgeview Area Location:**

*Date:* Tuesday, August 21, 2012  
*Time:* 4:30 p.m. to 6:30 p.m.  
*Location:* Bridgeview Village Hall  
 7500 S. Oketo Avenue,  
 Bridgeview, IL 60455

The public hearings will consist of a formal session with questions and answers preceded and followed by an open house. The project team will be available during these times to discuss the project and answer questions. The public will also have an opportunity to provide comments. A Spanish translator will be available at the hearings. In case of a weather emergency, the hearings will be rescheduled to a later date.

Contact Mr. Ryan Westrom, Project Manager, at (312) 201-7955 or [rwestrom@patrickco.com](mailto:rwestrom@patrickco.com) with any questions. The hearings will be accessible to persons with disabilities. Anyone needing special assistance should contact Mr. Westrom. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the Illinois Department of Transportation at (866) 273-3631 (TTY) at least five days prior to the hearing.



# CREATE

KEEPING THE GO IN CHICAGO



# Illinois Department of Transportation

## AUDIENCIA PÚBLICA

### Proyecto de Ferrocarril CREATE B9/EW1 Conexiones Argo / Líneas Principales

Usted es invitado a las audiencias públicas organizadas por el Departamento de Transportación de Illinois (IDOT) acerca del proyecto del medio ambiente y la eficiencia de transporte en la región de Chicago (CREATE) B9/EW1. El proyecto se refiere a las extensiones de rieles en las proximidades de la empresa de ferrocarriles de Chicago, The Belt Railway (BRC), que está al sur de la calle 65 entre la avenida Harlem y carretera Pulaski. El propósito del proyecto es mejorar la flexibilidad y las operaciones del ferrocarril, reducir el potencial de conflictos de trenes de carga con Amtrak y Metra, así mejorando en general el tiempo de viaje, la velocidad y confiabilidad. El proyecto B9/EW1 implica la construcción de una conexión de doble vía, cruces, y de actualizar, realinear y ampliar las vías existentes. Como parte de las mejoras, las paredes de ruido están siendo consideradas para mitigar los impactos de ruido. Más detalles sobre las ubicaciones exactas de las posibles paredes de ruido serán disponibles en las audiencias.

El propósito de esta audiencia pública es:

- Revisar el propósito y la necesidad del proyecto
- Proporcionar una visión general del proyecto
- Obtener la opinión pública sobre el proyecto, incluyendo el componente de la pared de ruido

Ambas audiencias presentaran la misma información:

Área de Chicago:

Fecha: Lunes, 20 de agosto 2012

Hora: 4:30 p.m. - 6:30 p.m.

Ubicación: Escuela Primaria

Lionel Hampton  
3434 W. 77th St.,  
Chicago, IL 60652

Área de Bridgeview:

Fecha: Martes, 21 de agosto 2012

Hora: 4:30 p.m. - 6:30 p.m.

Ubicación: Bridgeview Village Hall

7500 S. Oketo Ave,  
Chicago, IL 60455

Las audiencias públicas consistirán de una sesión formal de preguntas y respuestas, seguida por una exposición. Los consultores del proyecto estarán disponibles en este tiempo para conversar del proyecto y responder preguntas. El público tendrá la oportunidad de proporcionar comentarios. Una traductora de español será disponible durante la audiencia. En el caso de una emergencia climática, las audiencias serán reprogramadas para una fecha posterior.

Favor de contactar a Ryan Westrom, Gerente del Proyecto, al (312) 201-7955 o por correo electrónico, [rwestrom@patrickco.com](mailto:rwestrom@patrickco.com) con cualquier pregunta. Las audiencias serán accesibles para las personas con discapacidad. Cualquier persona que necesite asistencia especial debe comunicarse con el Sr. Westrom. Las personas que planean asistir a quien necesita un intérprete de lengua de signos u otras facilidades similares deben notificar el Departamento de Transportación de Illinois al (866)273-3631 (TTY) al menos cinco días antes de las audiencias.



# CREATE

KEEPING THE GO IN CHICAGO



## Appendix J: Public Meeting Workplan Example



**Date:** June 3, 2011

**To:** Larry Wilson and Jakita Trotter—IDOT; Ron Deverman, Nick Busalacchi, and Adin McCann—HNTB, Doug Knuth and Denise Zerillo—Jacobs, Nancy Seeger—NSA

**From:** Gretchen Wahl

**Subject:** June 7 and 9, 2011 Public Meetings—Updated Logistics, Layout and Format

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This memorandum outlines the activities that will take place on the two days of the public meetings including project team staffing, setup, room arrangements, and exhibit stations placement, open house and formal presentation format, and conclusion.

Jacobs will give each team member who has a role in the meetings a copy of this memorandum or the detailed schedule breakdown before the meetings.

### Project Team Staffing

These public meetings are an opportunity for the community to meet and ask questions of key representatives of the CREATE partner organizations and the 75<sup>th</sup> Street CIP project team.

**IDOT**

Larry Wilson  
Jakita Trotter  
Danielle Stewart  
Steve McClarty  
Marva Boyd  
Leigh Dunston

**FHWA**

Bernardo Bustamante

**CDOT**

Jeff Sriver  
Joe Alonzo

**Railroads**

Tom Livingston – CSX

Tanya Cohn – Metra  
David Rodriguez - Metra  
Herb Smith – NS

**HNTB**

Nick Busalacchi

**Jacobs**

Doug Knuth  
Joe Leindecker  
John Wirtz  
Gretchen Wahl  
Denise Zerillo  
Pam Miller  
Mark Rinnan  
Tim Barry

**NSA**

Nancy Seeger  
Tony Iacuzzi  
Donna Spicuzza

**RGMA**

Lance Foster

**IEI**

Michael Sutton  
Gessel Berry  
Jerome Graham (intern)  
Russell Robinson (intern)

**Local Facilitator**

Carlos Nelson

## Arrival Activities

Team members assisting in set up should plan on **arriving promptly at 2:00 p.m.** on both days. See "Detailed Schedule" for listing of members needed for set up.

### **Tuesday, June 7, 2011**

Location: St. Rita's High School, 7740 S. Western, Chicago, IL 60620

### **Thursday, June 9, 2011**

Location: 1<sup>st</sup> Corinthian MBC, 7500 S. Halsted, Chicago, IL 60620

**Parking/Unloading at St. Rita's:** Parking is available behind the school where there is an entrance close to the Dining Hall and Auditorium.

Entrance is the doors on the right that go into the corridor leading to the Dining Hall.

Access to the parking is by a driveway on the south end of the school campus leading to the rear of the school and the parking lot. The driveway is just north of McDonald's.

The ramp and parking for individuals with disabilities is in front of the school.

**Parking/Unloading at 1<sup>st</sup> Corinthian:** Parking is available in a large lot on the other side of Halsted Street. There is a small parking lot next to the church building that is accessible for people with disabilities.

Attendees can enter the Sanctuary (the front of the church) from this parking lot.

**Outside signage** – St. Rita's will have outdoor signs on stakes directing people to the parking lot in the rear of the main building. Signs will also be posted inside the building directing people to the actual meeting rooms.

1<sup>st</sup> Corinthian will have signs inside the church directing people to the exhibit room and the sanctuary for the formal session.

## Set Up

**St. Rita's** – *The public meeting will take place in the school Dining Hall and Auditorium.*

**Sign-in Table**—Attendees will sign in at a table placed in the hall leading to both the dining hall and the auditorium. Jacobs will staff the sign-in table. Attendees will be asked to sign in and will be provided:

- Project brochure with the new insert
- Comment sheets

## **Elected Officials and Media Sign-in**

There will be specific sign-in sheets for elected officials and media marked by table tents and placed at the end of the sign-in tables. Media kits will be available for reporters. Those staffing the sign-in table will alert Jakita or Gretchen of when an elected official or member of the media has arrived. Jakita will note which elected officials are present for proper recognition during the formal part of the meeting.

**Auditorium** – This is where PowerPoint A with a recorded script will be played throughout the open house portion of the meeting. Gretchen Wahl and the PI team will set up the PowerPoint. As attendees enter and sign in, staff will tell attendees about the PowerPoint and direct to enter the auditorium or wait for the next showing. A clock sign at the sign-in table will indicate the next time the presentation will begin. Jacobs will staff the auditorium at all times.

The formal part of the meeting will take place here as well. At 5:45 PowerPoint A will be stopped and PowerPoint B - the formal presentation - will be set up. At 5:40 p.m., team staff will begin alerting and directing attendees to finish their conversations and move into the auditorium.

The court reporter should move into the auditorium to record questions and answers at 5:45 p.m. Gretchen Wahl will direct the PI staff in setting up the court reporter.

**Dining Hall**—This room will be where the "open house" takes place and where we will display the exhibits and station the court reporter. A table with chairs will be set up in the middle of the Dining Room so attendees have a place to complete their comment sheets and leave them in a comment box before they leave. Pens will be provided on the table.

*Doug Knuth will direct team in set up and placement of exhibits, tables, and chairs.*

*Gretchen Wahl will direct the PI staff in setting up the sign-in table, placing signage, setting up comment table and court reporter.*

***Please refer to the room layout for specific information.***

**1<sup>st</sup> Corinthian** – *The public meeting will take place in the church Fellowship Hall and Sanctuary*

**Sign-in Table** – Attendees will sign in at a table placed in the small entry hall leading to the sanctuary. Jacobs will staff the sign-in table. Attendees will be asked to sign in and will be provided:

- Project brochure with the new insert
- Comment sheets

**Elected Officials and Media Sign-in**

There will be specific sign-in sheets for elected officials and media marked by table tents and placed at the end of the sign-in tables. Media kits will be available for reporters. Those staffing the sign-in table will alert Jakita or Gretchen of when an elected official or member of the media has arrived. Jakita will note which elected officials are present for proper recognition during the formal part of the meeting.

**Sanctuary**– Gretchen Wahl and the PI team will set up the PowerPoint. Chairs will be set up and this is where the voice-over PowerPoint will be played throughout the open house portion of the meeting. As attendees enter and sign in, staff will tell attendees about the PowerPoint and direct to enter the sanctuary or wait for the next showing. A clock sign at the sign-in table will indicate the next time the presentation will begin. Jacobs will staff the sanctuary at all times.

The formal part of the meeting will take place here as well. At 5:45 the voice-over PowerPoint will be stopped and the PowerPoint for the formal presentation will be set up. At 5:40 p.m., team staff will begin alerting and directing attendees to finish their conversations and move into the sanctuary.

The court reporter should move into the sanctuary to record questions and answers at 5:45 p.m. Gretchen Wahl and the PI staff will make seating arrangements for the court reporter.

**Fellowship Hall** – This room will be where the "open house" takes place and where we will display the exhibits and station the court reporter. A table with chairs will be set up in the middle of the Fellowship Hall so attendees have a place to complete their comment sheets and leave them in a comment box before they leave. Pens will be provided on the table.

*Doug Knuth will direct team in setting up exhibits, tables, and chairs.*

*Gretchen Wahl will direct the PI staff in setting up the sign-in table, placing signage, setting up comment table/court reporter.*

***Please refer to the attached room layout for specific information.***

## Exhibits

As shown in the "Detailed Schedule" section of this memo, project team members have been assigned to boards based on their individual ability to answer questions about the respective boards. Each will have a clipboard to write down new information we may get or other input worth documenting. At the end of the meeting they should provide those sheets to Gretchen or Denise for the documentation of the meeting.

CREATE team partners not assigned a specific boards should be prepared to "float" throughout the meeting. These CREATE team partners who are not assigned a specific exhibit should walk around the room and listen to what participants are saying to those staffing the exhibits. They should engage attendees in discussion and be willing to answer questions that apply to their organization. If a large group is gathered around one exhibit, they should help the team member who is assigned to that exhibit. Each will have a name tag on, so people may come directly to them with their questions.

<b>75<sup>th</sup> St. CIP – Public Meeting June 7 &amp; 9, 2011</b>		
<b>Exhibit Stations (in order as they should be placed/grouped)</b>		
<b>Stations</b>	<b>Description</b>	<b>Number of exhibits</b>
1	CREATE Program Map (30" x 40")	1
2	CREATE Program Goals and Benefits (30" x 40")	1
3	The Problem Statement (30" x 40")	1
4	Purpose and Need	1
5	Environmental Impact Statement	1
A	Community Issues Large Aerial Map (8' x 8')	2
B	Railroad Issues/Conflicts Large Aerial Map (8' x 8')	2
6	Railroad Terms (30" x 40")	2
7	CSS	1
8	Community Advisory Groups (30" x 40")	1
9	Other Project-Related Concerns	1
10	Opportunities for Public Involvement (30" x 40")	1
11	EIS Process and Timeline (30" x 40")	1

***Please refer to the attached room layout for specific information. As shown, we plan to display the two large aerial maps next to each other. They show the same area in two different ways and are positioned to allow for the most interaction with the participants. We anticipate several people at these maps at the same***

***time, so there needs to be enough room to accommodate more people than the other boards. Once set-up begins, the team can adjust them if necessary.***

## Schedule and General Information

### Security

St. Rita's and 1<sup>st</sup> Corinthian will provide security for the meeting.

### Pre-meeting Orientation

Everyone named on the —Detailed Schedule” and assigned a specific role is asked to meet in the Sanctuary or Auditorium at 3:15 p.m. Jacobs will go over:

- Safety (for example, exits in case of an emergency, assigning who will call 911, determining who knows CPR, etc)
- Last minute changes to the schedule
- General responsibilities so anyone knows where to direct people (i.e., if there is a media question send them to Jakita)

### Open House

The open house will begin at 4 p.m. (Although people may show up as much as 30 minutes earlier). Guests will be greeted and asked to sign in at the registration table. Jacobs will have two people at the sign-in table to provide direction to guests. Participants will be directed to the PowerPoint presentation for a general background on the project. The —open house” format and formal presentation will be explained.

### Formal Session

At 5:40 p.m. team staff will begin directing attendees who want to take part in formal session to the Auditorium/Sanctuary. Donna Wadlington, the court reporter should be set up by 5:45 p.m. to record this formal session of the PIM.

The formal session of the meeting will commence at 6 p.m. At the head of the room will be:

- Marva Boyd
- Jakita Trotter
- Larry Wilson
- Doug Knuth
- Alderman Lane at St. Rita. Mr. Keevin Woods for Alderman Thomas at 1<sup>st</sup> Corinthian
- Carlos Nelson

Joe Leindecker, Lance Foster, and a representative from each of the partner organizations should sit near the front in case a presenter needs to call on them for information.

The order of the presentation follows.

- Marva Boyd welcomes and provides opening, introduces Jakita Trotter.
- Jakita introduces officials in attendance.
- Jakita asks people to write questions on index cards. Jacobs staff hand cards and pens to audience.
- Jakita introduces Larry Wilson and Doug Knuth.
- Larry and Doug present project using PowerPoint.
- Larry asks Alderman or representative (Ald. Lane at St. Rita, Keevin Woods at 1<sup>st</sup> Corinthian) to speak. Questions are collected and sorted by Jacobs.
- Facilitator Carlos Nelson asks questions of project team.
- At 7 p.m. Doug Knuth thanks guests for coming and invites guests to move back to the room with the exhibits where they can speak directly with the planners and engineers working on the project to ask further questions or provide comments. Staff should then be assisting with directing people back to the room with the exhibits.

Breakdown

At 7:30 p.m. the project team will begin breaking down the site to conclude the meeting.

**Detailed Schedule Breakdown  
(Same for both meetings)**

<b>Time</b>	<b>Activity</b>	<b>Staff Responsible</b>
2 p.m.	Arrive at Location	Jakita Trotter, Leigh Dunston, Nick Busalacchi, Doug Knuth, Joe Leindecker, John Wirtz, Gretchen Wahl, Denise Zerillo, Nancy Seeger, Pam Miller, Mark Rinnan, Tim Barry, Jerome Graham, Russell Robinson
2:05 – 2:20 p.m.	Unload	Jakita Trotter, Leigh Dunston, Nick Busalacchi, Doug Knuth, Joe Leindecker, John Wirtz, Gretchen Wahl, Denise Zerillo, Nancy Seeger, Pam Miller, Mark Rinnan, Tim Barry, Jerome Graham,

		Russell Robinson
2:25 – 3:00 p.m.	Set up exhibits and comment table area with comment box/chairs/pencils, etc.	Doug Knuth, Joe Leindecker, John Wirtz, Mark Rinnan, Tim Barry
2:25 – 3:10 p.m.	Set up Auditorium/Sanctuary for Presentations/Court Reporter areas in both rooms of each venue	Jakita Trotter/Gretchen Wahl/Denise Zerillo
2:25 – 3:10 p.m.	Set up Sign In Tables and Comment area in Dining Hall/Fellowship Hall	Nancy Seeger, Pam Miller, Jerome Graham, Russell Robinson
2:25 – 3:10 p.m.	Signage outside and throughout buildings	Nancy Seeger, Leigh Dunston
2:45 p.m.	Arrival of other team members	Larry Wilson, Marva Boyd, Danielle Stewart, Steve McClarty, Jeff Sriver, Joe Alonzo, Bernardo Bustamante, Bill Thompson, Tom Livingston, Tanya Cohn, David Rodriguez, Lance Foster, Gessel Berry, Michael Sutton
3:15 p.m.	Brief Orientation in Sanctuary/Dining Hall to review the meetings activities and key points to be made	Doug Knuth and All Team Members
3:30 p.m.	Prepare to Greet Guests	Jakita Trotter, Pam Miller, Leigh Dunston, Donna Spicuzza, Jerome Graham, Russell Robinson
3:30 p.m.	Court Reporter takes position in open house area	Donna Wadlington
<b>3:30 p.m. – 5:45 p.m.</b>	<b>Staff boards</b>	<b>Staff Assigned to Boards*</b>
Board #1	CREATE Program Map	Steve McClarty, Jeff Sriver, Danielle Stewart
Board #2	CREATE Program Goals and Benefits	Steve McClarty, Jeff Sriver, Danielle Stewart
Board #3	The Problem Statement	Mark Rinnan, Mike Sutton, Gessel Berry
Board #4	Purpose and Need	Mark Rinnan, Mike Sutton, Gessel Berry

Board #5	Environmental Impact Statement	Mark Rinnan, Mike Sutton, Gessel Berry
Board A	Community Issues Large Aerial Map (2)	Gretchen Wahl, Tanya Cohn, Nick Busalacchi, Jakita Trotter
Board B	Railroad Issues/Conflicts Large Aerial Map (2)	Doug Knuth, Joe Leindecker, Joe Alonzo, John Wirtz
Board #6	Railroad Terms	Tom Livingston, Herb Smith
Board #7	CSS	Denise Zerillo, Joe Alonzo, Lance Foster
Board #8	Community Advisory Groups	Denise Zerillo, Joe Alonzo, Lance Foster
Board #9	Other Project-Related Concerns	Denise Zerillo, Joe Alonzo, Lance Foster
Board #10	Opportunities for Public Involvement	Nancy Seeger, Tony Iacuzzi
Board #11	EIS Process and Timeline	Nancy Seeger, Tony Iacuzzi
3:45 p.m. – 5:45 p.m.	Begin PowerPoint and monitor	Leigh Dunston
3:45 p.m. – 7:00 p.m.	Photograph Open House	Nick Busalacchi
5:40 p.m.	Direct attendees into Auditorium or Sanctuary	Primary: Jerome Graham, Russell Robinson Backup: All Staff
5:40 p.m.	Court reporter moves to Auditorium or Fellowship Hall	Donna Wadlington (Court Reporter)
5:40 p.m. – 7:00 p.m.	Move to halls for Formal Presentation	Marva Boyd, Larry Wilson, Jakita Trotter, Doug Knuth, Alderman Lane at St. Rita. Keevin Woods at 1 <sup>st</sup> Corinthian, Danielle Stewart, Steve McClarty, Jeff Sriver, Joe Alonzo, Bernardo Bustamante, Herb Smith, Tom Livingston, Tanya Cohn, Gretchen Wahl, Nick Busalacchi (photos), Denise Zerillo, Joe Leindecker.  Gretchen and Denise will hand cards and pencils to

		audience as they enter
5:40 p.m. – 7:30 p.m.	Continue staffing boards during the presentation	John Wirtz, Mark Rinnan, Tim Barry, Nancy Seeger, Tony Iacuzzi,
6:00 p.m. – 7:00 p.m.	Formal Session	See below
6:00 p.m.	Welcomes and provides opening. Introduces Jakita Trotter	Marva Boyd
6:05 p.m.	Introduce Elected Officials  Ask people to write questions on index cards.  Introduce Larry Wilson and Doug Knuth.	Jakita Trotter  Gretchen and Denise will hand additional cards and pencils to audience
6:10 p.m.	PowerPoint Presentation	Larry Wilson and Doug Knuth
6:25 p.m.	Ask audience to begin passing their cards with questions to Denise or Gretchen.  Ask Alderman to speak (Lane at St. Rita, Woods for Thomas at 1 <sup>st</sup> Corinthian)	Jakita Trotter
6:26 p.m.	Alderman speaks, questions are handed in	Aldermen speaks, Jacobs staff collect questions
6:35 p.m.	Introduce facilitator, Carlos Nelson	Jakita Trotter.
6:40 p.m.	Questions are handed to Carlos Nelson, who asks the questions of team	Carlos directs questions to Doug and Larry, who answer questions or indicate who else on team should answer them. Jacobs staff continue to collect and sort questions
7:00 p.m.	Doug Knuth thanks guests for coming and invites guests to move back to the room with the exhibits where they can speak directly with the planners and engineers working on	Team resumes their positions from previous open house session.

	the project to ask further questions or provide comments.	
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## Appendix K: Public Meeting Materials Check List Example



## June 7 and 9 Public Meeting Checklist

Item	June 7	June 9
<b>Signs</b>		
Welcome/directional signs – (Yard signs/NSA; Directional/Jacobs)		
Scotch Tape		
<b>Sign-in Table</b>		
Brochures with new insert		
Comment Sheets		
Sign-in sheets (3 sets – public, elected and media)		
Table Tents for sign-in sheets (Media and Elected Officials)		
Name tags (including extra blank name tags)		
Clock for showtimes		
Media kits (10)		
Extra printouts of PowerPoint Presentation and Exhibits (10)		
Pens		
Scotch Tape		
<b>Exhibit Room</b>		
Small Boards (10)		
2 Large Aerial Maps; Transportation Needs and Community Input (4 sections total)		
Easels (16)		
Extra rolled aerial maps		
Camera-charged and with extra charged batteries		
Photo release form		
Clipboards and Note Pads		
Comment Box		
Comment Sheets		
Pens		
<b>Formal Session</b>		
Computer for presentations		
Remote control		
Projector and connecting cables		
Power strip		
Extension cords (2)		
Laser pointer		
Extra copy of presentation on memory stick – both presentation versions		
Extra bulb for projector		
Index Cards		
Pens		





## Appendix L: Comment Response Letter Example



# CORRIDOR IMPROVEMENT PROJECT

*Moving Forward Together*

75th St. CIP  
525 W. Monroe St.  
Suite 200  
Chicago, Illinois 60661

[www.75thcip.org](http://www.75thcip.org) ♦ [info@75thcip.org](mailto:info@75thcip.org)

October 9, 2014

Ms. Cheryl Williams  
University Hill Community Council  
8822 S. Yale Ave.  
Chicago, IL 60628

Dear Ms. Williams:

Thank you for your comments regarding the Draft Environmental Impact Statement for the 75th Street Corridor Improvement Project (75<sup>th</sup> St. CIP) that is part of the Chicago Region Environmental and Transportation Efficiency (CREATE) Program. Throughout the course of the 75<sup>th</sup> St. CIP, community input has helped IDOT better integrate community concerns and values into the project. Your input was valuable to the Illinois Department of Transportation (IDOT) as the Project Team prepared the Final Environmental Impact Statement, which is available for review on the project website - [www.75thcip.org](http://www.75thcip.org) and at the following libraries and at the Alderman's office.

Wrightwood-Ashburn Branch  
8530 South Kedzie Avenue

Sherman Park Branch  
5440 South Racine Avenue

Hometown Ladwig Library  
4331 Southwest Highway #3  
Hometown, Illinois

Thurgood Marshall Branch  
7506 South Racine Avenue

Brainerd Branch  
1350 W. 89th Street

West Englewood Branch  
1745 W. 63rd Street

Harold Washington Library  
Center  
400 S. State St.

In your comments, you told us:

*“our community is surrounded by four railroads that include viaducts. We have encountered disturbances, crumbling viaducts, idling, vibrations, horns, loud noises at any time. We are also interested in developmental resources that will benefit the community and enhancements.”*

The following petition was also attached to your comment sheet and contained 66 signatures.

*We the residents from 87th, 88<sup>th</sup>, Princeton Ave, Yale Ave, Holland Road, West 89th street and Harvard are requiring the construction of a noise wall that would surround the community. The wall will serve as a barrier to absorb some of the impact from the loud noises from the railroads that have increased and disturbing the residents.*

*We are encountering an intense penetrating increase of noises from the railroads that surround the community. The noises are encountered throughout the day and night from squelching on the rails, notable increased volume of rail traffic, vibrations and banging sounds from trains operations that jolt the residence throughout the community.*



*Idling trains that sit for long periods of time and additional noises from trains that are blowing horns during the day and late nights.*

As part of the Preferred Alternative, 36 viaducts in the project area would be replaced or reconstructed, including the viaducts at 87th, 88th, and 89th Streets in your area. The one remaining viaduct (at 75th Street and Union Avenue) would be closed.

The Federal Highway Administration and IDOT have informed the responsible railroad(s) of the concerns. As noted in the "Railroad and City of Chicago Contact Information" flyer handed out at the Public Hearing and available in Appendix J-1 of the Final Environmental Impact Statement, whenever you have a non-emergency concern about idling trains or other issues please call 311. The City of Chicago operator will ask questions and get the information to the right people to address the problem. In the case of an emergency or trespassing on railroad property, please call 911.

As discussed in Chapter 3 of the Final Environmental Impact Statement, Section 3.6 – Air Quality, the 75th St. CIP would eliminate most train delays and locomotive idling, resulting in a 20% decrease in fuel usage and fewer air emissions between the No-Build and Build Alternatives. Additionally, current and future United States Environmental Protection Agency locomotive regulations, as well as improvements in fuel composition, will continue to perpetuate better emissions performance. So, even though there would be increased train activity as a result of the project, future emissions would be below current levels for all criteria pollutants except Carbon Monoxide (CO). In the case of CO, the emissions of CO would be lower for the Build Alternative than for the No-Build Alternative.

The CREATE Program is committed to helping local residents find out about job opportunities and requirements through existing programs such as:

- IDOT's Highway Construction Careers Training Program
- Urban League's Transportation Apprenticeship Readiness Training Program, and
- IDOT's Bureau of Small Business Enterprises and Disadvantaged Business Enterprise Program.

In addition, the CREATE partner railroads are hiring now. You can find out about these opportunities by visiting the railroad websites. Brochures describing the IDOT programs mentioned above are attached and included in Appendix J, as well as the CREATE employment opportunities brochure for your use that lists the website information for the railroads.

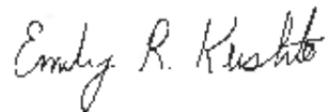
To supplement these existing programs IDOT and the CREATE partners are committed to exploring the feasibility of additional job training and education programs as additional mitigation measures for Environmental Justice during Phase II final design and Phase III construction. More information about these additional programs is included in Chapter 3.2.7 of the Final Environmental Impact Statement, which will be available on the project website - [www.75thcip.org](http://www.75thcip.org).

Finally, as discussed in Chapter 3 of the Final Environmental Impact Statement, Section 3.7-1 – Noise, the noise analysis identified impacts on the east side of this development. A barrier for the area north of 88th Street to south of 89th Street near South Holland Road was found to be feasible and cost-effective. Residents and property owners who would benefit from this noise barrier were sent forms to share their viewpoint on this barrier. The response received, in addition to your petition, indicated that a noise barrier is desired by residents in your community, and the barrier is recommended to be included as part of the project.



Again, thank you for your comments. Both your comments and corresponding responses are included in the Final Environmental Impact Statement. IDOT believed it was important to send individual responses to those who took the time to provide comments. Should you have questions about this project or need additional information, please feel free to contact me via phone at (312) 793-5376 or email at [emily.kushto@illinois.gov](mailto:emily.kushto@illinois.gov). I also encourage you to visit our project website at [www.75thcip.org](http://www.75thcip.org) for more information.

Sincerely,



Emily R. Kushto, P.E., Ph.D.  
Section Chief CREATE  
Illinois Department of Transportation  
<http://www.createprogram.org>

Attachments (3)



# HCCTP News

## HIGHWAY CONSTRUCTION CAREERS TRAINING PROGRAM



### CONSTRUCTION COURSES OFFERED IN VARIOUS SKILLS:

- O.S.H.A. 10 Hour Safety
- First Aid/CPR/AED
- Aerial Lift
- Fork Lift
- Mobile Crane
- Crane Signaling
- Skid Steer



“ I was committed from the start to be a successful woman in construction. This class gave me the opportunity to have a great career, which I am now starting as a Cement Mason!”

**Jackie Clemens**

2011 Cement Mason's Apprentice  
Illinois Central College Graduate



## Building Careers Across Illinois

In collaboration with the Federal Highway Administration, the Illinois Department of Transportation (IDOT) initiated a Highway Construction Careers Training Program (HCCTP) in late 2009, in an effort to increase access to highway construction jobs for minorities, women and disadvantaged individuals. The HCCTP emphasizes life-long learning and provides opportunities for further education and assistance to improve employability in Illinois' highway construction industry. The program is administered by the Illinois Community College Board and implemented through twelve Community Colleges throughout the state.

Each Community College holds one to five training sessions per year in which individuals receive intensive training in highway construction-related skills, such as mathematics for the trades, job site readiness, carpentry, concrete flatwork, blueprint reading orientation, introduction to tools, forklift operation and OSHA 10 certification, etc.

Each Community College provides its graduates with assistance in obtaining placement in Illinois' highway construction trade unions, apprenticeship programs and/or with IDOT highway construction contractors.

### Participating Community Colleges

**District 1**..... Dawson Technical  
Institute of Kennedy-King College  
South Suburban College  
**District 2**..... Rock Valley College  
Black Hawk College  
**District 3**..... Kankakee Community College  
**District 4**..... Illinois Central College

**District 5**..... Parkland College  
**District 6**..... Lincoln Land Community College  
**District 7**..... Lake Land College  
**District 8**..... Lewis & Clark Community College  
Southwestern Illinois College  
**District 9**..... John A. Logan College

# DESIGNING OUR WORKFORCE, PAVING THE FUTURE



“ I know that the path I travel is greatly determined by the decisions I make in life. I am so thankful for deciding to enroll in the Highway Construction Careers Training Program. ”

**A. Cox**

2011 Carpenter's Apprentice John A. Logan Graduate



## COORDINATOR CONTACT INFORMATION

District	Community College	Coordinator	Phone/Email
<b>One</b>	Dawson Technical Institute <i>Chicago, IL</i>	Shoshiwa Mabina	773-451-2082 smabina@ccc.edu
	South Suburban College <i>Oak Forest, IL</i>	Rebecca Garcia	708-225-5822 Rgarcia@ssc.edu
<b>Two</b>	Black Hawk College <i>Moline, IL</i>	Julie Gelaude	309-796-5715 gelaudej@bhc.edu
	Rock Valley College <i>Rockford, IL</i>	Scott Abbott	815-921-3912 S.abbott@rockvalleycollege.edu
<b>Three</b>	Kankakee Community College <i>Kankakee, IL</i>	John Willard	815-802-8205 jwillard@kcc.edu
<b>Four</b>	Illinois Central College <i>Peoria, IL</i>	Monica Arbuckle	309-690-6912 Monica.Arbuckle@icc.edu
<b>Five</b>	Parkland College <i>Champaign, IL</i>	R.J. Rowland	217-353-2122 rrowland@parkland.edu
<b>Six</b>	Lincoln Land Community College <i>Springfield, IL</i>	Tom Spears	217-786-3675 Thomas.spears@llcc.edu
<b>Seven</b>	Lake Land College <i>Mattoon, IL</i>	Cindy Shupe	217-235-0361 ext. 236 Cshupe@lakeland.cc.il.us
<b>Eight</b>	Southwestern Illinois College <i>East St. Louis, IL</i>	Melissa Snelson	618-874-6528 Melissa.snelson@swic.edu
<b>Eight</b>	Lewis & Clark Community College <i>Godfrey, IL</i>	Jeremy Elledge	618-468-4149 jelledge@lc.edu
<b>Nine</b>	John A. Logan College <i>Carterville, IL</i>	Mark Etters	618-985-2828 ext. 8643 Mark.etters@jalc.edu

*The Illinois Department of Transportation, The Illinois Community College Board, and the participating Community Colleges do not guarantee employment upon a trainees' graduation from the Highway Construction Careers Training Program.*





**Chicago  
Urban League**

## **Ready to Launch Your Construction Career?**

**Join the Chicago Urban League Transportation  
Construction Apprenticeship Readiness  
Training Program**

**Get Training, Mentoring, Connections to Union Apprenticeships, and JOBS!**

Find out more about training classes beginning in your area by contacting one of our partnering organizations or by visiting [www.thechicagourbanleague.org](http://www.thechicagourbanleague.org)



773-921-2121



**Chicago  
Urban League**

773-285-5800



United Services of Chicago

773-624-5000



Black Chamber of Commerce  
of Lake County

847-599-9510

**Applicants must be individuals who have not successfully completed a union apprenticeship and training program in the past or who are not currently journeymen in good standing.**

**Applicants must be residents of one of the following counties:**

**Kane, Cook, DuPage, Lake, McHenry and Will**

**Funded by the Illinois Department of Transportation**



# Illinois Department of Transportation

Office of Business & Workforce Diversity  
2300 South Dirksen Parkway / Springfield, Illinois 62764

## Frequently Asked Questions and Answers

### What is the DBE program?

The Disadvantaged Business Enterprise (DBE) program is a federally mandated program intended to ensure nondiscriminatory contracting opportunities for small business concerns owned and controlled by socially and economically disadvantaged individuals in the United States Department of Transportation's (USDOT) highway, mass transit and airport financial assistance programs.

The statutory provision governing the DBE program in the highway and mass transit financial assistance programs is 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Public Law 109-59, August 10, 2005. The statutory provision governing the DBE program as it relates to the airport financial assistance programs is 49 U.S.C. 47113.

The DBE program administered by the Illinois Department of Transportation (IDOT) provides minorities, women and other eligible small businesses an opportunity to participate in highway, mass transit and airport contracts that are federal and state funded. The presumptive groups that are eligible for the DBE program are:

- Black Americans
- Hispanic Americans
- Native Americans
- Asian-Pacific Americans
- Subcontinent Asian Americans
- Women
- Any additional groups whose members are designated as socially and economically disadvantaged by the Small Business Administration (SBA), at such time as the SBA designation becomes effective.

Also considered eligible is any individual who IDOT finds to be socially and economically disadvantaged on a case-by-case basis.

### Should I apply for IDOT DBE certification?

DBE goals are put on projects, and prime contractors must utilize DBE firms to meet those goals. If your firm is interested in state government work, performs heavy highway/airport-related construction, professional engineering consulting, trucking, manufacturing/fabricating and construction material supply services, and meets the following eligibility criteria, then you should apply for IDOT DBE certification. You do not have to be DBE-certified to perform work on IDOT contracts; however, opportunities increase if you are certified.

## **Am I eligible?**

A firm (including its affiliates) must meet the requirements of 49 CFR part 26, Subpart D, concerning group membership or individual disadvantage, business size, ownership and control.

A firm must be at least 51 percent owned by socially and economically disadvantaged individuals who possess the power to direct or cause the direction of the management and policies of the firm and to make day-to-day, as well as long-term, decisions on matters of management, policy and operations.

### **Individual/business size requirements:**

To meet the size requirements of the DBE program, a firm, including its affiliates, must have average annual gross receipts, over the firm's previous three fiscal years, that do not exceed the following size standards:

- For general construction firms; e.g., highway, street and bridge construction, the size standard is \$22.41 million;
- For specialty trades; e.g., electrical, plumbing and site preparation, the size standard is \$14 million;
- For landscaping services, the size standard is \$7 million;
- For professional, scientific and technical services; e.g., engineering, drafting, geophysical surveying and mapping, surveying and mapping (except geophysical), and environmental consulting, the size standards are as follows:

Engineering Services - \$4.5 million

Drafting Services - \$6.5 million

Geophysical Surveying and Mapping Services - \$4.5 million

Surveying and Mapping (except Geophysical) Services – \$4.5 million

Environmental Consulting Services - \$7.0 million

You will need to obtain your North American Industry Classification System (NAICS) code number to determine your work category(ies). Go to [www.census.gov/eos/www/naics](http://www.census.gov/eos/www/naics).

Also go to the U.S. Small Business Administration's web site at [www.sba.gov/contractingopportunities/officials/size/index.html](http://www.sba.gov/contractingopportunities/officials/size/index.html) to determine your size standard. These standards represent the largest size that a business (including its subsidiaries and affiliates) may be to remain classified as a small business for SBA and federal contracting programs. All federal agencies must use SBA's size standards for government contracts identified as small business and for other programs and regulations, unless authorized by federal statute to another measure.

### **Does USDOT's DBE program have a size cap?**

Yes; as of April 3, 2009, the DBE program size cap is **\$22,410,000**. See 49 CFR Part 26.65 below:

§ 26.65 - What rules govern business size determinations?

- (a) To be an eligible DBE, a firm (including its affiliates) must be an existing small business, as defined by Small Business Administration (SBA) standards. As a recipient (IDOT), you must apply current SBA business size standard(s) found in 13 CFR part 121 appropriate to the type(s) of work the firm seeks to perform in DOT-assisted contracts.
- (b) Even if it meets the requirements of paragraph (a) of this section, a firm is not an eligible DBE in any Federal fiscal year if the firm (including its affiliates) has had average annual gross receipts, as defined by SBA regulations (see 13 CFR 121.402), over the firm's previous three fiscal years, in excess of \$22.41 million.

SAFETEA-LU Section 1101(b)(1)(a) instructs the Secretary of Transportation to adjust the DBE program size cap amount annually for inflation.

### **Do I have to perform certain kinds of work if I am interested in IDOT DBE certification?**

Yes, IDOT's contracts involve only heavy highway/airport-related construction, professional engineering consulting, trucking, manufacturing/fabricating and construction material supply services.

### **What if I am interested in state agency work other than with IDOT?**

If your firm is interested in work that is available through the **City of Chicago** (roadway and airport construction, airport concession-related services and professional consulting services), **Chicago Transit Authority (CTA)** (bus, rail, door-to-door paratransit service), **Metra** (rail) or **Pace** (bus), their contact information is provided below:

- **City of Chicago**, 312/742-0766, [www.cityofchicago.org](http://www.cityofchicago.org)
- **CTA**, 312/681-2627, [www.transitchicago.com](http://www.transitchicago.com)
- **Metra**, 312/322-6323, [www.metrarail.com](http://www.metrarail.com)
- **Pace**, 847/228-2439, [www.pacebus.com](http://www.pacebus.com)

### **What if I do not perform work in the categories listed with above agencies?**

If you perform in nonconstruction-related services, you should contact the Illinois Department of Central Management Services' (CMS) Business Enterprise Program.

The Business Enterprise Program is designed to encourage state agencies and universities to purchase needed goods and services from businesses owned and controlled by members of minority groups, females and/or persons with disabilities.

Through this program, only certified small businesses are eligible to bid on certain procurements. Visit the CMS web site at [www.state.il.us/cms](http://www.state.il.us/cms) for more information.

**How do I apply for IDOT DBE certification?**

You must complete and submit an Illinois Certification Program “Uniform Certification Application,” plus all required/requested information. The application is available on IDOT’s web site ([www.dot.il.gov/ucp/ucp.html](http://www.dot.il.gov/ucp/ucp.html)) or by contacting IDOT’s Bureau of Small Business Enterprises at 217/782-5490.

**Is there a cost to become certified?**

No.

**If I need help filling out the application and other paperwork, who can I contact?**

IDOT has supportive services consultants who can assist you. Supportive services assistance is free to firms who are seeking IDOT DBE certification or are already certified by IDOT. Visit IDOT’s web site at [www.dot.il.gov/sbe/ssassistance.html](http://www.dot.il.gov/sbe/ssassistance.html) for a listing of IDOT’s supportive services consultants.

**How long does it take to become certified?**

The certification process takes approximately 90 days after receipt of the completed application and all supporting documentation. The effort you make to submit a complete application with all requested documentation will help decrease processing time.

**Who can I call if I have questions regarding the processing of my application?**

Your application is assigned to a certification analyst following its receipt in the Bureau of Small Business Enterprises, and he/she can answer your questions. Or, if you used supportive services assistance to apply for certification, the consultant can assist you.

**How long does the certification period last?**

Five (5) years. However, you are required to annually submit a No Change Affidavit (and supporting documentation) by the anniversary date of your certification.

**Once I am certified, is my firm name listed in a directory?**

Yes, IDOT participates in the Illinois Unified Certification Program (IL UCP) with the City of Chicago, CTA, Metra and Pace, and the IL UCP maintains an Illinois Unified Certification Directory (Directory).

Once certified, your firm’s name, address, contact information, work categories and work location preferences will appear in the Directory. This Directory is used by IDOT’s prime contractors, as well as other agencies and individuals, to provide a

reference source of DBE firms to assist bidders/proposers in meeting DBE contract goals.

The Directory is available on IDOT's web site ([www.dot.il.gov/ucp/ucp.html](http://www.dot.il.gov/ucp/ucp.html)) or by contacting IDOT's Bureau of Small Business Enterprises at 217/782-5490.

### **Who can I call regarding IDOT's DBE program?**

The Bureau of Small Business Enterprises' phone numbers are:

- Certification Section - 217/782-5490
- Contract Compliance Section - 217/785-4611

### **I have seen programs with the designations of DBE, MBE, FBE, WBE, PBE – how are they different from one another?**

DBE, MBE, FBE, WBE and PBE are acronyms for various state/county/local agency programs that provide contractual opportunities for disadvantaged, minority, female and woman-owned business enterprises. The acronyms are explained below:

- **DBE** – Disadvantaged Business Enterprises (includes minority and woman-owned businesses)
- **MBE** – Minority Business Enterprises
- **FBE** – Female Business Enterprises
- **WBE** – Woman-owned Business Enterprises
- **PBE** – Persons with disabilities Business Enterprises

In Illinois, the following programs are offered by the listed agencies:

#### **DBE program**

The Illinois Department of Transportation, City of Chicago, CTA, Metra and Pace have a federally funded statewide program for DBEs. These agencies have established the Illinois Unified Certification Program (IL UCP), which is based on the concept of reciprocity among the agencies. "One stop shopping" is provided to DBE program applicants, such that an applicant need only apply once for statewide DBE certification that will be honored by all participating agencies in the IL UCP. Although the Cook County Highway Department does not have its own DBE program, it utilizes IL UCP-certified DBEs on its highway projects.

#### **MBE/WBE program**

The City of Chicago has a locally funded program for MBEs and WBEs that covers the City of Chicago and the six-collar county area.

#### **MBE/FBE/PBE program**

The Illinois Department of Central Management Services has a state-funded statewide Business Enterprise Program for MBEs, FBEs and PBEs.

## **Definitions**

### **DBE Certification**

All contractors, whether prime or subcontractor, desiring to participate as a DBE must be certified as a DBE. A firm seeking certification has to meet requirements concerning group membership or individual disadvantage, business size, ownership and control.

Call IDOT's Bureau of Small Business Enterprises (217/782-5490) for more information.

### **Prime Contractor Prequalification**

All highway construction prime contractors desiring to provide services to IDOT must be prequalified. Prequalification is a rating process which requires all prospective bidders to obtain a Certificate of Eligibility prior to being considered for issuance of bidding proposal forms and plans for any contract awarded by IDOT, as well as contracts awarded by local agencies requiring approval of award by IDOT.

Call IDOT's Bureau of Construction (217/782-3413) for more information.

### **Consultant Prequalification**

All architectural-engineering consultants desiring to provide services to IDOT, whether as a prime or subconsultant, must be prequalified.

Call IDOT's Bureau of Design & Environment (217/785-2940) for more information.

### **Subcontractor Registration**

IDOT is required to maintain a list of all contractors and subcontractors performing work on IDOT projects.

Subcontractors interested in participating on IDOT contracts are required to register. Only registered subcontractors included in the list can be approved for IDOT projects.

Prequalified prime contractors are automatically included in the list and are not required to register. Material suppliers and trucking companies are not included in the definition of subcontractor and are not required to register.

Subcontractors can register electronically by submitting the Subcontractor Registration Form. This form is located on IDOT's website under "Doing Business," "Contractor Services." The registration form requires minimal information and can be completed in minutes. Confirmation, along with a registration number, will be received by e-mail in 1-2 days. Registration is valid for one year and will then require renewal.

Call IDOT's Bureau of Construction (217/782-3413) for more information.



## Appendix M: Draft EIS and Non-EIS Public Meeting Summary Examples



# Appendix J DEIS Public Comment Period and Public Hearing Summary

## Introduction

Appendix J contains the key documents used to support and record the public involvement and agency coordination activities performed for the 75<sup>th</sup> Street Corridor Improvement Project (75<sup>th</sup> St. CIP) during the publication of the DEIS and the Public Comment Period. These activities are detailed in the text of Chapter 4 – Comments and Coordination of this Final Environmental Impact Statement (FEIS). Documents in this appendix are presented in the order in which they are discussed in Chapter 4.

## J1 Summary of DEIS Publication and Public Hearing

The 75th St. CIP Project Team published a Draft Environmental Impact Statement (DEIS) on March 28, 2014. The DEIS was available for review at seven project area public libraries, the Illinois Department of Transportation (IDOT) office in Chicago, and online at [www.75thcip.org](http://www.75thcip.org), [www.createprogram.org](http://www.createprogram.org), and [www.dot.il.gov](http://www.dot.il.gov). The Public Comment Period for the DEIS lasted from March 28 to May 22, 2014 for the purpose of receiving comments and input on the 75<sup>th</sup> St. CIP. The Project Team also held a Public Hearing on April 22, 2014 from 4:00 p.m. to 7:30 p.m. at the Freedom Temple Church of God in Christ, 1459 W. 74<sup>th</sup> St. in Chicago, centrally located in the project area.

From 4 p.m. to 6 p.m. the hearing format was an open house. Project Team members were on hand to present information and answer questions from those in attendance. Members of the Project Team participating in the Public Hearing included representatives from IDOT, the Federal Highway Administration (FHWA), the Chicago Department of Transportation (CDOT), the Consultant Team of Jacobs and sub consultants, and the Association of American Railroads (AAR), including CSX, Norfolk Southern, and Metra.





At 6 p.m., elected officials and members of the public provided comments on the DEIS during the formal Public Hearing session. Those wishing to speak registered in advance and comments were limited to three minutes to allow all who wanted to speak the opportunity to do so. All comments received are documented and included in the FEIS.

This appendix summarizes the tools used to announce the Public Comment Period and the Public Hearing; the format of the Public Hearing and the information provided; and the comments received during the Public Comment Period, including those received at the Public Hearing.

There were a number of ways to submit comments during the Public Comment Period:

- A court reporter was available during the open house portion of the Public Hearing to record individual comments.
- Comment sheets were distributed to everyone who signed in at the Public Hearing. People were encouraged to complete the sheets and submit them at the Hearing, or mail them in before the May 22 deadline.
- Elected officials and members of the public provided comments during the formal Public Hearing session.
- Comments could be submitted through the project website at [www.75thcip.org](http://www.75thcip.org) or emailed to [info@75thcip.org](mailto:info@75thcip.org).
- Written comments could be mailed to the Project Team.

## J2 Notices and Invitation to Participate in the Public Comment Period and Public Hearing

A Notice of Availability (NOA) for the DEIS was published in the Federal Register on March 28, 2014, the first date of the Public Comment Period and can be found in Appendix J-1, On that date, the document was available for public review on the websites [www.75thcip.org](http://www.75thcip.org), [www.createprogram.org](http://www.createprogram.org), and [www.dot.il.gov](http://www.dot.il.gov), and at the locations below:

- Chicago Public Library:
  - Wrightwood-Ashburn Branch, 8530 S Kedzie Ave.
  - Thurgood Marshall Branch, 7506 S. Racine Ave.
  - West Englewood Branch, 1745 W. 63<sup>rd</sup> St.
  - Sherman Park Branch, 5440 S. Racine Ave.
  - Brainerd Branch, 1350 W. 89<sup>th</sup> St.
  - Harold Washington Library Center, 400 S. State St.
- Hometown Ladwig Library, 4331 Southwest Highway #3, Hometown, Illinois
- Illinois Department of Transportation, 100 W. Randolph, Suite 6-600, Chicago, Illinois

The 75<sup>th</sup> St. CIP Consultant Team used several methods to announce the availability of the DEIS and to promote the Public Comment Period and the Public Hearing. The goal was to increase public participation. All documents used to announce the hearing may be found in Appendix J-1. Each piece provided locations where the public could view the 75<sup>th</sup> St. CIP Draft Environmental Impact Statement and gave specific information about the dates of the Public Comment Period, and the Public Hearing date, location, and time.

*Advertising* – The Project Team placed display ads announcing the Public Comment Period and Public Hearing in the following local and regional newspapers. See Appendix J-1.

Chicago Sun-Times  
March 23 and April 15, 2014

Chicago Citizen  
March 26 and April 16, 2014

Chicago Defender  
March 26 and April 16, 2014

Southwest News-Herald, city edition  
March 28 and April 18, 2014

*Postcard Mailing* – On March 24, 2014 the Project Team mailed postcards to 1,400 property owners and about 700 individuals and organizations on the project mailing list, including members of the two Community Advisory Groups and other key stakeholders including local, state and federal elected officials, community organizations, area churches property owners near the study area. (see postcard in Appendix J-1).

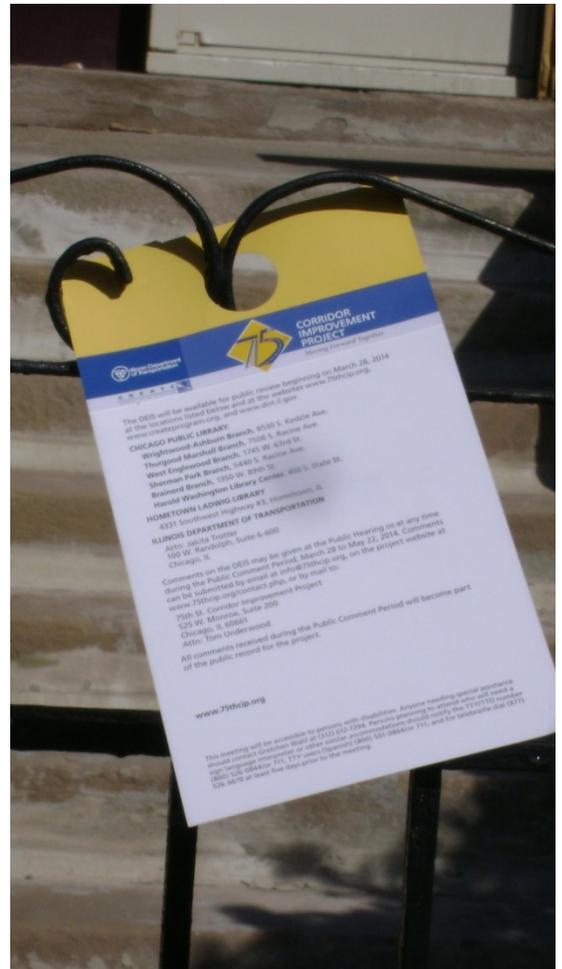
The Project Team hand-delivered packets of 50 postcards to 29 community resource locations for their distribution:

- Alderman Latasha Thomas
- Alderman Lona Lane
- State Senator Jackie Collins
- State Representative Mary Flowers
- 1<sup>st</sup> Corinthian Church
- Amanda Norman
- Ashburn Community Elementary School
- BJ's Market
- CPD, 6<sup>th</sup> District
- Employment Resource Center



- Esquire Barber Shop
- Woodson Library
- Grace & Mercy Barber & Beauty Shop
- Greater Auburn-Gresham Development Corp.
- I Care Christian Center Ministries
- Kraft Foods
- Monument of Faith Evangelical Church
- Neighborhood Housing Service
- Orland Park Metra Station
- Palos Park Metra Station
- Pleasant Green MB Church
- St. Denis Church & School
- St. Leo Residence for Veterans
- St. Rita High School
- St. Sabina
- St. Simeon High School
- Stagg Elementary School
- Wrightwood Ashburn Library
- Wrightwood Improvement Association

**Door hangers** – In addition to more conventional outreach methods, a local delivery firm - Diversity City - from the project area was hired to hang notices of the Public Comment Period and Public Hearing on doorknobs in areas where there is the most potential for project impacts. Those areas include properties south of Hamilton Park, properties near the Union Avenue viaduct at 75<sup>th</sup> Street, and properties along the CSX railroad tracks from 71<sup>st</sup> Street to 79<sup>th</sup> Street. On April 4 and April 7, 2014, door hangers were distributed at 1,700 residences and businesses in those areas. (see Appendix J-1).



**Project Website Posting** – The Project Team posted announcements about the Public Comment Period and Public Hearing on the project website at [www.75thcip.org](http://www.75thcip.org) on the home page and the “Overview” and “Get Involved” pages. The Public Hearing notice was also posted on the CREATE Program website and on the Greater Auburn Gresham Development Corporation website portal.

*Posters in Metra’s SouthWest Service Line (SWS)*

*Stations* – To reach out to Metra’s SWS riders, the Project Team placed 24 posters in the 12 stations along the SWS Line route on March 26, 27, and 28 (Metra does not own Union Station, so the team was unable to hang posters at that location) (see Appendix J-1).

*On the Bi-Level* – Metra’s newsletter for commuters

“On the Bi-Level” also ran a mention of the Public Hearing in its March/April 2014 issue, which Metra distributed on all Metra trains and posted Public Hearing details on Metra’s website. See Appendix J-1.

**J3 Public Hearing**

When attendees arrived at the Public Hearing location, signs directed them to parking and to the registration table. Approximately 140 people signed-in for the meeting as they entered the hearing reception area and each provide hearing materials.

- A 12-page brochure that explained the Preferred Alternative; outlined the benefits, impacts, and mitigation measures associated with the Preferred Alternative; and explained how stakeholders could comment on the DEIS (see Appendix J-1)
- A comment sheet (see Appendix J-1)

Also available at the sign-in table and in the exhibits area were:

- CREATE Program Employment Opportunities Fact Sheet
- A flyer about Chicago Urban League job training and educational programs funded by IDOT.
- Information about IDOT’s Disadvantaged Business Enterprise Program
- IDOT Highway and Railroad Improvements & Property Rights brochure
- CREATE Program Railroad and City of Chicago Contact Information Fact Sheet

**Open House**

Upon entering the Public Hearing, participants were invited to watch an automated PowerPoint presentation with a voiceover (see Appendix J-1) that ran approximately every 20 minutes. The presentation provided an overview of the 75<sup>th</sup> St. CIP and the DEIS; explained the Preferred



Alternative for the 75<sup>th</sup> St. CIP; presented the benefits, impacts, and mitigation measures; and requested public comment.

After the presentation, attendees were invited into the area where the “open house” part of the Public Hearing took place and where the exhibits (see Appendix J-1) were displayed. Project Team members were on hand to answer questions.

Participants were encouraged to complete the comment sheet that was provided to them when they registered to make a verbal comment during the formal session. The comment sheet provided space for people to give their comments on the 75<sup>th</sup> St. CIP and the DEIS, and invited people to rank additional mitigation measures and offsetting benefits in order of importance. FHWA has presented the additional mitigation measures in an effort to further offset community impacts associated with the project. Public Hearing participants were asked to rank the additional mitigation measures based on their personal preference on the comment sheet.



EXHIBITS DISPLAYED AT PUBLIC HEARING

Program Exhibits

1. CREATE Map
2. CREATE Program
3. Purpose and Need
4. Environmental Impact Statement
5. How to Comment
6. Community Involvement
7. Timeline

Preferred Alternative Board Exhibits

8. Large (8' x 8') Project Area Map
9. Improve Metra Reliability: Columbus Ave. Aerial
10. Improve Metra Reliability: Cross Sections – Existing, Recommended
11. Forest Hill & 71<sup>st</sup> St.: Aerial
12. Forest Hill & 71<sup>st</sup> St.: Cross-sections – Near 72<sup>nd</sup> , S. of 75<sup>th</sup>, Near 77<sup>th</sup>
13. Forest Hill & 71<sup>st</sup> St.: Cross Section – 75<sup>th</sup> St facing east
14. Forest Hill & 71<sup>st</sup> St.: Rendering
15. Forest Hill & 71<sup>st</sup> St.: Plans and Comparison
16. Metra Rock Island Connection: Aerial
17. Metra Rock Island Connection: Rendering
18. Metra Rock Island Connection: Halsted Cross-section
19. Metra Rock Island Connection: alignment and property acquisition locations
20. 80<sup>th</sup> Street Junction: Aerial
21. 80<sup>th</sup> Street Junction: Cross Sections – 79<sup>th</sup> , 87<sup>th</sup> & Eggleston, 88<sup>th</sup> & S. Holland
22. 80<sup>th</sup> Street Junction: Plans and Comparison
23. Viaduct Inspections
24. Viaduct Preferred Alternative
25. Viaduct Map
26. Other Area Viaduct Work

Benefits, Impacts, and Mitigation Exhibits

27. Benefits to meeting the Purpose and Need
28. Noise under No Build Alternative
29. Noise under Preferred Alternative
30. Noise Information
31. Noise Barrier info
32. Barrier Walls map 1
33. Barrier Walls map 2
34. Barrier Walls map 3
35. Vibration under No-Build Alternative
36. Vibration under Preferred Alternative
37. Vibration Information
38. Property Acquisition 1 (Uniform Act)
39. Property Acquisition 2 (Methods)
40. Temporary Construction Impacts Board
41. Additional Mitigation Under Investigation
42. Employment and Small Business

A court reporter was available to record comments during the open house. The transcript of these comments is presented in Appendix J-2.

All of the information provided at the hearing, including the PowerPoint presentation, handout, and exhibits, was placed on the project website at [www.75thcip.org](http://www.75thcip.org) on April 23, 2014.

### Formal Public Hearing Session

At 6:00 p.m., attendees were invited to join Project Team members in the formal Public Hearing session. Samuel Tuck III, IDOT Bureau Chief of CREATE and Freight Rail, served as the official Hearing Officer. During this session, elected officials and members of the public gave their formal comments. To make sure that all who signed up to speak had time to do so, comments were limited to three minutes. People with additional comments were invited to submit them in writing or provide them to the court reporter following the formal session.



A court reporter recorded the formal session. The entire transcript of the formal session can be found in Appendix J-2.

### J4 Public Comments Received

The 75<sup>th</sup> St. CIP received a total of 89 comments during the Public Comment Period (March 28 – May 22, 2014). A total of 74 people or organizations commented – some commented multiple times, or in multiple formats.

University Hill Community Council submitted a petition concerning the railroad problems of disturbances that have increasingly impacted the community. Specifically, the petition requested a sound wall. Sixty-six residents from 87th, 88th Princeton Avenue, Yale Avenue, Holland Road, West 89th Street and Harvard Avenue signed the petition.

Another community based group, Senior Suites of Marquette Village, a retirement complex submitted 13 comments forms, most asking for the elimination of idling trains and horns blowing.

All of the comments received during the Public Comment Period from the public can be reviewed in Appendix J-2 and from the agencies can be reviewed in Appendix J-3.

Comments were received in the following formats:

- Comment Forms - 31
- Open House Comments Recorded by Court Reporter - 13
- Formal Session Comments Recorded by Court Reporter - 20
- Letters - 9
- Emails - 11



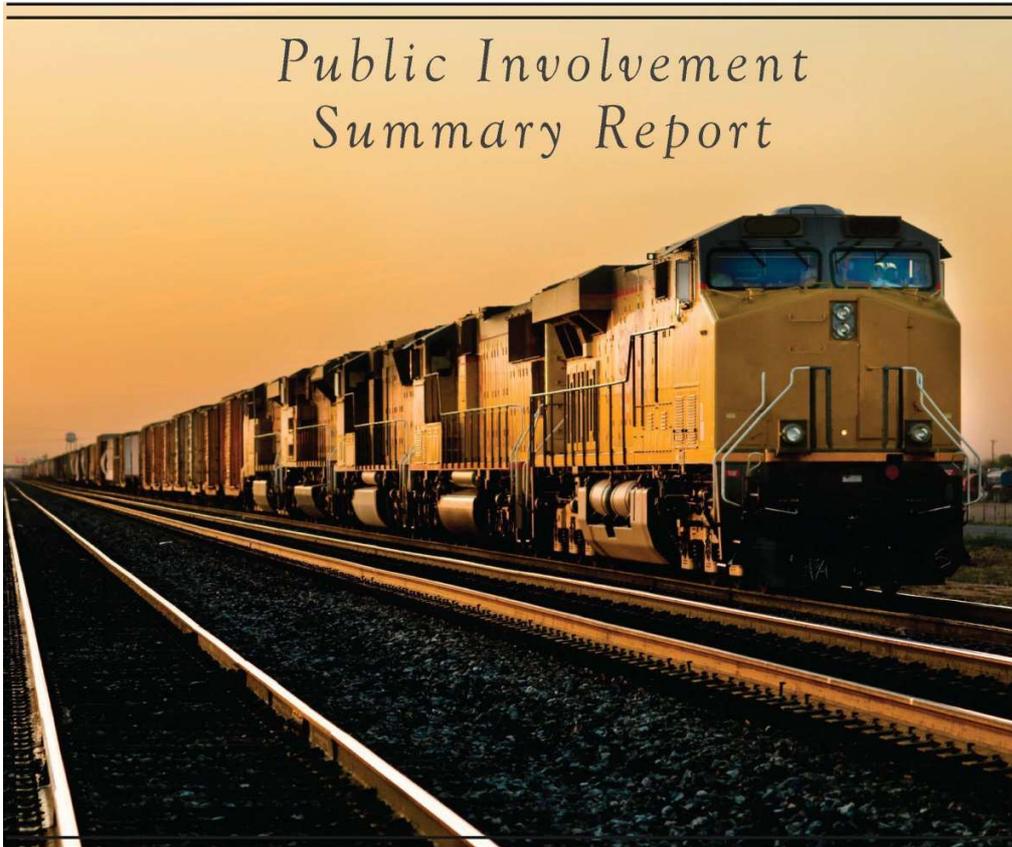
- Telephone calls - 5

## J5 Next Steps

Where addresses were provided, the 75th St. CIP team will respond to each comment submitted with a letter. The comments gathered during the Public Comment Period and presented in this document have been included in the FEIS, along with the responses.

# CREATE EW3 Project Pullman Junction

## *Public Involvement Summary Report*



**Illinois Department of Transportation**

Division of Public and Intermodal Transportation  
J.R. Thompson Center / Suite 6-600 / 100 West Randolph / Chicago, Illinois / 60601

Please note that the appendix for the EW3 Public Involvement Summary Report was not included in order to conserve space.

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## List of Abbreviations

BRC	Belt Railway of Chicago
CREATE	Chicago Region Environmental and Transportation Efficiency
DPIT	Division of Public and Intermodal Transportation
FHWA	Federal Highway Administration
GIS	Geographic Information Systems
HCCTP	Highway Construction Careers Training Program
IC	Illinois Central
IDOT	Illinois Department of Transportation
NS	Norfolk Southern
NEPA	National Environmental Policy Act
PINs	Property Identification Numbers
TIF	Tax Increment Financing

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## Overview

The Illinois Department of Transportation (IDOT), in cooperation with its Chicago Region Environmental and Transportation Efficiency (CREATE) Program partners, conducted public involvement activities for the CREATE EW3 Project – Pullman Junction.

The EW3 Project involves construction of a new Norfolk Southern (NS) mainline track between Rock Island Junction and Pullman Junction; installation of turnouts and crossovers connecting the Belt Railway of Chicago (BRC) and NS mainline tracks; upgrades of signal systems; installation of a retaining wall north of the BRC near 94th Street to support the proposed improvements; and bridge improvements at Commercial Avenue.

As part of the environmental study for the EW3 Project, all environmental issues were examined in accordance with the National Environmental Policy Act (NEPA) to determine social and environmental impacts that would result from building the EW3 Project. Most impacts would occur only during construction and are temporary, such as detours and traffic lane closures. However, the train noise analysis indicated that some residents in the project study area would experience noise impacts from implementation of the EW3 Project. The analysis further indicated that mitigation of these noise impacts is practicable under CREATE's Environmental Justice Policy (June 4, 2014) in some locations, but not all. **Figure 1** illustrates the areas where noise walls are proposed. These noise walls will be at least 22 feet in height and up to 31 feet in height; they would be similar to those seen near highways.

Public outreach and involvement is necessary and desired to engage those who are affected by the proposed project. In the case of noise impacts, the June 2014 CREATE Noise and Vibration Assessment Methodology (CREATE N&V Methodology) was revised during the environmental review process for the EW3 Project to better comply with federal noise regulations, including soliciting viewpoints from benefited receptors. The revised CREATE N&V Methodology is consistent with the guidance contained in the IDOT Highway Noise Policy (2011) with regard to the solicitation of viewpoints of benefited residents.

Public involvement is also desired because there are low-income and minority populations that are impacted by the project, and mitigation is being proposed for some of the locations. Public involvement related to practicable noise barriers is required under the CREATE Environmental Justice Policy.

Public involvement activities have been conducted regarding the implementation of noise barriers 3-5-8 and 38B-D. These activities included advertising and conducting a public hearing; conducting elected official outreach, including City of Chicago Aldermen; and soliciting viewpoints from benefited receptors. The purpose of this document is to summarize these efforts.

### 1.0 Public Hearing

The public hearing for the EW3 Project was held on May 22, 2014 at Olive-Harvey College, located at 10001 South Woodlawn Avenue, Chicago, IL 60628.

The purpose of the public hearing was to provide an overview of the CREATE EW3 Project, to present alternatives considered for the EW3 Project, to discuss the potential noise abatement measures, and to obtain public input on the Project.

## 1.1 Public Hearing Advertising Efforts

Several methods were used to advertise the public hearing. Prior to advertising, an analysis was conducted to determine if language translation was required for the printed material or the public hearing itself. Based on this analysis, the study team determined that Spanish speaking populations exist in some portions of the project area. As such, the written advertising pieces all contained a provision for the reader to contact the Project Team, if Spanish translation was desired. In addition, a Spanish translator was present at the public hearing. No requests for translation services were received as a result of these efforts.

The following discussion provides a description of each of the various means used to advertise the public hearing.

### 1.1.1 Legal Notices

Two legal notices were placed in order to notify the public of the hearing. One was a national newspaper and the other was a local newspaper. The notices included a description of the EW3 Project, the purpose of the Project, the purpose of the public hearing, a description of the hearing format, and contact information.

The notice was published in the main news section of the *Chicago Sun-Times* on Thursday, May 15, 2014. The *Sun-Times* is circulated throughout Cook County, as well as 300 surrounding communities. It also was published in the main news section of the *Chicago Defender* on Wednesday, April 23, 2014. The *Chicago Defender* is circulated throughout Cook County, including Chicago and the surrounding suburbs.

A copy of the legal notice is shown as **Figure 2**.

### 1.1.2 Property Owner Invitation

As part of the advertisement for the public hearing, an invitation postcard was sent to 744 property owners for whom noise impacts were determined to be moderate or severe, as well as to those whose property line was shared with the railroad. The mailing list was determined using Geographic Information System (GIS) data obtained from the Cook County Assessor's office. Property Identification Numbers (PINs) were cross-referenced between the assessor's data and the EW3 Project data for these properties.

Of the total mailing to property owners, approximately 264 were returned. In many cases, this was due to the presence of vacant properties. In some cases, it appeared that the invitation postcards were not delivered to certain streets by the US Post Office, despite adequate address information and postage.

A copy of the meeting invitation is provided as **Figure 3**.

In addition, a viewpoint package was sent to those property owners/tenants who are considered benefited receptors of either of the two practicable noise barriers. The contents of the package provided information regarding the EW3 Project and public hearing, as well as solicited their viewpoint regarding the barrier. More information related to the viewpoint solicitation is included in **Section 3.0**.

A graphical depiction of the properties that were included in the mailing is shown in **Appendix A**.

## 1.2 Public Hearing Summary

The public hearing for the CREATE EW3 Project was held on Thursday, May 22, 2014 at Olive-Harvey College, 10001 South Woodlawn Avenue, Chicago, IL 60628 from 4:00 PM – 7:00 PM. The meeting included an open house format with a pre-recorded presentation set on a continuous loop; exhibit boards for review; individual question/answer chats with Project Team members; and the opportunity to provide comments.

Two rooms were utilized. The presentation room (faculty lounge) allowed for viewing of the continuous PowerPoint presentation, which included the following information:

- **An overview of the CREATE EW3 Project** - This discussion included a brief overview of the CREATE Program. The content emphasized the city-wide nature of CREATE, the important benefits to be achieved by the program, and potential business and employment opportunities.
- **Identification of additional outreach opportunities** - Outreach was emphasized throughout the presentation. Specific information as to how hearing attendees could contact IDOT and the Project Team was included.
- **A description of the goals and objectives of the Project** - This portion of the presentation consisted of an introduction to the NEPA process and provided a lead-in to the specifics of the EW3 Project.
- **A statement of the Project purpose and need** - The EW3 Project purpose and need was introduced as part of the discussion of the overall environmental documentation. Additional information was included on the noise and vibration assessment.
- **A description of evaluation methods** - As part of the overall environmental documentation, a noise and vibration analysis was conducted. Information regarding this assessment and the steps taken to determine potential impacts was included in the presentation.
- **A discussion of potential noise abatement measures** - An important finding of the noise analysis was a determination that mitigation measures were proposed in some locations. A description of these measures was included as part of the presentation.
- **Reminder for Viewpoint Solicitation** – At two points during the presentation, there were reminders for property owners and residents who are considered benefited receptors to respond to the viewpoint mailing that was sent to them previously.
- **Notation of next steps** – At the conclusion of the presentation, attendees were provided with information regarding what would occur after the hearing, as well as an invitation to discuss the EW3 Project in the adjoining exhibit room.

A copy of the presentation slides are provided as Appendix B.

The second room (cafeteria, adjacent to the faculty lounge) contained exhibit boards that provided information regarding an overview of the study process, current conditions, and proposed noise abatement measures. The exhibits included renderings of what the proposed noise walls might look like in four different locations. Participants also had the opportunity to view a representation of how tall the wall might be by walking into the adjacent gymnasium. While viewing the exhibit boards and maps, participants were provided an opportunity to speak with a number of representatives from the consultant team, IDOT and CREATE Program partners.

A court reporter was seated in the exhibit room. She was available for participants to comment on the Project and/or to provide their viewpoint for or against the proposed noise walls if they were a benefited receptor.

### 1.3 Public Hearing Attendance

This public hearing was attended by 17 people. One elected official identified himself - 9<sup>th</sup> Ward Alderman Anthony Beale. Representatives from the 8<sup>th</sup> Ward, Alderman Michelle A. Harris' office, and from the 33<sup>rd</sup> District Illinois State Representative, Marcus C. Evans, Jr.'s office, also were present. No representatives from the media were present. Representatives from the Chatham Club and Chesterfield Community Council also were present.

The sign-in sheets are provided as **Appendix C**.

### 1.4 Comments

As part of the public hearing, 11 comment forms were submitted, and one comment was received via the court reporter.

One comment also was received via telephone prior to the hearing on April 29, 2014. The comment was from a Chatham Club resident, who was in support of the recommended noise wall and had indicated that she would inform other residents of the public hearing.

An additional written comment was received via post after the hearing on May 28, 2014.

The most prominent themes of these comments included the following:

- Support for the noise barrier
- The need for noise mitigation due to rail traffic
- Concerns about the potential noise wall attracting graffiti and crime

A copy of each comment received is provided in **Appendix D**, and a summary of these comments is provided as **Appendix E**. Responses to each of these comments are provided as **Appendix F**.

## 1.5 Public Hearing Materials

### 1.5.1 Project Brochure

A project brochure was created for distribution at this public hearing. A copy of the brochure is provided as **Figure 4/5**. The brochure contained the following information:

- An overview of the CREATE Program and the EW3 Project
- A summary of the proposed improvements
- A description of the Project benefits
- A description of how to submit comments
- Contact information for additional questions/comments
- A Project location map

### 1.5.2 Hearing Handouts

At the public hearing, a number of handouts were provided in addition to the Project brochure. The handouts provide Chicagoland residents and business owners information about potential training and employment opportunities with the CREATE Program, IDOT and the partner railroads. The information provided also allows meeting attendees to learn about educational programs for future employment in the transportation industry. Some of the training programs advertised in these handouts are supported by IDOT funding. These handouts included the following:

- **Figure 6** – CREATE Employment Opportunities – This handout provides information for jobs related to the overall CREATE Program. It includes information as to when jobs will be available, what types of jobs will be needed, requirements of these positions, application procedures, and where additional information may be found.
- **Figure 7** – Chicago Urban League Training Program Flyer – This flyer introduces the Chicago Urban League Transportation Construction Apprenticeship Readiness Training Program. This program is funded by IDOT and allows for applicants from Kane, Cook, DuPage, Lake, McHenry, and Will Counties.
- **Figure 8** – Kennedy-King College Program – This one-page handout provides an overview of the Kennedy-King highway construction careers training program, as well as admission information.
- **Figure 9** – Highway Construction Careers Training Program (HCCTP) News – This handout provides information on educational opportunities for highway related careers. The focus of the programs is to increase the participation of minorities, women, and disadvantaged individuals.
- **Figure 10** – Disadvantaged Business Enterprise (DBE) Frequently Asked Questions and Answers – This handout provides information on such topics as how to apply for the IDOT DBE certification, eligibility, program caps, available work, costs, contact information, and prequalification, as well as other information.
- **Figure 11** – Railroad and City of Chicago Contact Information – This document outlines contact information for reporting emergency and non-emergency situations regarding railroad related concerns.

### 1.5.3 Public Hearing – Photographs



Residents gathered at Olive-Harvey to discuss the EW3 Project.



Residents were provided an opportunity to submit written comments to the EW3 Project Team.



Residents spoke with members of the EW3 Project Team and the CREATE partner railroads.



Exhibits depicting the location of the potential noise walls were available for viewing.



Residents were able to provide comments to members of the EW3 Project Team stationed in the exhibit room.



Representatives from the local Aldermen's offices were present at the public hearing and were available to discuss the EW3 Project.

## 2.0 Coordination with Elected Officials

### 2.1 Aldermen Coordination

The EW3 Project area is contained within the current City of Chicago Ward boundaries of the 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, and 10<sup>th</sup> Wards. The ward boundaries were recently re-delineated; as such a portion of the Project area was previously included as part of the 6<sup>th</sup> Ward. Informational letters were sent to the Aldermen in each of these five wards (See **Appendix G**).

Meetings were held with the Aldermen, whose wards contained proposed noise walls (7<sup>th</sup>, 8<sup>th</sup>, and 9<sup>th</sup> Wards). A meeting also was held with Alderman Sawyer from the 6<sup>th</sup> Ward, as one of the noise walls was located within the previously delineated 6<sup>th</sup> Ward boundaries. A meeting was offered in the 10<sup>th</sup> Ward, although Alderman John A. Pope did not request a meeting with the Project Team.

At each of these meetings, the Project Team conducted the following activities:

- Introduced the EW3 Project to the Alderman and his/her staff;
- Informed them of the public hearing;
- Presented information regarding the noise walls that were being proposed;
- Discussed the mailing of the viewpoint packages, which were sent to benefited receptors; and
- Requested their assistance in reaching out to the benefited receptors and other constituents within their respective wards.

The following provides a summary of the key points discussed at the Aldermanic meetings regarding the EW3 Project, as well as other coordination with the Ward offices. Copies of the meeting summaries are included in **Appendix G**.

- Alderman Roderick Sawyer, 6<sup>th</sup> Ward:
  - Meeting held on May 6, 2014
  - Alderman Sawyer noted that although the Project no longer crosses through his Ward, he is still in contact with many of the constituents impacted by the EW3 Project. He offered to advertise the public hearing in the Ward newsletter.
  - Alderman Sawyer said that the residents of Chatham Club have been interested in erecting a noise barrier to shield them from train noise for a long time. They had tried to secure Tax Increment Financing (TIF) funding to do so, but had failed. He believed that these residents would be supportive of Barrier 3-5-8.
- Alderman Natasha Holmes, 7<sup>th</sup> Ward:
  - Meeting held on May 15, 2014
  - Alderman Holmes indicated that she was disappointed and concerned with the lack of maintenance of the railroad viaducts in the 7<sup>th</sup> Ward. She asked IDOT to provide her with a map of the viaducts identifying the railroads, as well as the contact information for each of the railroads. IDOT agreed to provide her with this information.

- Alderman Holmes did not have an opinion on the noise barrier. Her staff would assist the Project Team in getting the word out regarding the public hearing notice and the viewpoint solicitation. They agreed to put a notice in the Ward newsletter.
- 7<sup>th</sup> Ward staff assisted the EW3 Project Team by re-delivering some of the returned viewpoint solicitation packages on May 20, 2014.
- Alderman Michelle Harris, 8<sup>th</sup> Ward:
  - Meeting held on May 6, 2014
  - Alderman Harris noted that there are existing issues associated with non-railroad employees entering and occupying railroad property between Cottage Grove Avenue and the Canadian National (CN)/Illinois Central (IC)/Metra train tracks. She asked that the proposed noise wall extend without gaps from Cottage Grove Avenue to the CN/IC/Metra tracks to restrict access to railroad property. The EW3 Project Team said that this request would be included in the project documentation and relayed to those responsible for designing the wall during Phase II (final) design.
  - 8<sup>th</sup> Ward staff assisted the EW3 Project Team by confirming that the returned viewpoint solicitation packages from 8<sup>th</sup> Ward were vacant parcels.
- Alderman Anthony Beale, 9<sup>th</sup> Ward:
  - Meeting held on May 14, 2014
  - Alderman Beale agreed with what Alderman Sawyer had previously indicated to the EW3 Project Team regarding the residents of the Chatham Homeowners Association (i.e., the Chatham Club). These residents had previously tried to use TIF dollars to construct a wall to reduce noise generated by existing freight rail activity; however, these efforts fell through, and the TIF district has since expired. He said the residents in this area likely would be in favor of the proposed noise wall. This was consistent with information that Janice Reid/Project Environmental Lead had received via a phone call from a resident of this area.
  - When Alderman Beale referred to the meeting exhibits that showed “typical” noise walls and that were examples of what might be constructed, he noted that some appeared to have landscaping associated with them. He requested that landscaping be installed, if the proposed noise walls were constructed. IDOT explained that at this time, the EW3 Project Team is trying to determine if residents that would benefit from the proposed noise wall desire it or not; details regarding the design and any other potential enhancements, such as landscaping, would be determined during Phase II (final) design.
  - Alderman Beale and a 9<sup>th</sup> Ward staff member attended the public hearing on May 22. They conversed with residents of the 9<sup>th</sup> Ward and answered questions. After the public hearing, they assisted the EW3 Project Team in reaching out to benefited receptor owners/residents to return the viewpoint solicitation mailing. As a result, several viewpoints from these residents were provided to the EW3 Project Team on June 4, 2014.

## 2.2 Other Elected Official Outreach

The following elected officials also were sent letters informing them of the EW3 Project and the public hearing.

- The Honorable Barbara Flynn Currie, IL State Representative, 25<sup>th</sup> District
- The Honorable Marcus C. Evans, Jr., IL State Representative, 33<sup>rd</sup> District
- The Honorable Kwame Raoul, IL State Senator, 13<sup>th</sup> District
- The Honorable Elgie R. Sims, Jr., IL State Representative, 34<sup>th</sup> District
- The Honorable Donne E. Trotter, IL State Senator, 17<sup>th</sup> District

None of these elected officials requested a meeting with IDOT or the EW3 Project Team to discuss the Project further. State Representative Evans sent one staff person to the public hearing. Copies of these letters are included in **Appendix H**.

## 3.0 Viewpoint Solicitations

### 3.1 Initial Viewpoint Solicitation

As aforementioned, the train noise analysis indicated that some of the residents in the Project study area would experience noise impacts from implementation of the EW3 Project. The analysis further indicated that mitigation of these noise impacts is practicable under CREATE's Environmental Justice Policy (June 4, 2014) in some locations, but not all.

In the case of noise impacts, the CREATE N&V Methodology was revised during the environmental review process for the EW3 Project to better comply with federal noise regulations, including soliciting viewpoints from benefited receptors. This revised methodology is consistent with the guidance contained in the IDOT Highway Noise Policy (2011) with regard to the solicitation of viewpoints of affected residents. This guidance was followed to solicit viewpoints of property owners/residents that benefit from the implementation of Barriers 3-5-8 and Barrier 38B-D. These benefited receptors are located in Receptor clusters R3, R5, R8, R38B, and R38D. Additional information regarding this analysis may be found in the **EW3 Noise and Vibration Assessment**, a separate document created as part of the overall environmental documentation for the EW3 Project.

The benefited receptors, or those property owners/residents that would experience a reduction in predicted noise of at least five (5) decibels by implementing the noise barriers, were sent viewpoint solicitation packages via United States Postal Service (USPS) first class mail to determine if they desired construction of the respective noise walls, as well as to inform them of the public hearing.

Parcel data containing the parcel identification number (PIN) and address information for the areas identified in the impacted receptor clusters were obtained using geographic information system (GIS) information from the Cook County Assessor's office. This information contained 414 property addresses. The viewpoint package contained the following:

- A letter to all property owners and residents who would be considered “benefited” (**Figure 12**)
- Postage-paid viewpoint card allowing an owner/resident to indicate if they desired or opposed the proposed noise walls (**Figure 13**)
- A map showing the locations of the proposed noise walls (**Figure 14**)

The viewpoint package was sent via USPS first class mail to 414 addresses. Of the total 414 mailed, 120 were initially returned.

The Project Team researched the properties and addresses associated with the returned mailings using Google aerial mapping and street views, and confirmed addresses in the field. This analysis was used to determine that many of the packages were returned because the property was vacant (i.e., no house). Where a house was present, approximately half appeared to be vacant, with boarded up doors and windows. Project Team members recorded the results of this assessment.

In order to ensure that benefited property owners and/or tenants received the mailing, members of the EW3 Project Team hand delivered viewpoint packages to those locations that were confirmed to be occupied, as well as to houses that were boarded up, since the property could become occupied by the rightful owner at any given time. Re-delivery or an attempt for re-delivery was made to 32 of the 120 properties. In some cases, the Aldermanic office staff helped in the address verification, re-delivery of the viewpoint packages, and follow-up phone calls and visits to those property owners who had not responded to the solicitation. One address was not confirmed and was therefore removed from the list. The Ward of each benefited property owner and/or tenant is identified in Appendix I: Viewpoint Tally. Viewpoint solicitation packages were sent to the 7<sup>th</sup>, 8<sup>th</sup> and 9<sup>th</sup> Wards because these were the wards with benefited property owners and/or tenants.

In total, 326 viewpoint solicitation packages were distributed to property owners/tenants. Of this amount, 227 were related to Barrier 3-5-8 and 99 were related to Barrier 38B-D. The number of benefited receptors identified as part of the solicitation process (326) were slightly higher than the number of benefited receptors identified as part of the noise abatement analysis (323), which was completed prior to the solicitation process. The noise abatement analysis was not updated based on this information because the difference between the two data sets is negligible and would not alter the abatement analysis or solicitation results.

One property owner e-mailed the Project Team indicating that he had not received a viewpoint package although his neighbor did. After verifying that the address was a benefited receptor, the Project Team re-sent the viewpoint package to the individual, this time via certified mail. By that time, the resident had indicated via e-mail that he was a property owner and in favor of the wall. The certified letter was eventually successfully delivered 12 days after it was mailed.

### 3.1.1 Viewpoint Tally – First Solicitation

Benefited receptors who received a viewpoint postcard were asked to respond by June 5, 2014. The viewpoint could be submitted either by returning the postcard received in the mail, through email, by telephone, by submitting a comment form, or by providing a response to the court reporter at the public hearing. Benefited receptors owning a property that shares a property line with the railroad right-of-way

are considered “first row” receptors. The viewpoint of the first row, single-family residence receptor is counted as two (2) viewpoints.

For the wall identified as Barrier 3-5-8, eleven (11) receptors are considered first row receptors. A total of 54 viewpoints were received (two of these were received on June 6, 2014; they are included in this count). Among these, 52 were viewpoints in support of the wall, and two were against. All of the viewpoints received were from respondents located in the 9<sup>th</sup> Ward of the City of Chicago. Of those providing viewpoints, three (3) respondents were considered “first row” receptors. In total, 24% (54 of 227) of the benefited receptors provided a response.

For Barrier 38 B-D, none of the receptors are considered first row receptors. A total of 18 viewpoints were received. Among these, 16 were viewpoints in favor of the wall, and two were against. All of the viewpoints that were received were from respondents located in the 7<sup>th</sup> Ward of the City of Chicago. In total, 18% (18 of 99) of the benefited receptors provided a response.

<b>Table 1: Viewpoint Summary</b>						
<b>Barrier Wall</b>	<b>Total Number of Viewpoint Packages Distributed</b>	<b>Total Number of “First Row” Receptors</b>	<b>Viewpoints Returned in Favor of the Barrier</b>	<b>Viewpoints Returned Opposed to the Barrier</b>	<b>“First Row” Viewpoints Returned in Favor of the Barrier</b>	<b>“First Row” Viewpoints Returned Opposed to the Barrier</b>
Barrier 3-5-8	227	11	50	2	3	0
Barrier 38 B-D	99	0	16	2	0	0
Total	326	11	66	4	3	0

### 3.2 Second Viewpoint Solicitation

The revised CREATE N&V Methodology indicates that while the desire is to obtain as many responses as possible, the goal is to obtain responses from at least one-third (33-percent) of the benefited receptors for each noise barrier being considered. If responses from one-third of the benefited receptors are not received after the first attempt, a second attempt shall be made. IDOT Division of Public and Intermodal Transportation (DPIT) may consider delivering the second attempt for viewpoint solicitation by certified mail or other form of certified delivery.

The desire for the proposed noise abatement can be determined after viewpoints from at least one-third of the responses have been received or after two attempts have been made to obtain the responses. If after the second attempt, less than one-third of the responses are received, the tally can be conducted based on the responses received.

Since 33% of the benefited receptors did not reply by the June 5, 2014 deadline, IDOT conducted a second viewpoint solicitation to those addresses that had not yet responded. A second viewpoint package

was sent to non-respondents, with the same information as the first solicitation. The packages were sent via USPS certified mail, and included a label on the envelope that read “IMPORTANT – Noise Wall Information Enclosed” in bold, red ink.

Similar to the initial viewpoint package, it contained the following:

- A letter to property owners and residents who would be considered “benefited” and had not yet responded (**Figure 15**)
- Postage-paid viewpoint card allowing an owner/resident to indicate if they desired or opposed the proposed noise walls (**Figure 16**)
- A map showing the locations and heights of the proposed noise walls (**Figure 17**)

### 3.2.1 Viewpoint Tally – Second Solicitation

253 viewpoint packages were sent via USPS certified mail. 16 completed viewpoint response cards were returned and one phone call response was received. The viewpoint responses were tallied and a majority of the benefited receptors responded in favor of implementing Noise Barrier 3-5-8 and Noise Barrier 38B-D. Table 2 lists the number of viewpoint packages distributed, the number of responses, and the weighted results of the benefited receptors. **Appendix I** provides a detailed table of the viewpoint solicitation responses received.

<b>Table 2: Viewpoint Summary – First and <u>Second Solicitation</u></b>						
<b>Barrier Wall</b>	<b>Total Number of Viewpoint Packages Distributed</b>	<b>Total Number of “First Row” Receptors</b>	<b>Viewpoints Returned in Favor of the Barrier</b>	<b>Viewpoints Returned Opposed to the Barrier</b>	<b>“First Row” Viewpoints Returned in Favor of the Barrier</b>	<b>“First Row” Viewpoints Returned Opposed to the Barrier</b>
Barrier 3-5-8	227	11	64	3	4	0
Barrier 38 B/D	99	0	20	3	0	0
Total	326	11	84	6	4	0

### 3.3 Conclusion and Next Steps

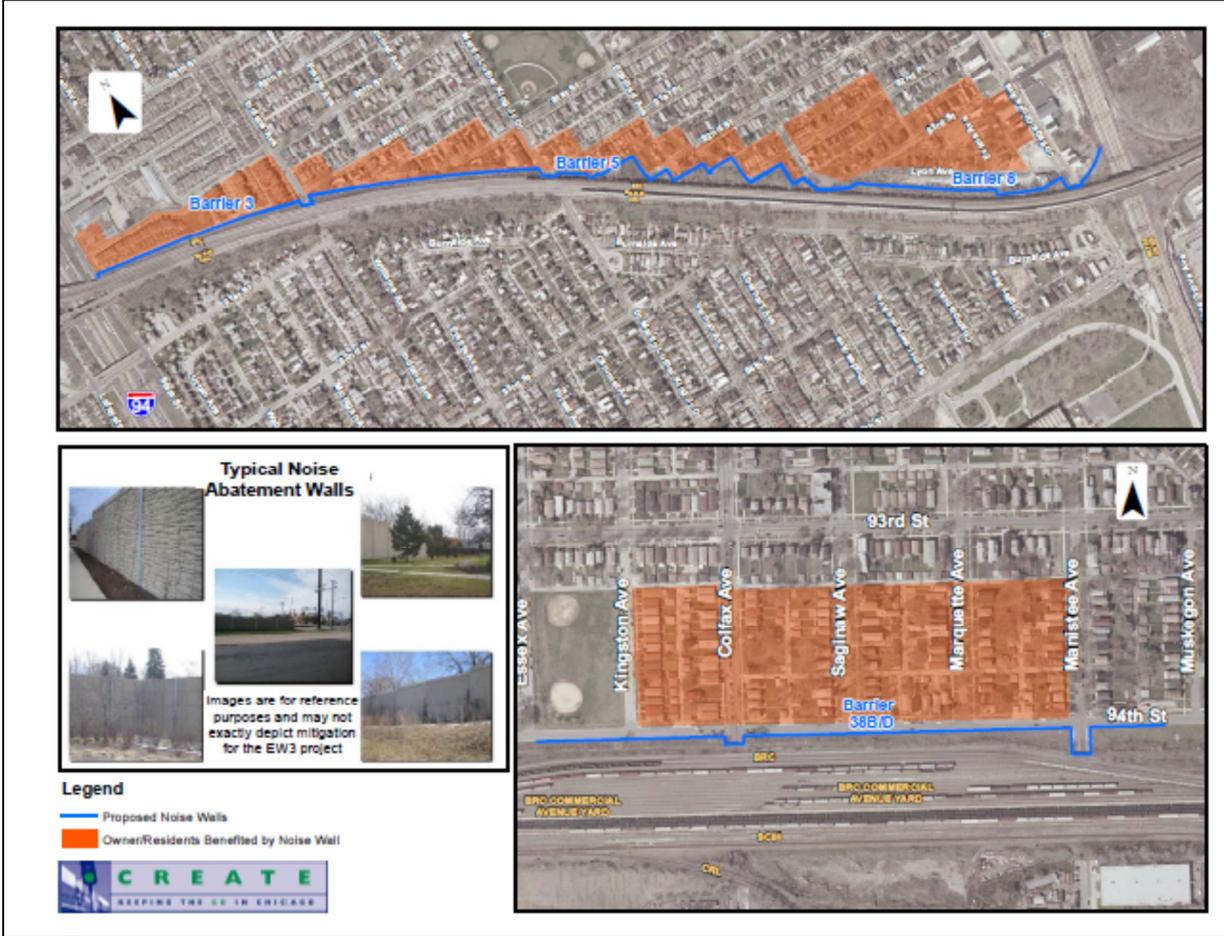
The viewpoint solicitation process determined that both noise barriers are favored by greater than 50-percent of the responding benefited receptors. Table 3 lists the number of viewpoint packages distributed, the number of responses, and the weighted results of the benefited receptors.

<b>Table 3: Viewpoint Solicitation Results</b>				
<b>Barrier Wall</b>	<b>Viewpoint Solicitation</b>		<b>Weighted Results</b>	
	<b>Distributed</b>	<b>Responses</b>	<b>Yes</b>	<b>No</b>
3-5-8	227	67	68	3
		30%	96%	4%
38 B/D	99	23	20	3
		23%	87%	13%

Based on the noise analysis and public involvement, noise abatement measures are likely to be implemented. Noise Barrier 3-5-8 and Noise Barrier 38 B-D were determined to meet the feasible and practicable. If it subsequently develops during final design that constraints not foreseen in the preliminary design occur, or public input substantially changes reasonableness, the abatement measure may need to be modified or removed from the project plans. A final decision on the installation of the noise abatement measure(s) will be made upon the completion of the project's final design and completion of the public involvement process.

Based on the feedback received during the Project Team's coordination meetings with Alderman Beale, it is recommended that during final design, the City of Chicago (including theAlderman) be afforded the opportunity to provide input on the noise wall design.

The next step is completion of the environmental documents and securing approval from the FHWA, as well as completion of the Phase I Project Report by the lead railroad.



**Figure 1**  
**Noise Wall Locations**

Illinois Department of Transportation

PUBLIC HEARING



## CREATE Project EW3 Public Hearing

The Illinois Department of Transportation (IDOT) invites you to attend a Public Hearing concerning CREATE (Chicago Region Environmental and Transportation Efficiency) Project EW3. The Hearing will be held:

*Thursday, May 22, 2014*

*Olive Harvey College*

*10001 South Woodlawn Avenue*

*Chicago, IL 60628*

*4:00 p.m. to 7:00 p.m.*

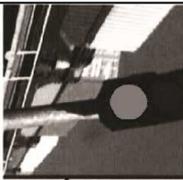
The purpose of the EW3 project is to improve freight train operations and add capacity between the Dan Ryan Expressway and the Chicago Skyway in the vicinity of 95th Street. The proposed project is needed to address current low operating speeds; limited flexibility; congestion; and delays in this heavily used freight rail corridor. This railroad project and all improvements associated with it will occur within the existing railroad right-of-way. Noise abatement measures are being considered for potential implementation as part of this project.

**The purpose of this Public Hearing is to:**

- Provide an overview of the CREATE EW3 Project
- Present alternatives considered for the EW3 Project
- Discuss the potential noise abatement measures
- Obtain public input

The Public Hearing will be conducted in an open house format with a prerecorded presentation available for viewing. No formal presentation will be made. Project updates and study information will be presented. The public will have an opportunity to provide comments. The CREATE partners will be present to answer any questions. Written comments will be accepted at the Hearing or may be sent to HDR Engineering, Inc. 8550 W. Bryn Mawr Ave., Ste. 900, Chicago, IL 60631, Attn: Janice Reid, Project Environmental Lead or [Janice.reid@hdrinc.com](mailto:Janice.reid@hdrinc.com)/773-380-7919 for a period of two weeks following the Hearing, through June 5, 2014.

The Hearing will be accessible to persons with disabilities. Anyone needing special assistance should contact Ms. Lily Escarpita of Images, Inc. at 630-510-3944 ext. 112. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the TTY/TTD number (800) 526-0844/ or 711; TTY users (Spanish) (800) 501-0864/or 711; and for Telebraille dial (877) 526-6670 at least five days prior to the Hearing.



KEEPING THE GO IN CHICAGO

CREATE

**Figure 2**  
**Legal Notice**

**C R E A T E**  
Project EW3

Chicago Region  
Environmental & Transportation Efficiency

*You're Invited!*

**Public Hearing**  
will be held

May 22, 2014  
4:00 - 7:00 p.m.

Olive Harvey College  
10001 S. Woodlawn Ave.  
Chicago, IL 60628

Illinois Department of Transportation

**C R E A T E**  
KEEPING THE GO IN CHICAGO

*You're Invited!*

The purpose of the EW3 project is to improve freight train operations and add capacity between the Dan Ryan Expressway and the Chicago Skyway in the vicinity of 95th Street. The proposed project is needed to address low operating speeds; limited operational flexibility; congestion; and delays in this heavily used freight rail corridor.

**Illinois Department of Transportation**  
Division of Public and Intermodal Transportation  
138 Thompson Center / Suite 6-600 / 100 West Randolph / Chicago, Illinois / 60601

**The purpose of this Public Hearing is to:**

- Provide an overview of the CREATE EW3 Project
- Present alternatives considered for the EW3 Project
- Discuss the potential noise abatement measures
- Obtain public input

**Illinois Department of Transportation**  
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Chicago, IL 60628 | 4:00 - 7:00 p.m.

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*The meeting will be accessible to persons with disabilities. Anyone needing special assistance should contact Ms. Lily Escarpita of Images, Inc. at 630-510-3944 ext. 112. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the TTY/TTD number (800) 526-0844 or 711; TTY users (Spanish) (800) 501-0864 or 711; and for Telebraille dial (877) 526-6670 at least five days prior to the meeting.*

*Si requiere traducción en español de los contenidos incluidos dentro de esta tarjeta, por favor contacte a Lily Escarpita al (630) 510-3944 ext. 112.*

**Figure 3**  
**Meeting Invitation**



# Illinois Department of Transportation

Division of Public and Intermodal Transportation  
J.R. Thompson Center / Suite 6-600 / 100 West Randolph / Chicago, Illinois / 60601

Thursday, May 22, 2014  
4:00 p.m. to 7:00 p.m.  
Olive-Harvey College  
Chicago, IL

## Public Hearing - CREATE Project EW3

### PURPOSE OF HEARING

To present a project overview and to seek public comment on the proposed improvements, impacts, and mitigation measures.

### WHAT IS CREATE?

CREATE, an acronym for Chicago Region Environmental and Transportation Efficiency Program, is a public/private partnership between the State of Illinois, the City of Chicago, the Federal Highway Administration, Amtrak, Metra, and the nation's freight railroads. The overall goals of the CREATE Program are to improve freight and passenger rail operations, while reducing the environmental impacts of rail operations on the general public.

### SUMMARY OF PROPOSED IMPROVEMENTS

- Reconfiguration of Pullman Junction to incorporate a new mainline railroad track in the vicinity of 95<sup>th</sup> Street.
- Installation of power-operated turnouts and crossovers.
- Upgrade of signal systems along the rail lines, as necessary, to facilitate operations on the realigned track and proposed crossovers.
- Installation of a retaining wall near 94th Street to support the proposed improvements.
- Bridge improvements at Commercial Avenue to support the proposed improvements.
- Proposed noise walls to mitigate noise impacts within the project area.
  - Noise walls may range in height dependent on the level of noise and distance from the noise source.
  - Noise walls for this project will be at least 22 feet in height.

### PROJECT BENEFITS

- Significantly improves freight rail operations in the study area and throughout northeastern Illinois.
- Improves freight rail traffic operations and air quality in the Chicago metropolitan area.

### 4 WAYS TO SUBMIT COMMENTS BY JUNE 5, 2014

- |  |   |
|--|---|
| <ol style="list-style-type: none"> <li>1. Court Reporter at the Public Hearing</li> <li>2. Place comment form in comment box at the Public Hearing</li> <li>3. E-mail: <a href="mailto:janice.reid@hdrinc.com">janice.reid@hdrinc.com</a></li> </ol> | <ol style="list-style-type: none"> <li>4. Mail:<br/>Attn: Janice Reid, Project Environmental Lead<br/>HDR Engineering, Inc.<br/>8550 W. Bryn Mawr Ave., Ste. 900<br/>Chicago, IL 60631</li> </ol> |
|--|---|

### QUESTIONS AND INFORMATION

In addition to the above methods, you can visit the CREATE Website: [www.CreateProgram.org](http://www.CreateProgram.org) for more project information or questions.



**Figure 4**  
**Project Brochure – Front**

**CREATE Project EW3 Location Map**



**Figure 5**  
**Project Brochure - Back**



**The CREATE Program**

The Chicago Region Environmental and Transportation Efficiency (CREATE) Program is a unique partnership between the *Federal Highway Administration*, the *Illinois Department of Transportation*, the *Chicago Department of Transportation*, and the *Association of American Railroads*.



**Preparing for Current Railroad Jobs**

In the upcoming years, a large portion of the nation's railroad workforce will be retiring. As a result, railroads are beginning to look for qualified workers to fill these positions. Individuals interested in these positions can begin applying **now** for available positions.

**Employment Opportunities**

The CREATE team is committed to helping local residents find out about job opportunities and requirements on CREATE projects and in the railroad industry. Through partnerships with community-based organizations and continuous outreach to the public, the CREATE team will make information available on opportunities for qualified candidates to pursue these employment opportunities.

**When will jobs be available?**

To understand what jobs are currently available and will be available in the future, it's important to first understand the timeline of CREATE projects. Each project must go through an environmental review process and design phase before construction can begin. This means that construction jobs on many CREATE projects are still several years away.

There may be jobs available now with the railroads, and there are training opportunities available to prepare you for future CREATE construction efforts.

**What types of jobs will be available?**

Jobs with the CREATE Program are broken down into two broad categories: 1) jobs in the railroad industry; and 2) jobs on CREATE construction projects. Each of these is discussed in greater detail below.

**JOBS IN THE RAILROAD INDUSTRY**

**Timeline:** Ongoing

The railroad industry hires regularly and is currently in hiring mode. This is due primarily to business levels and the rate of retirements. Railroad positions vary widely, from equipment operators to track workers to mechanics. These jobs are often demanding, requiring workers to travel for extended periods, work in all weather conditions, and perform in a fast-paced environment. The hiring process is stringent, but qualified candidates willing and able to go through the steps have the chance to earn well-paid, union jobs with solid benefits and paid training.

Additionally, there may be opportunities for qualified individuals to work at the railroads' intermodal terminals as on site truck drivers and service workers. These positions usually report to companies hired by the railroads to handle intermodal operations.

If you are interested in applying for a position with the railroads, we encourage you to visit the railroads' websites and follow the instructions provided on the back of this fact sheet. Take time to explore the employee videos/testimonials posted on several of the railroads' websites to learn more about what it's like working for the railroads.

1/30/2013

**Figure 6  
CREATE Employment Opportunities**



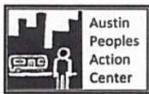
## Ready to Launch Your Construction Career?

Join the Chicago Urban League Transportation  
Construction Apprenticeship Readiness  
Training Program



**Get Training, Mentoring, Connections to Union Apprenticeships, and JOBS!**

Find out more about training classes beginning in your area by contacting one of our partnering organizations or by visiting [www.thechicagourbanleague.org](http://www.thechicagourbanleague.org)



773-921-2121



773-285-5800



United Services of Chicago

773-624-5000



Black Chamber of Commerce  
of Lake County

847-599-9510

Applicants must be individuals who have not successfully completed a union apprenticeship and training program in the past or who are not currently journeymen in good standing.  
Applicants must be residents of one of the following counties:  
Kane, Cook, DuPage, Lake, McHenry and Will



Funded by the Illinois Department of Transportation



**Figure 7**  
**Chicago Urban League – Training Program**



### HIGHWAY CONSTRUCTION CAREERS TRAINING PROGRAM

#### Program Description

IDOT consistently seeks to engage a population that reflects the diversity of this great state. Highway Construction Careers Training Program has been implemented to increase the number of socially and economically disadvantaged individuals working on IDOT highway construction projects. The Highway Construction Careers Training Program at Dawson Technical Institute consists of an intensive 10-week program to learn the skills necessary for acceptance into the highway construction trades and the opportunity for a career with high wages earning potential.

Dawson Technical Institute of Kennedy King College, One of the City Colleges of Chicago, an accredited institution, offers pre-apprentices in the Highway Construction Careers Training Program construction math, blueprint reading, and construction technical skills in a hands-on environment. In addition, participants earn industry requirements such as OSHA 30 certification, Scaffolding certification, and tool safety training. Highway Construction Careers Training Program students are trained by Union Journeyman and are groomed not to waste contractor dollars.

To get in the program, individuals go through an in-take vetting process: tested in high-level math & reading, interviewed, and drug screened. Successful candidates have shown they can show up to class on time, get good grades, and listen to their instructor, which mirrors how they perform on a job site. At the end, they're career ready for OJT apprenticeships with contractors and area unions to start their career.

#### Admission

- Admission to the Highway Construction Careers Training Program is based on the following requirements. All prospective trainees must:
- Be interested in highway construction industry trades;
- Be a socially and economically disadvantaged individual;
- Be at least 18 year of age;
- Have any College Degree or High School Diploma or GED Certificate;
- Hold a valid driver's license;
- Pass the aptitude Test of Adult Basic Education (T.A.B.E) with minimum score of 8.6 in both reading and math;
- Consent to and pass an initial drug screening test and potential random tests.

The following documents must be submitted during application:

- A completed HCCTP Application
- Post-Secondary transcript or High School transcript or GED Certificate
- Valid Driver's license

*The Illinois Department of Transportation, the Illinois Community College Board and the participating community colleges do not guarantee employment upon a trainees' graduation from the Highway Construction Careers Training Program.*

Leslie Jones, Program Assistant, Highway Construction Careers Training Program, [ljones104@ccc.edu](mailto:ljones104@ccc.edu)  
3901 S. State St., Room 201, Chicago, IL 60609 | Direct: (773) 451-2152 FAX: (773) 451-2160

**Figure 8**  
**Kennedy-King Training Program**

# HCCTP News

## HIGHWAY CONSTRUCTION CAREERS TRAINING PROGRAM



### CONSTRUCTION COURSES OFFERED IN VARIOUS SKILLS:

- O.S.H.A. 10 Hour Safety
- First Aid/CPR/AED
- Aerial Lift
- Fork Lift
- Mobile Crane
- Crane Signaling
- Skid Steer



“I was committed from the start to be a successful woman in construction. This class gave me the opportunity to have a great career, which I am now starting as a Cement Mason!”

**Jackie Clemens**  
2011 Cement Mason's Apprentice  
Illinois Central College Graduate



## Building Careers Across Illinois

In collaboration with the Federal Highway Administration, the Illinois Department of Transportation (IDOT) initiated a Highway Construction Careers Training Program (HCCTP) in late 2009, in an effort to increase access to highway construction jobs for minorities, women and disadvantaged individuals. The HCCTP emphasizes life-long learning and provides opportunities for further education and assistance to improve employability in Illinois' highway construction industry. The program is administered by the Illinois Community College Board and implemented through ten Community Colleges throughout the state.

Each Community College holds one to five training sessions per year in which individuals receive intensive training in highway construction-related skills, such as mathematics for the trades, job site readiness, carpentry, concrete flatwork, blueprint reading orientation, introduction to tools, forklift operation and OSHA 10 certification, etc.

Each Community College provides its graduates with assistance in obtaining placement in Illinois' highway construction trade unions, apprenticeship programs and/or with IDOT highway construction contractors.

### Participating Community Colleges

- District 1** \_\_\_\_\_ Dawson Technical  
Institute of Kennedy-King College  
South Suburban College
- District 2** \_\_\_\_\_ Rock Valley College  
Black Hawk College
- District 3** \_\_\_\_\_ Kankakee Community College
- District 4** \_\_\_\_\_ Illinois Central College

- District 5** \_\_\_\_\_ Parkland College
- District 6** \_\_\_\_\_ Lincoln Land Community College
- District 7** \_\_\_\_\_ Lake Land College
- District 8** \_\_\_\_\_ Lewis & Clark Community College  
Southwestern Illinois College
- District 9** \_\_\_\_\_ John A. Logan College

**Figure 9**  
**HCCTP News**



## Illinois Department of Transportation

Office of Business & Workforce Diversity  
2300 South Dirksen Parkway / Springfield, Illinois 62764

### Frequently Asked Questions and Answers

#### What is the DBE program?

The Disadvantaged Business Enterprise (DBE) program is a federally mandated program intended to ensure nondiscriminatory contracting opportunities for small business concerns owned and controlled by socially and economically disadvantaged individuals in the United States Department of Transportation's (USDOT) highway, mass transit and airport financial assistance programs.

The statutory provision governing the DBE program in the highway and mass transit financial assistance programs is 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Public Law 109-59, August 10, 2005. The statutory provision governing the DBE program as it relates to the airport financial assistance programs is 49 U.S.C. 47113.

The DBE program administered by the Illinois Department of Transportation (IDOT) provides minorities, women and other eligible small businesses an opportunity to participate in highway, mass transit and airport contracts that are federal and state funded. The presumptive groups that are eligible for the DBE program are:

- Black Americans
- Hispanic Americans
- Native Americans
- Asian-Pacific Americans
- Subcontinent Asian Americans
- Women
- Any additional groups whose members are designated as socially and economically disadvantaged by the Small Business Administration (SBA), at such time as the SBA designation becomes effective.

Also considered eligible is any individual who IDOT finds to be socially and economically disadvantaged on a case-by-case basis.

#### Should I apply for IDOT DBE certification?

DBE goals are put on projects, and prime contractors must utilize DBE firms to meet those goals. If your firm is interested in state government work, performs heavy highway/airport-related construction, professional engineering consulting, trucking, manufacturing/fabricating and construction material supply services, and meets the following eligibility criteria, then you should apply for IDOT DBE certification. You do not have to be DBE-certified to perform work on IDOT contracts; however, opportunities increase if you are certified.

**Figure 10**  
**IDOT DBE**  
**Frequently Asked Questions and Answers**



### Railroad and City of Chicago Contact Information

The Chicago Region Environmental and Transportation Efficiency (CREATE) Program team has compiled the following contact information for individuals wishing to express railroad-related concerns. *Please read the directions carefully so you can direct your important concerns to the person best able to address them.*

#### Emergency Situations

**Call 911** to report the following:

- Hazardous material releases
- Personal injuries
- Criminal activities
- Illegal dumping
- Vehicles stuck/stalled on tracks or other track obstructions
- Other environmental issues, such as petroleum spills

The City of Chicago Office of Emergency Management and Communications will coordinate with the proper emergency responders and railroad personnel to resolve this situation immediately. Only call 911 in the case of an emergency.

#### Non-Emergency Situations

**Call 311** to report non-emergency issues concerning the railroads. The City of Chicago 311 operators will ask for the information they need to route your request. Write down your Service Request number for better follow up.

The City of Chicago Department of Streets and Sanitation has also set up a one-stop number for non-emergency concerns related to the railroads, such as idling locomotives or engines with excessive smoke. During regular business hours, **call Kevin Lomax at 312-743-0251** for non-emergency situations. He will determine which railroad(s) to contact and coordinate directly with their appropriate staff to address your concerns quickly and efficiently.

#### *Additional Railroad Contact Information*

Listed below is non-emergency contact information for the railroads involved in the CREATE Program. Please keep in mind that Mr. Lomax (mentioned above) is the most effective point of contact for non-emergency, railroad-related issues and is best able to direct your concerns to people at the railroads that can help.

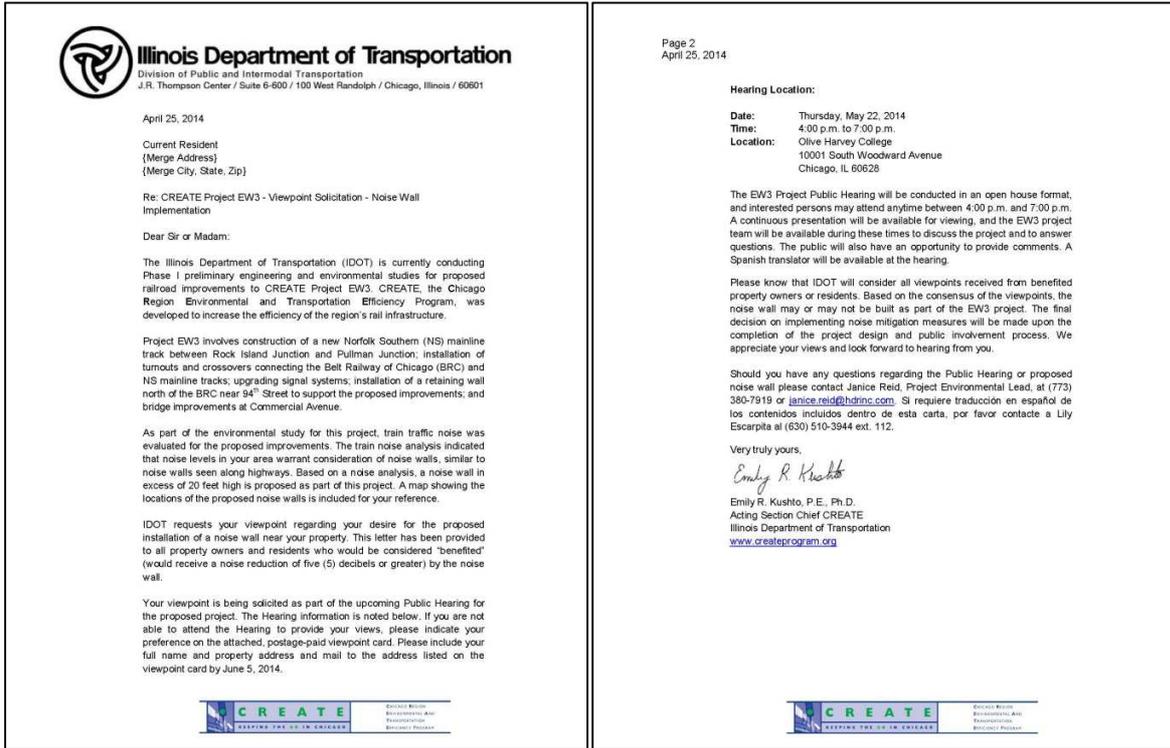
Amtrak – 312-655-3116  
Metra – 312-322-6900  
Belt Railway of Chicago – 312-743-0251\*  
BNSF Railway – 312-743-0251\*  
Canadian National – 888-888-5909

Canadian Pacific – 312-743-0251\*  
CSX – 877-TELL-CSX (877-835-5279)  
Norfolk Southern – 312-743-0251\*  
Union Pacific – 312-743-0251\*

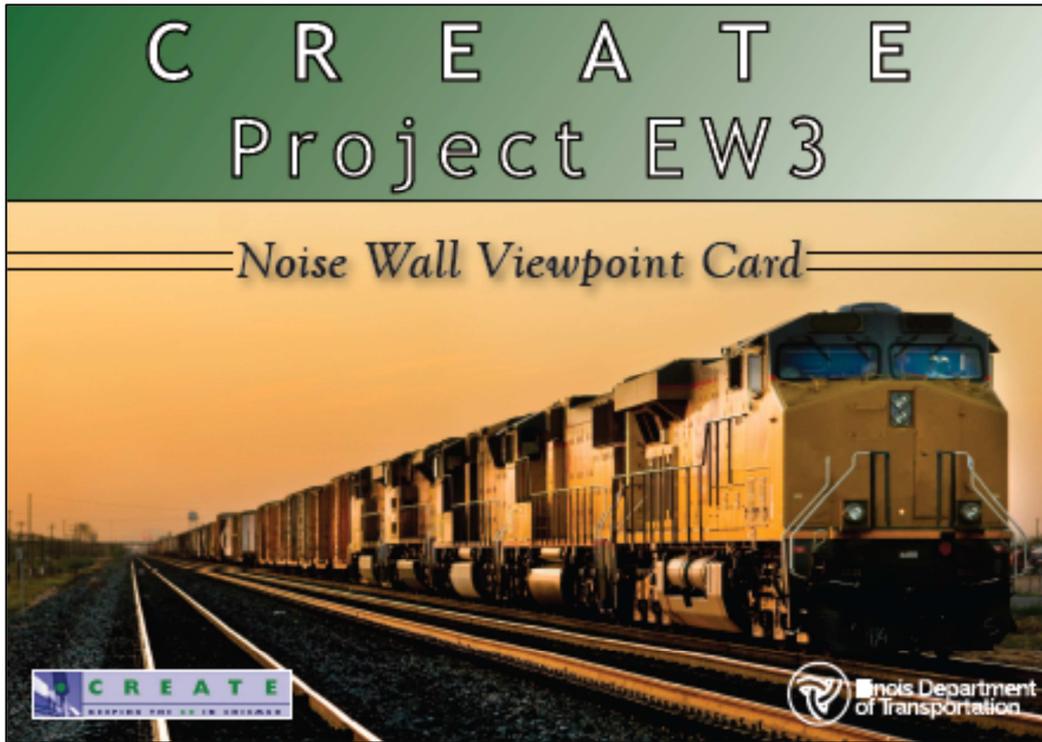
\*Several railroads do not have the internal resources to effectively address non-emergency concerns. As a result, they have set up a process with the City of Chicago (as mentioned above) to direct important community concerns to their most appropriate personnel. This one-stop number is 312-743-0251 as referenced above.

2013-02-08

**Figure 11**  
**Railroad and City of Chicago Contact Information**



**Figure 12**  
**Viewpoint Letter – Initial Solicitation**



*What is your viewpoint?*

IDOT requests a viewpoint regarding your desire for a proposed noise wall near your property. Be sure to include your full name and property address in the space below and mail this card by June 5, 2014 for your viewpoint to count towards the official tally.

Si requiere traducción en español de los contenidos incluidos dentro de esta tarjeta, por favor contacte a Lily Escarpita al (630) 310-3044 ext. 112.

*I desire the noise barrier:*

Yes       No

*Please check one:*

Owner       Resident

*Name & Property Address:*

\_\_\_\_\_

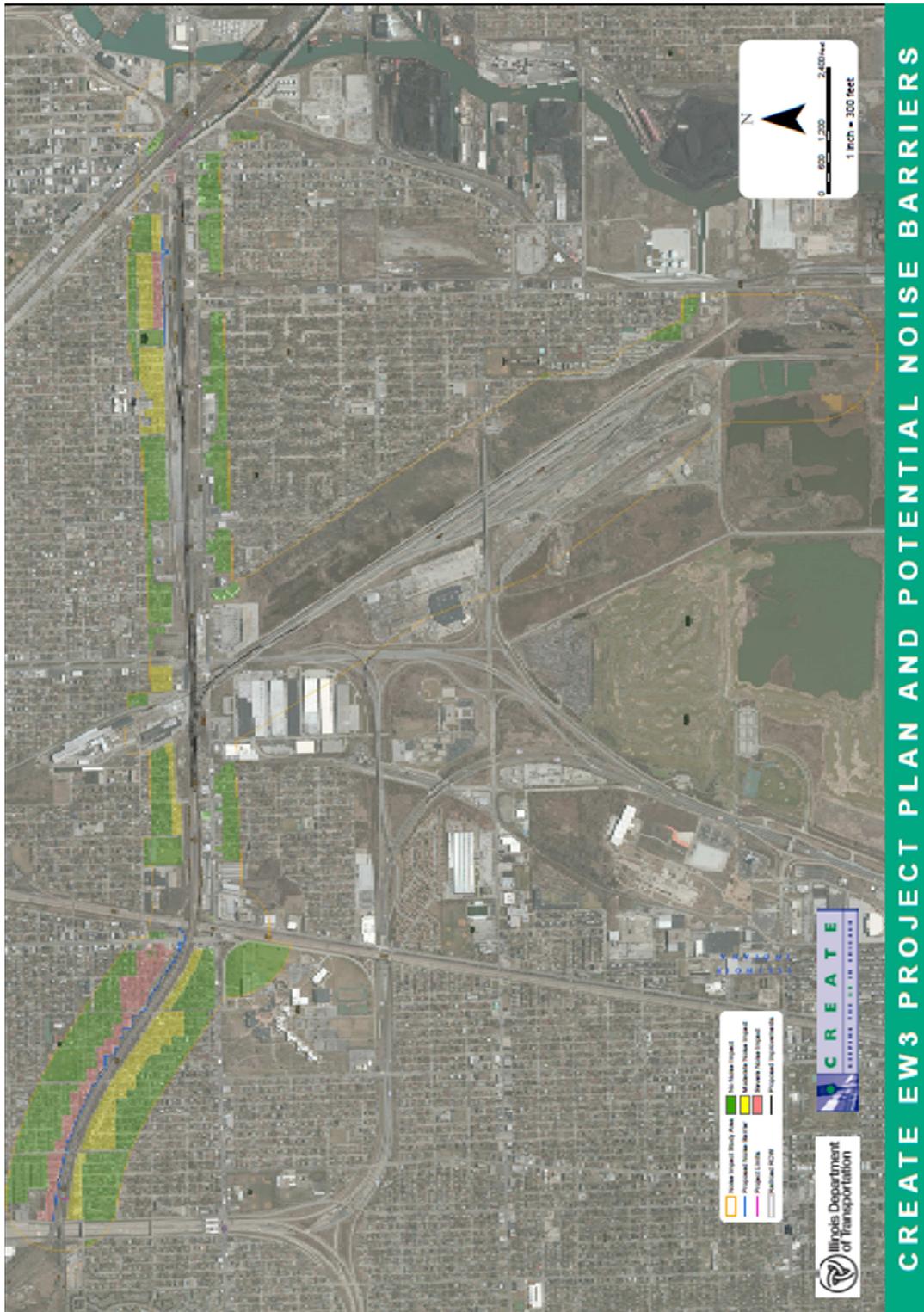
*Signature & Date:*

\_\_\_\_\_ / \_\_\_\_ /2014

Should you have any additional questions or comments regarding the project or proposed noise wall, please contact:

Janice Reid  
Project Environmental Lead  
HDR Engineering, Inc.  
8550 W. Bryn Mawr Ave., Ste. 900  
Chicago, IL 60631

Figure 13  
Viewpoint Postcard – Initial Solicitation



**Figure 14**  
**Project Map Included in Initial Viewpoint Solicitation**



**Illinois Department of Transportation**  
 Division of Public and Intermodal Transportation  
 J.R. Thompson Center / Suite 6-600 / 100 West Randolph / Chicago, Illinois / 60601

Page 2  
 June 12, 2014

June 12, 2014

Current Resident  
 (Merge Address)  
 (Merge City, State, Zip)

Re: CREATE Project EW3 - Viewpoint Solicitation - Noise Wall  
 Implementation - **Second Notice**

Dear Sir or Madam:

The Illinois Department of Transportation (IDOT) is currently conducting Phase I preliminary engineering and environmental studies for proposed railroad improvements to CREATE Project EW3. CREATE, the Chicago Region Environmental and Transportation Efficiency Program, was developed to increase the efficiency of the region's rail infrastructure.

Project EW3 involves construction of a new Norfolk Southern (NS) mainline track between Rock Island Junction and Pullman Junction; installation of turnouts and crossovers connecting the Belt Railway of Chicago (BRC) and NS mainline tracks; upgrading signal systems; installation of a retaining wall north of the BRC near 94<sup>th</sup> Street to support the proposed improvements; and bridge improvements at Commercial Avenue.

As part of the environmental study for this project, train traffic noise was evaluated for the proposed improvements. The train noise analysis indicated that noise levels in your area warrant consideration of noise walls, similar to noise walls seen along highways. Based on a noise analysis, a noise wall between 22 and 31 feet high is proposed as part of this project. A map showing the locations of the proposed noise walls is included for your reference.

IDOT requests your viewpoint regarding your desire for the proposed installation of a noise wall near your property. This letter has been provided to all property owners and residents who would be considered "benefited" (would receive a noise reduction of five (5) decibels or greater) by the noise wall. Your viewpoint is being solicited as part of the project documentation. This is the second and final notice being provided.

Please indicate your preference on the attached, postage-paid viewpoint card. Please include your full name and property address and mail to the address listed on the viewpoint card by June 26, 2014.

Please know that IDOT will consider all viewpoints received from benefited property owners or residents. Based on the consensus of the viewpoints, the noise wall may or may not be built as part of Project EW3. The final decision on implementing noise mitigation measures will be made upon the completion of the project design and public involvement process. We appreciate your views and look forward to hearing from you.

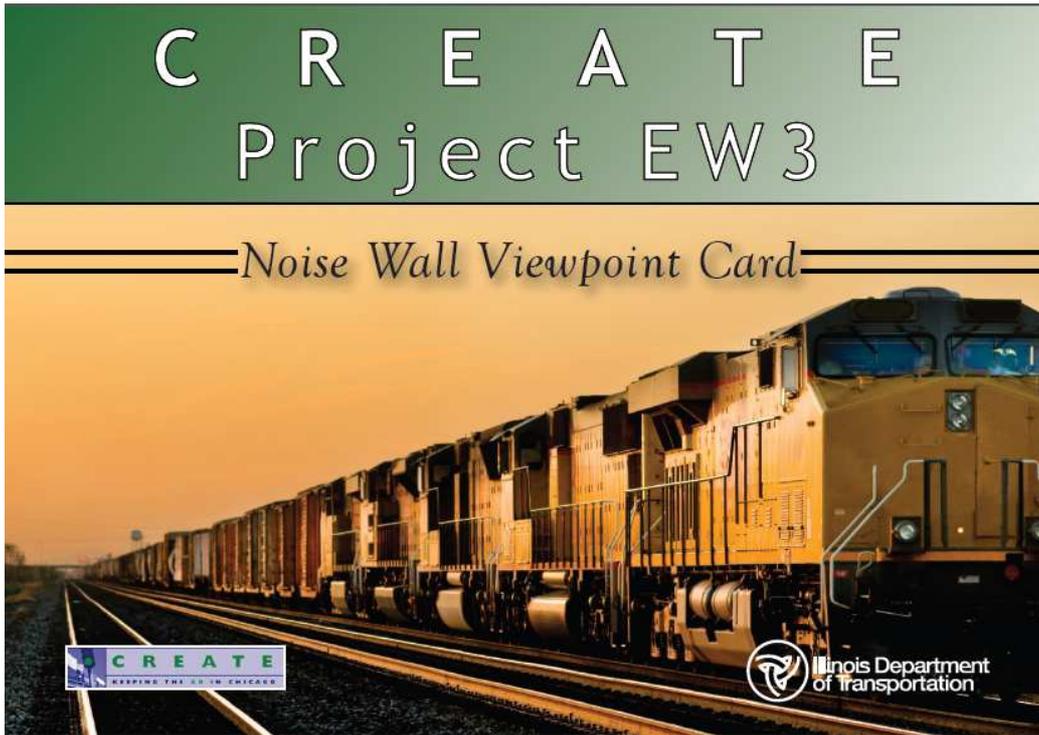
Should you have any questions regarding the proposed noise wall, please contact Adin McCann, HNTB Project Manager, at (312) 798-0301 or amccann@HNTB.com. Si requiere traducción en español de los contenidos incluidos dentro de esta carta, por favor contacte a Leticia Rodriguez al (312) 798-0309.

Very truly yours,

Emily R. Kushto, P.E., Ph.D.  
 Acting Section Chief CREATE  
 Illinois Department of Transportation  
[www.createprogram.org](http://www.createprogram.org)



**Figure 15**  
**Viewpoint Letter – 2<sup>nd</sup> Solicitation**



*What is your viewpoint?*

IDOT requests a viewpoint regarding your desire for a proposed noise wall near your property. Be sure to include your full name and property address in the space below and mail this card by **June 26, 2014** for your viewpoint to count towards the official tally.

Si requiere traducción en español de los contenidos incluidos dentro de esta tarjeta, por favor contacte a Leticia Rodriguez al (312) 798-0309.

*I desire the noise barrier:*

- Yes*       *No*

*Please check one:*

- Owner*       *Resident*

*Name & Property Address:*

\_\_\_\_\_

*Signature & Date:*

\_\_\_\_\_ / /2014

\_\_\_\_\_

\_\_\_\_\_

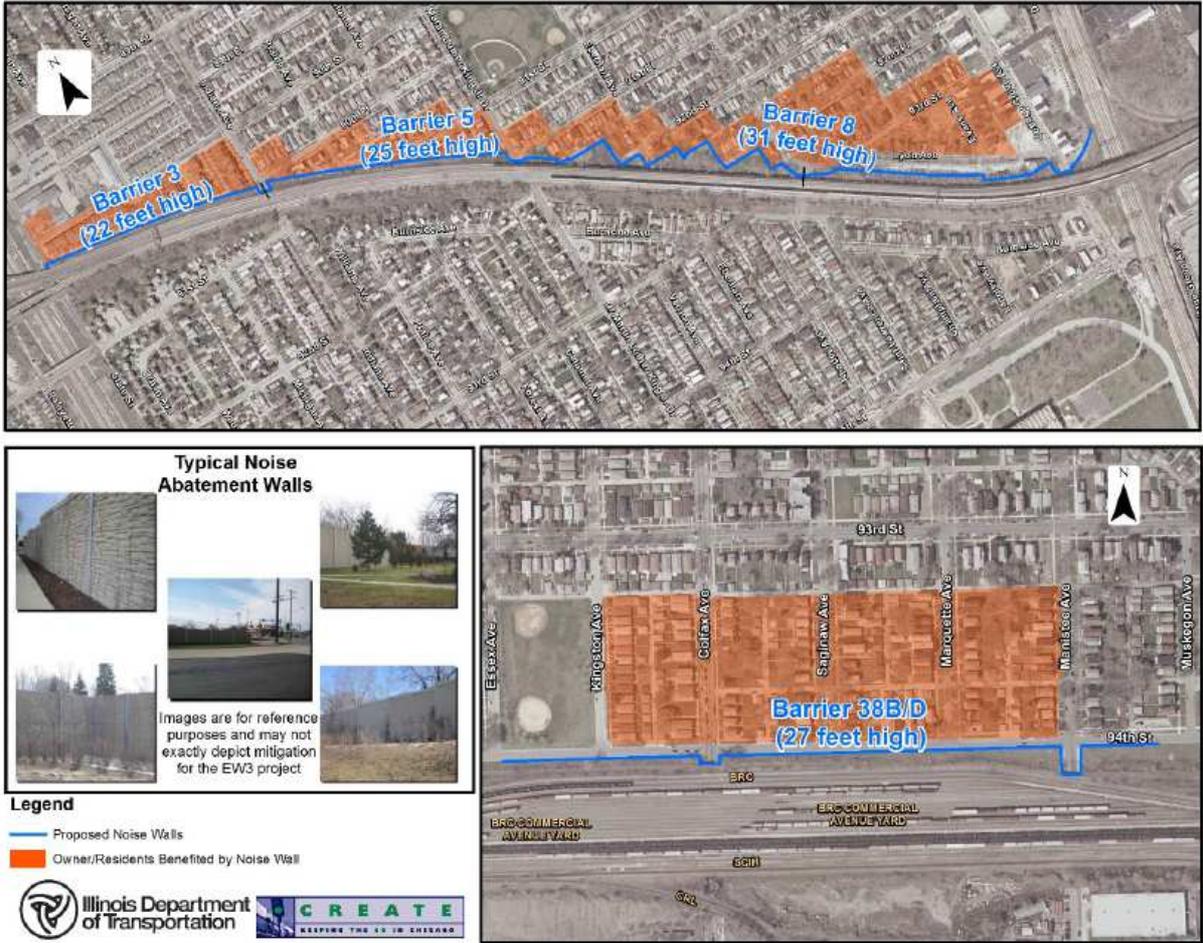
\_\_\_\_\_

Jakita Trotter  
Public Outreach Manager  
Illinois Department of Transportation  
100 West Randolph, Suite 6-600  
Chicago, IL 60601

Should you have any additional questions or comments regarding the project or proposed noise wall, please contact:

Adin McCann, HNTB Project Manager  
amccann@HNTB.com or (312) 798-0301

**Figure 16**  
**Viewpoint Postcard – 2<sup>nd</sup> Solicitation**



**Figure 17**  
**Project Map Included in 2<sup>nd</sup> Viewpoint Solicitation**



## Appendix N: IDOT Letterhead with CREATE Program Logo



# Illinois Department of Transportation

Division of Public and Intermodal Transportation

100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601



## Appendix O: Project Specific Website Examples



The **75th Street Corridor Improvement Project (75th St. CIP)** is the largest project in The Chicago Region Environmental and Transportation Efficiency Program, an effort to improve the efficiency of the region's rail infrastructure. The project is located in the Chicago neighborhoods of Ashburn, Englewood, Auburn Gresham and West Chatham along two passenger and four freight rail lines.

The Illinois Department of Transportation—in partnership with the Federal Highway Administration, the Chicago Department of Transportation, the Association of American Railroads, and local communities—has completed a study to determine how these railroad tracks can be “untangled” so that trains, vehicles, and pedestrians move more easily through these neighborhoods.



*The Public Hearing for the 75th St. CIP was held on Tuesday, April 22, 2014 at Freedom Temple Church of God In Christ, 1459 W. 74th Street, Chicago from 4 p.m. to 7:30 p.m. Please [click here](#) to view a summary report of the hearing.*



*The Final Environmental Impact Statement (FEIS) and the Record of Decision (ROD) are now available to review. Please [click here](#) to view both documents.*



## About the Project

### What is CREATE?

The Chicago Region Environmental and Transportation Efficiency (CREATE) Program is a first-of-its-kind partnership between the Federal Highway Administration (FHWA), State of Illinois, City of Chicago, Metra, Amtrak, and the nation's freight railroads. A program of national significance, CREATE was developed to increase the efficiency of the region's rail infrastructure.

### What is the Grand Crossing Rail Project?

Every day, six Amtrak trains on the Illini, Saluki, and City of New Orleans lines pass through Chicago's South Side, coming from Champaign, Carbondale, Memphis, and New Orleans. The route they currently travel is congested and does not provide direct access into Union Station, causing delays for rail passengers.

The Illinois Department of Transportation (IDOT) is working with FHWA, the Chicago Department of Transportation (CDOT) and the Association of American Railroads (AAR) to find solutions to these issues. The Grand Crossing Rail Project will examine alternate, less congested routes that would enable Amtrak trains to travel directly into Union Station. This will reduce delays and congestion on Chicago's South Side.

### What are the project's potential benefits?

- Alleviate rail congestion on Chicago's South Side
- Enhance public safety
- Promote economic development
- Improve regional air quality
- Reduce noise from idling or slow-moving trains
- Improve Amtrak service while maintaining adequate freight capacity





## Appendix P: Project FAQ Example

## Frequently Asked Questions

### About the Project

#### **Q. What is the CREATE Program?**

A. The Chicago Region Environmental and Transportation Efficiency (CREATE) Program is a first-of-its-kind partnership between the Federal Highway Administration (FHWA), State of Illinois, City of Chicago, Metra, Amtrak, and the nation's freight railroads. A program of national significance, CREATE was developed to increase the efficiency of the region's rail infrastructure.

#### **Q. Why is the Grand Crossing Rail Project needed?**

A. Currently, six Amtrak trains on the City of New Orleans, Illini, and Saluki lines pass through Chicago's South Side, coming from Champaign, Carbondale, Memphis, and New Orleans. The route they travel is congested and does not provide direct access into Union Station, causing delays for rail passengers. The Grand Crossing Rail Project will examine alternate, less congested routes that would enable Amtrak trains to travel directly into Union station, reducing delays for rail passengers and freight trains.

#### **Q. What are the project's potential benefits?**

A. The Grand Crossing Rail Project will address the following needs, which were identified in the project's Purpose and Need Statement:

- Improved Amtrak route efficiency
- Reduced congestion and delays for freight and passenger rail service
- Adequate capacity for passenger and freight rail traffic in the overall regional rail network

Other potential benefits that may be experienced as a result of the project include:

- Reduced rail congestion on Chicago's South Side
- Enhanced public safety
- Improved regional air quality
- Reduced noise from idling or slow-moving trains
- Improved Amtrak service, with adequate freight capacity maintained
- Regional economic development

#### **Q. What organizations make up the Project Team?**

A. This project is being led by the Illinois Department of Transportation (IDOT) and FHWA, working in partnership with the Chicago Department of Transportation (CDOT) and the Association of American Railroads (AAR).

#### **Q. What does the Environmental Impact Statement (EIS) process entail?**

A. The EIS for the Grand Crossing Rail Project will include the following sections:

- **Purpose and Need:** This section of the EIS explains why the Grand Crossing Rail Project is needed and the specific transportation needs that the project is trying to address. It also

includes information about transportation facilities in the project study area. The public plays an important role in developing these needs and identifying the problems, and the project team will continue to listen to and integrate public input into this section.

- **Alternatives:** This section explores possible solutions to the transportation problems posed in the Purpose and Need. It explains how reasonable alternatives were selected for study and the reasons why some were eliminated from consideration. It may also identify the alternative that best solves these transportation problems (i.e., the Preferred Alternative) and explain the basis for that decision. This section includes input from the public and local community members, who will have opportunities to comment on the proposed and preferred alternatives.
- **Affected Environment:** This section describes the existing human and natural environmental settings in the project study area. This includes a description of the resources that may be affected by the project, including residences, businesses, community facilities, recreational areas, historic resources, streams and wetlands, and plant and animal species. This information is compiled through research, environmental studies, and community input.
- **Environmental Consequences:** This section describes the potential impacts and benefits that each of the alternatives carried forward in the EIS would have on the environment and the actions recommended to avoid, minimize, or mitigate any potentially negative effects. Information in this section is used to compare and evaluate the alternatives carried forward.
- **Comments and Coordination:** This section summarizes the public involvement process for the project including public meetings, community advisory groups, presentations to block clubs and business associations, and other outreach activities. It details comments received from the public and responses to those comments. It also explains the resource and regulatory agency coordination that took place, any comments received, and how agency comments were addressed.

#### Q. What is the project schedule?

- A. The EIS process will take place during the next two years and will involve the following steps:
1. The process formally began with a Notice of Intent in March 2011.
  2. The Draft Purpose and Need was prepared. Public input on the Purpose and Need was gathered at a public meeting in December 2011.
  3. Proposed Alternatives are developed. The public will provide input on the Range of Alternatives at a second public meeting in March 2012.
  4. Alternatives are evaluated.
  5. The findings of the technical studies; potential impacts and benefits; measures to mitigate any negative effects of the project; and public input are documented in the Draft EIS. A public hearing is held to formally present the findings of the Draft EIS and receive comments.
  6. Based on comments and review of the Draft EIS, a Preferred Alternative for the project is included in the Final EIS.
  7. The Record of Decision completes the EIS process.

**Q. Is this project part of or related to Norfolk Southern’s (NS) plans for expansion in the area?**

A. No. While we are aware of NS’s plans for expansion, the Grand Crossing Rail Project is a separate initiative being led by FHWA and IDOT in cooperation with its partners as part of the CREATE Program.

**Q. Where can I find information on the CREATE Program overall?**

A. At [www.createprogram.org](http://www.createprogram.org).

**Preliminary Range of Alternatives**

**Q. What alternatives are being considered?**

A. The Project Team has started developing the preliminary Range of Alternatives for the project. Two main alternatives are being considered:

1. **No Build (“Do Nothing”) Alternative** – Amtrak’s Illini, Saluki, and City of New Orleans trains would continue to travel along the same CN tracks they currently use, and no project-related improvements will be made.
2. **Build Alternative(s)** – Amtrak’s Illini, Saluki, and City of New Orleans trains would be re-routed to the NS line in the vicinity of 75<sup>th</sup> Street. Build alternatives include the track and signal work required to re-route Amtrak trains to the NS line, as well as related bridge work and potential temporary viaduct and/or street closures.

**Q. Even though the preliminary Range of Alternatives is still being developed, is there any information available on what areas are likely to be affected by the project?**

A. All Build Alternatives would involve improvements throughout the study area. Each Build Alternative would include the following improvements:

- Rail signal improvements near 115th Street
- Connection between the CN and NS lines in the vicinity of 75th Street
- One North Alignment
- One South Alignment

**Q. How will the Project Team determine which alternatives will be evaluated in detail in the Draft EIS?**

A. The Project Team will use an “alternatives screening process” to determine which of the preliminary alternatives are feasible and should be studied in greater detail in the Draft EIS. Preliminary alternatives will be evaluated based on:

- Ability to meet the project’s Purpose and Need, including railroad operational issues
- Potential impacts such as right-of-way acquisition, residential and commercial displacements, and impacts to community facilities like religious institutions, schools, community centers, and parks

– Cost

**Q. Are any residential relocations anticipated with the proposed improvements?**

A. The need for residential relocations will depend on the Preferred Alternative selected. We will determine the exact number and location of the relocations during the analysis of alternatives and the selection of the Preferred Alternative. This information will be included in the Draft EIS and available for public review. The Draft EIS will include a 45-day public comment period and a public hearing to collect input from stakeholders. All owners of property adjacent to railroads in the project study area and/or potentially impacted by the project receive notices of all public meetings and hearings by mail.

**Q. When will the property appraisal, offer, and acquisition process start?**

A. The property acquisition process cannot begin until after FHWA signs a Record of Decision (ROD) and authorizes final design. The current schedule anticipates a ROD in February 2014. The Project Team also has to complete preliminary engineering plans. Land acquisition can begin during the final design phase of the project.

**Q. What steps are being taken to minimize the disruption of the community and protect homes from demolition?**

A. We will make every effort to minimize the need to acquire property. When we do need to acquire property, we will follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act). This federal law ensures that owners are fairly compensated for the value of their property, that renters and owners receive relocation assistance, including moving expenses, and that any other costs associated with comparable replacement housing are covered. Residents would be given the chance to relocate within the community if possible. We would also allow time for orderly relocation.

**Q. Who do I call to report an issue with the railroads in my neighborhood?**

A. Whenever you have a concern about maintenance near railroad tracks or viaducts, please call 311. The City of Chicago operator will ask questions and get the information to the right people to address the problem. In the case of an emergency or trespassing on railroad property, please call 911.

**Environmental and Safety Concerns**

**Q. If more trains pass through my neighborhood in the future, how will safety be affected, and what safety improvements will be included in the project?**

A. Additional trains should not affect safety in the neighborhood because tracks are separated from the street level to reduce locations where residents would come in conflict with the trains. There are no locations in the Grand Crossing Rail Project study area where streets cross the railroad tracks at the same elevation (called “at-grade crossings”).

**Q. What are the potential air and noise concerns?**

A. We recognize that some residents have concerns related to air quality and noise, and air quality and noise assessments are part of our technical investigations. Our team of experts will evaluate train emissions, considering both idling trains and the number of trains passing through the project study area. We will also analyze train noise due to changes in train traffic and any potential track alignment changes. The results of these analyses will be included in the Draft EIS, which will be available for public review and comment in early 2013. If necessary, we will also evaluate the feasibility of mitigation measures (e.g., noise barriers) to reduce train noise.

**Q. What about train vibration in my neighborhood?**

A. As part of the EIS, we will measure existing vibration levels in the project area, study changes in vibration levels as a result of the project, and, where possible, evaluate the feasibility of mitigation measures to reduce train vibration. This information will be available for public review in the Draft EIS.

**Q. Will pedestrian and bicycle access be included in the project?**

A. The Grand Crossing Rail Project Team is using the Context Sensitive Solutions (CSS) process to find transportation solutions that balance the needs of the project with the concerns and values of the surrounding community. As part of the CSS process, we will work with the project stakeholders and the public to determine if improvements related to pedestrian and bicycle access are appropriate for this project.

**Construction Concerns****Q. When and where will construction start?**

A. The Record of Decision (ROD) is anticipated to be completed in February 2014. After that, final design plans will be developed, and any required property will be purchased. Substantial construction could begin as early as 2016, depending on funding availability.

**Q. Who is paying for this project?**

A. Funding could come from a variety of sources, including the federal and state governments, the railroads, and the City of Chicago.

**Q. How much will this project cost?**

A. Cost estimates have not yet been prepared for this project, but will be as alternatives are developed and evaluated. This information will be presented at a future public meeting.

**Q. Is the money available for construction?**

A. Not at this time. As funding for CREATE is received from the various sources, it is allocated to projects that are ready for construction at that time. Since the Grand Crossing Rail Project will not be ready for construction for several years, funding has not yet been allocated.

**Q. Will the construction project result in road closures? If so, what will be the impact on emergency vehicle access and public transportation routes?**

A. Temporary and/or permanent road closures may be a part of this project. However, the specific locations of potential road closures are not known at this time. This detail will be developed as the

project progresses, with input from the local officials, residents, and other stakeholders during public and Community Advisory Group meetings. Potential permanent road closures will be identified in the EIS. All road closures are subject to coordination with and approval by the City of Chicago.

Prior to construction, detailed plans will be developed for motorist, pedestrian, bicycle, transit and emergency vehicle routes that may change. These plans will be shared with the public.

**Q. During construction, what will be the impact to businesses in the area?**

A. Potential impacts to businesses are not known at this time. Business impacts will be identified as part of the project and will be documented in the EIS. If businesses will be impacted, continued access to businesses during construction would be a priority in planning the project.

**Q. There are several schools, playgrounds, parks, and other community recreational facilities near the proposed construction area. Should we be concerned about air quality and increased noise during the construction project?**

A. As with any construction project, there may be a temporary increase in noise and vehicle emissions at certain times at locations where construction of the rail improvements is taking place. As part of the EIS process, we will evaluate potential construction impacts and discuss them with the community.

Contractors will be responsible for complying with all applicable federal, state and local statutes, ordinances, and directives with respect to eliminating excessive noise and pollution of air during construction. These rules are intended to reduce the noise from heavy construction equipment and control the dust, smoke, and fumes from construction equipment and other worksite operations. The Chicago Department of Environment's website states, "The Environmental Noise Ordinance strives to set a balance between the needs of daytime productivity and nighttime tranquility, and between reasonable and unreasonable noise." These ordinances must be followed unless the contractor has secured a special waiver from the City of Chicago. For more information, visit the Chicago Department of Environment's website at [www.cityofchicago.org/environment](http://www.cityofchicago.org/environment) or call 311.

**Public Involvement**

**Q. What opportunities will the public have to provide input on the project?**

A. The Grand Crossing Rail Project Team is committed to being inclusive, open-minded, and transparent through the CSS process. The Project Team will present project information at public meetings and ask for feedback throughout the EIS process. The public will have opportunities to help identify the problems the project will address, develop solutions to these problems, and evaluate the potential benefits and impacts of these solutions. In addition, two Community Advisory Groups – one for neighborhoods in the northern part of the study area and one for those in the southern part – will serve as a forum for community leaders and residents to meet periodically to discuss the community's thoughts and ideas about the project. More information about the ways we will communicate with the members of the public, organizations, and agencies can be found in the project's **Stakeholder Involvement Plan**, a dynamic document that will be updated continually over the course of the project.

**Q. How are stakeholders able to comment?**

A. We welcome questions and comments at any time and encourage stakeholders to provide input throughout the life of the project. There are many ways to comment:

- Send an email to the project team at [info@grandcrossingrail.com](mailto:info@grandcrossingrail.com)
- Fill out an online comment form
- Fill out a comment form at a public meeting
- Mail your comments to the project team

**Q. I was upset that I didn't hear more about the first round of public meetings held in December 2011. What is IDOT doing to ensure that the public is fully informed about the project?**

A. Although the December 2011 public meetings were widely advertised through a variety of media, some community members have requested that future meetings be better publicized. To address this, IDOT has taken steps to expand our public outreach and advertising efforts for future project news and events.

The upcoming Range of Alternatives public meetings, which will be held on March 26 and 28, 2012, will be publicized in the following manner:

- Postcards will be mailed to:
  - o All properties in the study area that are adjacent to the rail lines.
  - o All individuals on the project mailing list, which includes everyone who has contacted the Project Team by mail, phone, or the website, as well as everyone who attended the first public meeting.
- Postcards will be provided to Community Advisory Group members to share with other members of the community.
- Postcards will be distributed at the following locations:

<b>Organization</b>	<b>Address</b>
Chicago Police Dept. - 3rd District	7040 South Cottage Grove Avenue
Chicago Police Dept. - 2nd District	5101 South Wentworth Avenue
Chicago Police Dept. - 7th District	1438 West 63rd Street
Chicago Public Library - Kelly Branch	6151 South Normal Boulevard
Chicago Public Library - Grand Crossing	1000 E. 73rd Street, 60619
Chicago Park District - Sherwood Park	5701 S. Shields Ave.
Chicago Park District - Grand Crossing Park	655 South Ingleside Avenue
Fuller Park Community Development Corporation/Eden Place	4417 S. Stewart Avenue
Teamwork Englewood	815 W. 63rd Street
YMCA - Englewood Satellite Office	641 W. 63rd. St.
Imagine Englewood If	730 W. 69th St.
Kennedy King College	6301 South Halsted Street

<b>Organization</b>	<b>Address</b>
Gary Comer Youth Center	7200 S Ingleside Ave
Chicago Embassy Church	5848 South Princeton Avenue
Antioch MB Church	415 W. Englewood Avenue
House of Israel Temple of Faith	7130 S. Chicago Avenue
New Life Covenant	5517 S. Michigan
Alderman Hairston	2325 E. 71st Street
Alderman Harris	8539 S. Cottage Grove Avenue
Alderman Cochran	6357 S. Cottage Grove Avenue
Alderman Dowell	5046 S. State Street
Representative Dunkin	1543 N. Wells Street
Representative Golar (6th District)	4926 S. Ashland Avenue
Senator Hunter (3rd District)	2929 S. Wabash Avenue, Suite 102
Representative Howard (34th House)	8729 S. State Street
Senator Trotter (17th District)	8704 S. Constance Avenue, Suite 324
Aldi	620 West 63rd Street
Aldi	6621 S. Cottage Grove Ave.
Jewel	7530 South Stony Island
Save-A-Lot Store	344 East 63rd Street
Save-A-Lot Store	7240 S Stony Island Ave
Various Walgreens/CVS locations	To be identified in next draft

- Letters will be mailed to elected officials, Community Advisory Group members, and City agencies that own property adjacent to the rail lines in the study area.
- Door hangers will be distributed to properties in areas where there is the greatest likelihood for displacements or impacts from potential viaduct closures.
- Advertisements will run in the following local papers, four and two weeks prior to the meetings:
  - Chicago Sun-Times
  - Chicago Crusader
  - Chicago Defender
- Advertisements will be posted in aldermanic constituent newsletters and posted on the following electronic bulletin boards and websites:
  - Englewood Portal
  - EveryBlock Chicago

- Resident Association of Greater Englewood (RAGE)
  - New Life Covenant
  - Teamwork Englewood
  - Antioch MB Church
  - Imagine Englewood If
  - [www.grandcrossingrail.com](http://www.grandcrossingrail.com)
- Electronic notification will be provided to community groups (e.g., RAGE, Teamwork Englewood, Englewood Cultural Planning Council, New Life Church, block groups) wishing to broadcast meeting information to its members
  - Email blasts will be sent to all individuals on the mailing list who provided an active email address.

**Q. I missed the December 2011 public meetings. Where can I find the information that was presented?**

A. A summary of the December 2011 public meetings, as well as presentation and exhibits displayed at the meetings, can be found on the Project Resources page of this website.

At the upcoming Range of Alternatives public meetings in March 2012, the Project Team will again present the same introductory material that was on display at the December 2011 meetings. We intend these meetings to be as open, inviting, and informative for *new* attendees as for those who have attended previous events. Members of the Project Team will also be on hand to speak with you and answer your questions one-on-one.

**Q. How will we be able to get copies of the Environmental Impact Statement?**

A. Copies of the signed EIS will be available at public libraries and on this website ([www.grandcrossingrail.com](http://www.grandcrossingrail.com)) and the IDOT web site ([www.dot.state.il.us](http://www.dot.state.il.us)). Interested stakeholders and residents can join the mailing list through the project website to receive project announcements and invitations to public meetings. Everyone on the mailing list will be informed when the EIS documents are available for review and comment.

**Job Opportunities**

**Q. How can we find out about jobs with the Grand Crossing Railroad Project or CREATE?**

A. The CREATE team is committed to helping local residents find out about job opportunities and requirements on CREATE projects and in the railroad industry. Jobs with the CREATE Program are broken down into two broad categories: 1) jobs in the railroad industry; and 2) jobs on CREATE construction projects.

The railroad industry hires regularly, and some railroads are currently hiring. If you are interested in applying for jobs with the railroads, go to their websites to apply for railroad jobs.

Amtrak	Go to <a href="http://www.amtrak.com">www.amtrak.com</a> , scroll to the bottom of the page and click on
--------	--

	"Careers"
BNSF	Go to <a href="http://www.bnsf.com">www.bnsf.com</a> and click on "Careers"
BRC	Go to <a href="http://www.beltrailway.com">www.beltrailway.com</a> and click on "Employment"
CN	Go to <a href="http://www.cn.ca">www.cn.ca</a> , select "Careers" and click on "Search and Apply for Jobs"
Canadian Pacific	Go to <a href="http://www.cpr.ca">www.cpr.ca</a> , select "English" and click on "Jobs"
CSX Corporation	Go to <a href="http://www.csx.com">www.csx.com</a> and click on "Working at CSX"
Metra	Go to <a href="http://metrail.com">http://metrail.com</a> and click on "Employment"
Norfolk Southern	Go to <a href="http://www.nscorp.com">www.nscorp.com</a> and click on "Job Seekers"
Union Pacific	Go to <a href="http://www.up.com">www.up.com</a> and click on "Jobs at UP"

Construction work on the Grand Crossing Rail Project and other CREATE projects will be done by both railroad workforces and private contractors, each having their own hiring processes and requirements. To apply with the railroads, visit the websites above.

Most private contractors require that their workers have union credentials. If you have a union card, talk to your local union representative about being placed with a contractor that works on the CREATE Program. To get a union card, you will need to enroll in a pre-apprenticeship or apprenticeship program. Work with a local employment resource center, or visit [www.illinoisworknet.com](http://www.illinoisworknet.com) for information about training programs.

**Q. Where can contractors get information about bidding on this project?**

A. Information about all current CREATE bid opportunities can be found on the CREATE website at [www.createprogram.org/business.htm](http://www.createprogram.org/business.htm).



## Appendix Q: Brochure Examples (EIS and non-EIS)

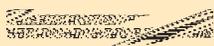


**CREATE Program:**

*The 75th Street Corridor Improvement Project (75th St. CIP) is part of the Chicago Region Environmental and Transportation Efficiency (CREATE) Program. A program of regional and national significance, CREATE was developed to increase the efficiency of the region's rail infrastructure.*

**Project Team:**

*The development of the Environmental Impact Statement for the 75th St. CIP is being led by the Federal Highway Administration and the Illinois Department of Transportation, in coordination with the Chicago Department of Transportation, Metra, Amtrak and Association of American Railroads.*



## PUBLIC COMMENT SOUGHT ON THE PREFERRED ALTERNATIVE

The 75th Street Corridor Improvement Project (75th St. CIP) Team has worked with local residents, elected officials, community leaders and other stakeholders to find solutions to transportation problems in the Chicago neighborhoods of Ashburn, Englewood, Auburn Gresham, and West Chatham. The 75th St. CIP Project Team and the community together identified the following transportation problems:

- ◆ Delays at rail junctions
- ◆ Rail junctions too close together
- ◆ Delays for motorists and pedestrians at the 71st Street rail-roadway crossing
- ◆ Poor conditions at viaducts
- ◆ Limits on Metra's SouthWest Service line reliability
- ◆ Metra conflicts with freight trains

Working with the community, including a Joint Community Advisory Group formed for the project, the 75th St. CIP Project Team developed a Preferred Alternative to address these transportation problems. The Preferred Alternative is described in the following pages.



### Public Comment Period—March 28–May 22, 2014

The Project Team is asking community members and other stakeholders to comment on the Preferred Alternative and the Draft Environmental Impact Statement (DEIS) for the 75th St. CIP.

The DEIS describes how the Project Team—with the help of the local community—developed the Preferred Alternative for the project area. It compares the Preferred Alternative with taking no action to solve these problems – the “No-Build” alternative. It describes the benefits and impacts the build alternative would have on the natural and human environments, and the actions the Project Team are recommending to mitigate adverse impacts associated with the Preferred Alternative.

**The Public Comment Period for the 75th St. CIP DEIS is open from March 28 until May 22, 2014.** An official Public Hearing is being held on **April 22, 2014** to gather citizen's comments. All comments received from both the public and government agencies during the Public Comment Period will be addressed in the Final Environmental Impact Statement.

The last page of this brochure explains how you can provide your comments on the Preferred Alternative and the Draft Environmental Impact Statement. **With your valuable input, we will keep the 75th St. CIP “Moving Forward Together.”**

# PROJECT PURPOSE AND NEED

The Project Team and the community together developed the 75th St. CIP's Purpose and Need.

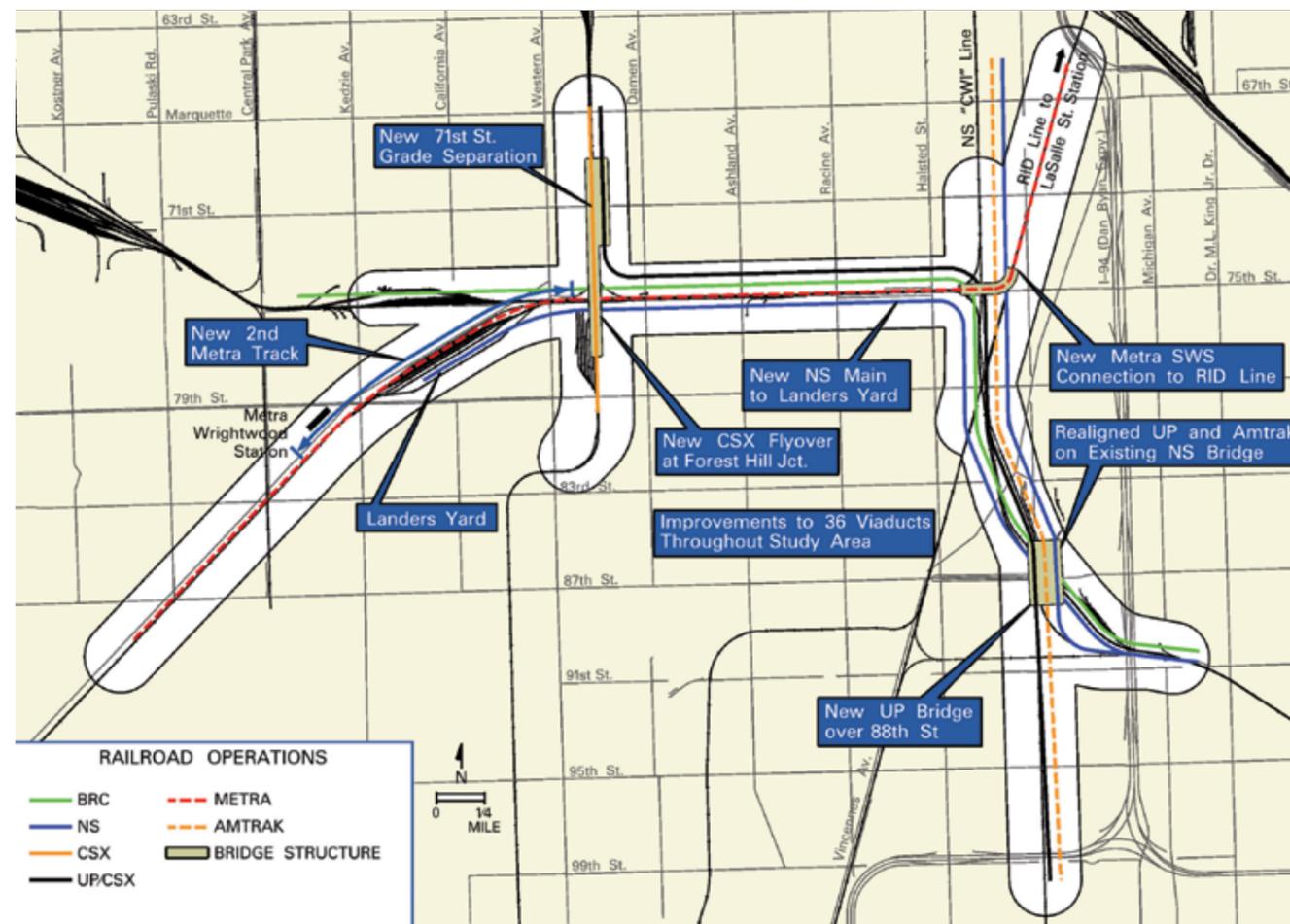
PROJECT PURPOSE: ♦ To improve mobility for rail passengers, freight and motorists

- PROJECT NEEDS:
- ♦ Reduce rail-rail crossing conflicts
  - ♦ Reduce road-rail crossing conflicts
  - ♦ Improved passenger train service reliability
  - ♦ Reduce local mobility problems

Early in the project, the 75th St. CIP team identified five "improvement areas" where opportunities existed to address the project's Purpose and Need. Several preliminary alternates for each area were developed, evaluated, and screened. Public input was sought throughout the process and ultimately the "best solution" for each area was combined into one Build Alternative. This is the **Preferred Alternative**.



## 75TH STREET PREFERRED ALTERNATIVE



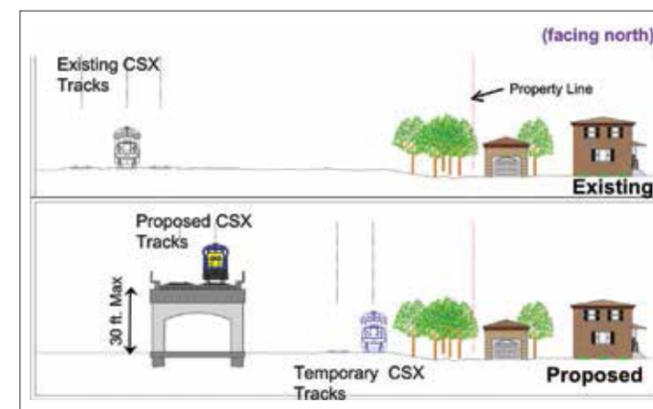
# THE 75TH STREET CIP PREFERRED ALTERNATIVE

## Forest Hill Junction and 71st Street Crossing

At Forest Hill Junction, the Preferred Alternative would provide a new elevated structure to carry north-south train traffic over east-west train traffic and over the existing highway-rail grade crossing at 71st Street near Bell Avenue.

PURPOSE AND NEED ELEMENTS ADDRESSED:

- ♦ Rail-rail conflicts at Forest Hill Junction
- ♦ Highway-rail crossing problems at the 71st Street grade crossing
- ♦ Passenger service reliability on the Metra SouthWest Service (SWS) line



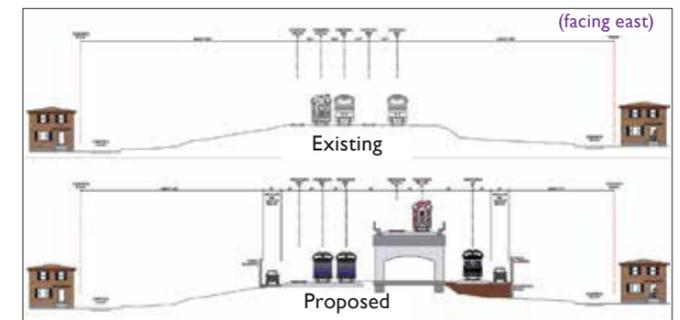
North-south tracks over east-west tracks near 75th Street

## Metra SouthWest Service Line (SWS) Connection to Rock Island District Line

Metra's SWS line shares its tracks with freight traffic along the 75th Street corridor and north to Union Station. The Preferred Alternative would connect the SWS tracks to Metra's Rock Island District Line (RID) via a new flyover connection from the existing tracks in the 75th Street corridor to the existing RID tracks. The new connection would be located entirely on a structure through the residential neighborhood immediately south of Hamilton Park. Metra's SWS service would arrive in downtown Chicago at LaSalle Street Station instead of Union Station.

PURPOSE AND NEED ELEMENTS ADDRESSED:

- ♦ Rail-rail conflicts at Belt Junction
- ♦ Passenger service reliability on the Metra SWS Line
- ♦ Rail-rail conflicts for train traffic
- ♦ Passenger service reliability on the Amtrak *Cardinal/ Hoosier State* route



Metra SWS line would use a new structure



Location of new elevated structure



Metra flyover south of Hamilton Park

### Metra along Columbus Avenue

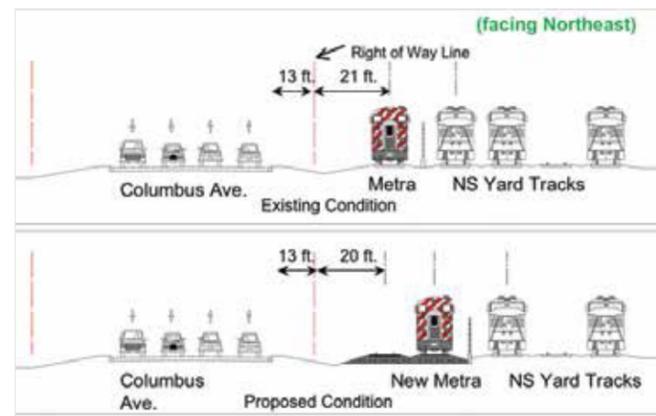
Metra's SWS trains run on only one track from just north of the Ashburn Metra Station to Western Avenue. Along Columbus Avenue, a new second track would be constructed along the west side of Landers Yard.

PURPOSE AND NEED ELEMENTS ADDRESSED:

- ◆ Passenger service reliability on the Metra SWS Line



Second track location



New Metra track allows for two-way travel

### 80th Street Junction

Six tracks used by five different railroads narrow to three tracks at this junction. The Preferred Alternative would realign existing tracks and provide additional new tracks to reduce this bottleneck.

PURPOSE AND NEED ELEMENTS ADDRESSED:

- ◆ Rail-rail conflicts at 80th Street Junction
- ◆ Passenger service reliability for Amtrak
- ◆ Rail-rail conflicts at Belt Junction

### Local Mobility and Viaduct Conditions

The community expressed concerns related to the safety and physical condition of railroad viaducts. Community members emphasized the following issues:

- ◆ Low visibility due to lighting conditions
- ◆ Poor drainage
- ◆ Crumbling concrete
- ◆ Poor roadway and sidewalk pavement conditions

**Viaduct work would be included and funded as part of the 75th St. CIP if the Preferred Alternative is selected.** This work could begin once the environmental and design phases are complete (2015 at the earliest, depending on funding). The work would include street resurfacing, drainage improvements, lighting replacement, sidewalk repair, and ADA-compliant curb ramps.

Routine maintenance to viaducts is not eligible for 75th St. CIP federal funds and is considered separate from the project itself. However, in response to community concerns expressed to the 75th St. CIP Project Team, CDOT, IDOT, and the railroads have begun addressing some of the known maintenance issues through separate funding sources.

PURPOSE AND NEED ELEMENTS ADDRESSED:

- ◆ Local mobility problems at viaducts due to poor visibility, drainage, pavement and structural conditions



Viaduct improvement locations

## THE NO BUILD ALTERNATIVE

Under the No-Build Alternative, none of the proposed work would be undertaken and railroads and roadways in the study area would not be changed. Consideration of a No-Build Alternative is required by the Environmental Impact Statement (EIS) process and serves as a baseline for comparison against Build Alternatives. The future conditions under the No-Build Alternative have been compared to the Preferred Alternative.

## BENEFITS, IMPACTS AND MITIGATION MEASURES

The DEIS explains how the 75th St. CIP would both benefit and impact the natural and human environments, and explores ways that negative impacts could be mitigated. The most significant project benefits, impacts, and mitigations measures are described in the following pages.

### Project Benefits

The DEIS documents that construction of the Preferred Alternative for the 75th St. CIP would result in real benefits to those who live in and travel through the project area.

**Decreased Train Idling:** At several locations in the 75th St. CIP project area, trains idle while waiting for clearance to proceed. The elimination of rail-rail conflicts at Forest Hill Junction, Belt Junction, and 80th St. Junction would reduce the amount of time trains spend idling in the project area.

**Decreased Air Emissions from Locomotives:** The reduction in train idling means that train fuel consumption would be reduced by approximately 20%. This would result in reductions of locomotive emissions compared to the emissions expected with the No-Build Alternative.

**Decreased Noise at Forest Hill Junction:** The rail-rail crossing at Forest Hill Junction causes a loud banging noise each time that train wheels go over it – hundreds of times for a single train. That banging noise will disappear with the elimination of this crossing.

**Elimination of the At-Grade Rail Crossing at 71st Street:** At the 71st Street crossing of the rail tracks, motorists, cyclists and pedestrians must wait for trains to cross. This presents a safety risk, especially when motorists or pedestrians become impatient or try to beat the train to the crossing. Elevating the tracks over 71st Street would eliminate these road delays and safety concerns.

**Improved Rail Passenger Service:** Both Metra and Amtrak service would improve in speed and reliability under the Preferred Alternative.

**Improvements at 36 Viaducts in the Project Area:** Viaduct improvements would help alleviate a number of issues that limit mobility, safety, and security for motorists, pedestrians, and cyclists, and would also provide substantial improvements to the appearance of viaducts for everyone who lives in and travels through the project area.

### Noise Impacts

Noise is a part of any urban environment, and in the neighborhoods of the 75th St. CIP, that includes train noise. The tracks in the neighborhood, some as much as 150 years old, are traversed by freight and passenger trains every day. Noise is one of the major concerns of the people who live in the project area.

Train traffic in the region will grow, whether the 75th St. CIP is constructed or not. That is why the Project Team compared existing noise levels to the noise levels that are predicted to exist if the 75th St. CIP is built (the Preferred Alternative) and if it is not built (the No-Build Alternative).

The CREATE Program uses a specific methodology following Federal Transit Administration (FTA) guidelines to analyze potential noise impacts that would result from all of its projects. The 75th St. CIP team used the same method to determine if residences or institutional facilities (e.g., schools) were above FTA's moderate or severe impact thresholds, a key factor in determining mitigation needs.



Train idling would be reduced



71st Street road-rail crossing would be eliminated



Metra service would be improved

**Noise Impacts** CONTINUED

It was determined that the number of residences and institutional facilities that would experience noise levels above the moderate or severe impact threshold went up for both the Build and No-Build Alternatives. However, if the Preferred Alternative were built, the number of residences and facilities above FTA moderate and severe impact thresholds would be higher, as seen in the chart.

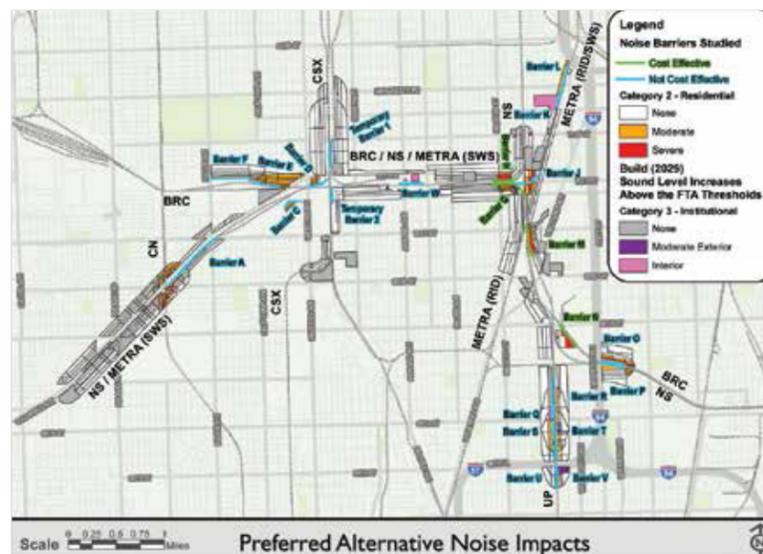
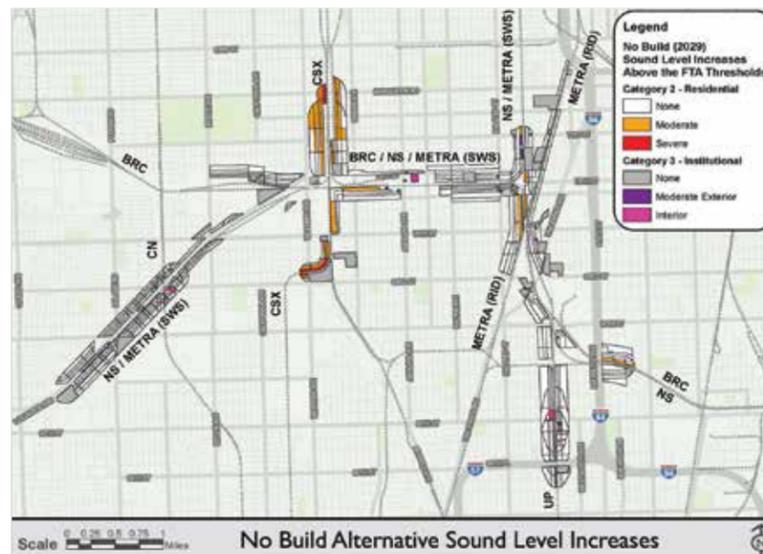
Comparisons to Existing Noise Levels			
	Preferred Alternative	No-Build Alternative	Difference
Residences above the FTA moderate impact threshold	1,092	1,009	83
Residences above the FTA severe impact threshold	267	90	177
Institutional facilities above FTA moderate impact threshold	3	1	2
Institutional facilities above FTA interior impact threshold	7	7	0

**Noise levels vary according to location.**

Some locations would experience lower sound levels under the Preferred Alternative. To see how a specific location could be impacted, please consult the DEIS (available at [www.75thcip.org](http://www.75thcip.org)) or the locations listed on the back page) or see the exhibits at the Public Hearing on April 22, 2014 (see back page for details).

**Noise Impact Mitigation Measures**

The Project Team considered noise mitigation for the areas that are predicted to experience noise impacts. Noise mitigation measures considered included noise barriers and buffer zones. Buffer zones would require additional property acquisition and result in additional displacements, and were therefore not determined to be an acceptable mitigation option. Generally, the most practical noise mitigation option is a noise barrier (see photo).



The Project Team evaluated 23 noise barriers to determine if they provide the necessary noise reduction benefit and could be constructed (whether building the barrier would be feasible), and whether the predicted noise reduction benefit would be worth the cost of building the wall (whether the barrier would be *cost-effective*).

Preliminary evaluation has shown that four feasible noise barriers (Barriers G, H, M, and N) are cost-effective. The maps on this page show the locations of Barriers G, H, M, and N, and the impacted areas that the barriers would benefit. These barriers would benefit 189 residences and Leland Giants Park.

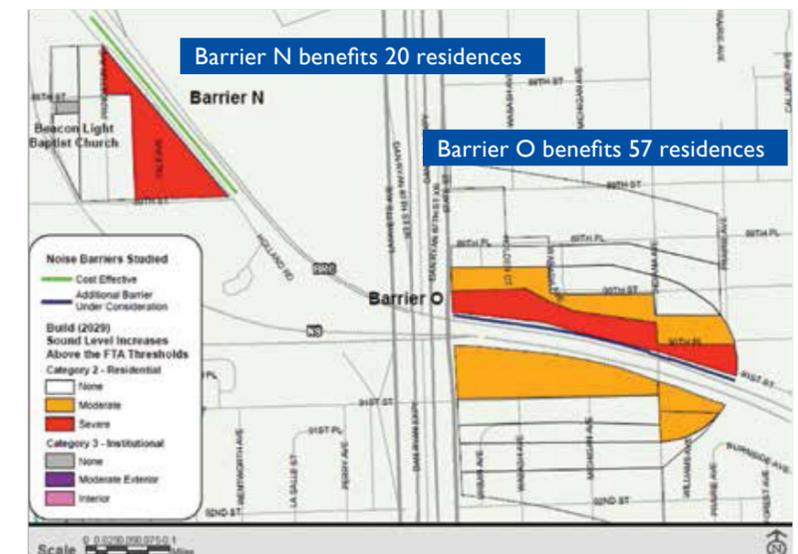
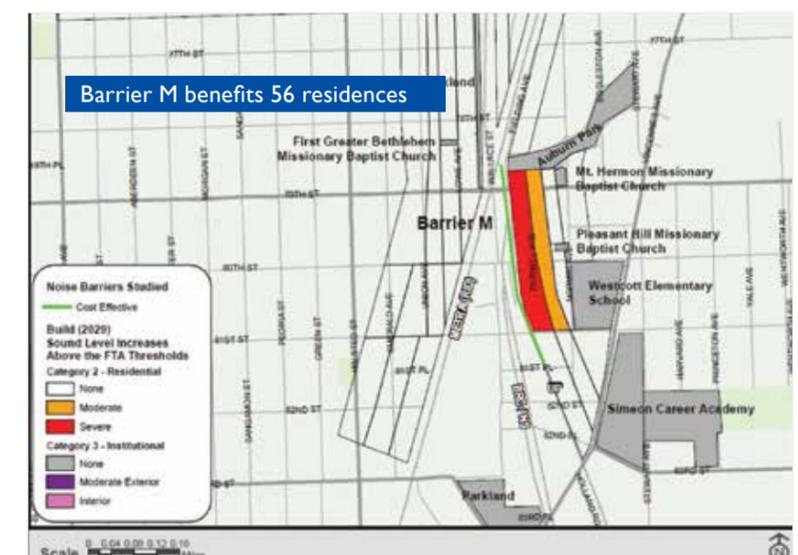
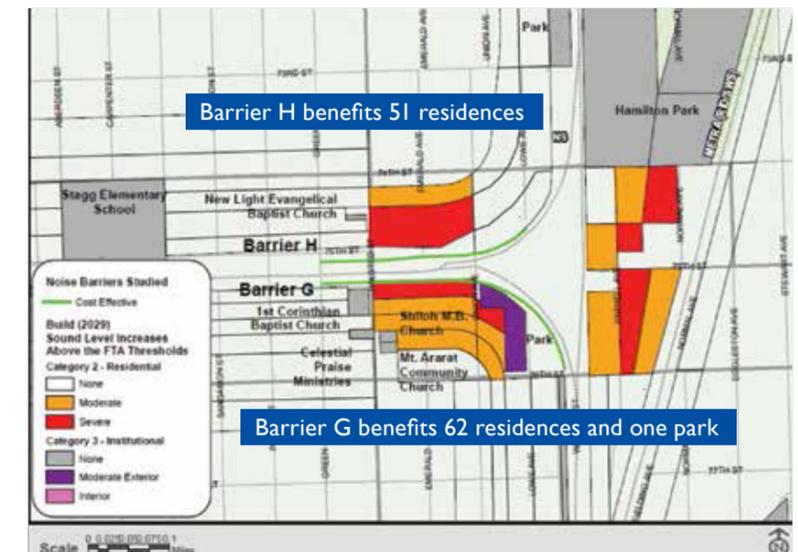
A fifth barrier, Barrier O, was close to meeting the cost-effectiveness criteria. The Project Team recommends that this noise barrier be constructed under the Preferred Alternative (see map).

Residents and property owners who would benefit from the implementation of Barriers G, H, M, N, and O will be consulted to make sure that their viewpoints are considered before the barriers are built. The final decision on implementing noise mitigation measures will be made upon the completion of the project design and public involvement process.

**Other Mitigation Measures Still Under Investigation: Quiet Zones**

Train horn noise was cited as a community concern by both CAG members and attendees at public meetings. As a result of ongoing coordination between the Project Team, CDOT evaluated the feasibility of implementing Quiet Zones in several corridors within the 75th Street CIP study area. These studies indicated that a Quiet Zone was feasible in only one corridor. A portion of this corridor, from 95th Street to 101st Street, overlaps with the 75th St. CIP study area. CDOT recommended this Quiet Zone for implementation.

If the City's approval for this Quiet Zone is granted by the Federal Railroad Administration, the Project Team has recommended that the 75th St. CIP commit to funding the capital costs of Quiet Zone implementation for the three crossings within the study area: 95th Street, 97th Street, and 101st Street. Quiet Zones were found to not be feasible in other corridors.



### Vibration

Vibration impacts are caused by the rolling of train wheels over the rails. The community surrounding the 75th St. CIP has expressed concern about vibration to the Project Team.

Vibration is measured at two levels: ground-borne vibration is the noticeable movement of building floors, rattling of windows, and shaking of items on walls or shelves. Ground-borne noise is the low frequency rumbling noise caused by the vibration of floors, walls, or ceilings.

Train traffic in the region will grow, whether the 75th St. CIP is constructed or not. That is why the Project Team compared existing vibration levels to the vibration levels that are predicted to exist if the 75th St. CIP is built (the Preferred Alternative) and if it is not built (the No-Build Alternative).

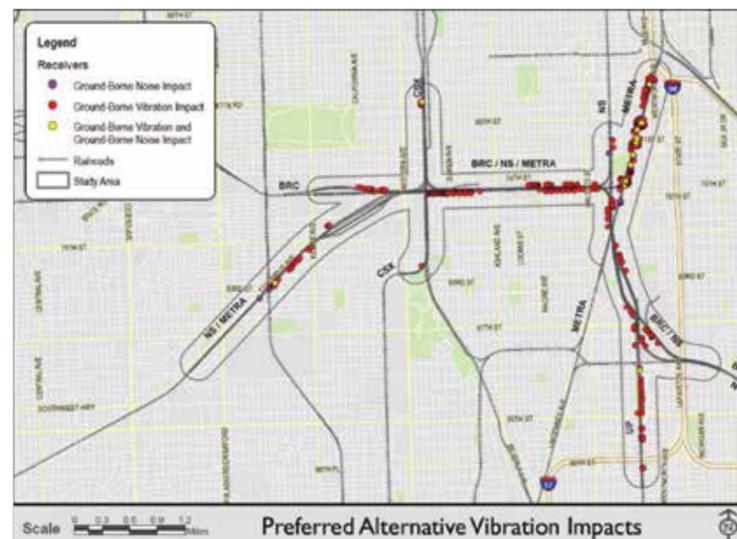
It was determined that the number of residences and institutional facilities that would experience vibration levels above the FTA thresholds went up for both the Build and No-Build Alternatives. However, if the Preferred Alternative were built, the number of properties above FTA thresholds would be higher, as seen in the chart.

Comparisons to Vibration Levels			
	Preferred Alternative	No-Build Alternative	Difference
Properties with ground-borne vibration levels above the FTA threshold	755	28	727
Properties with ground-borne noise levels above the FTA threshold	77	58	19

#### VIBRATION AND STRUCTURES

Many people in the community surrounding the 75th St. CIP have expressed concern that vibration from trains may cause damage to their homes. However, the level of vibration that would cause damage to a building is far greater than the level that causes annoyance, or even discomfort, to a person.

Humans start to feel vibrations between 65-70 VdB (vibration decibels). This is the point where you start to feel that very low frequency rumble and may be annoyed by it. Minor cosmetic damage to structures (such as cracks in plaster) starts to occur when vibration is 1000 times greater than that.



#### Vibration Mitigation Measures

The Project Team studied ways to reduce the vibration impacts of the Preferred Alternative. The mitigation strategies evaluated included buffer zones, planning and design of special track work, and maintenance practices. The acquisition of additional properties for the purpose of establishing buffer zones would create additional community impacts and was therefore not considered a feasible mitigation measure. With the exception of welded rail joints, which are standard railroad policy, special track work is not considered viable for vibration mitigation in the 75th St. CIP study area. Maintenance programs, including regularly-scheduled rail grinding, wheel truing, vehicle reconditioning, and use of wheel-flat detectors, will continue to be used by railroads in the study area, but would not completely eliminate the predicted vibration impacts.

### Property Acquisition

The 75th St. CIP Project Team has made every effort to minimize the need to acquire property. It has worked closely with the community, including the Joint Community Advisory Group, to minimize this impact.

Property impacts associated with the Preferred Alternative would occur near 80th Street Junction, Union Avenue, Forest Hill Junction, and in the neighborhood south of Hamilton Park, where the structure connecting the Metra SWS Line to the RID Line would be built. The location of the structure was coordinated with the neighborhood. The proposed alignment received their overwhelming support, and was selected to be part of the Preferred Alternative.

Total required property acquisition for the Preferred Alternative would be:

- ◆ Private right-of-way to be acquired (15.4 acres)
- ◆ Public right-of-way to be used (1.3 acres)
- ◆ 42 parcels of land to be acquired
- ◆ No businesses or commercial establishments to be displaced

#### PROPERTY ACQUISITION PROCESS

Any necessary property acquisition will follow the federal *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970* and the *IDOT Land Acquisition Manual*. This will ensure that:

- Owners are fairly compensated for the value of their property
- Renters and owners receive relocation assistance, including moving expenses
- Other costs associated with comparable replacement housing are covered
- Residents are given the opportunity to relocate within the community, if possible

In addition, some property owners are concerned about the value they would receive for their property, especially if they owe more money on their mortgage than the fair market value of their property (negative equity). The 75th St. CIP could assist some residential property owners settle their mortgage balance. Opportunities to assist home owners would be evaluated on a case-by-case basis when appropriately justified.

The property acquisition process could begin after the Federal Highway Administration issues a Record of Decision. The current schedule anticipates a Record of Decision in Fall 2014.

For more information regarding your legal rights, contact the study team or call IDOT's landowner information center at 1-847-705-4321.



### Visual Impacts

The 75th St. CIP Project Team has determined that two project elements in the Preferred Alternative would have a high negative impact on visual resources in the study area. These are the Metra SWS connection to the RID line, which introduces a new rail structure in the neighborhood south of Hamilton Park, and the Forest Hill Junction Flyover, which elevates an existing rail line from approximately 78th Street to 69th Street. Retaining walls may also have a negative visual impact in the project area. These impacts will be mitigated through landscaping and aesthetic treatments on retaining walls. These mitigation measures will be developed with the input of local stakeholders during final design.

Many public comments were received, however, regarding the appearance of *existing* railroad viaducts. While improving aesthetics is not a specific goal of the project, several new bridges and bridge extensions would improve appearances at several locations. In addition, the Preferred Alternative would also improve the appearance and condition of 36 viaducts, resulting in positive impacts on visual resources within the study area.



Artist's rendering of the Forest Hill Junction Flyover



Artist's rendering of the Metra SWS connection to the RID line

### Temporary Construction Impacts

The 75th St. CIP Project Team studied not only the permanent benefits and impacts that the project would have on the community, but also the temporary impacts of project construction. Working with the community, the Project Team identified four major concerns for project construction, and developed the following strategies to mitigate them.

**Traffic during construction:** Traffic Management Plans would be required for each major construction contract.

**Noise and vibration during construction:** All construction activities would adhere to all applicable City of Chicago ordinances for noise and vibration. The 75th St. CIP would coordinate with local schools to schedule pile driving activities so as to not interfere with State of Illinois mandated testing periods.

**Control of nuisance species, such as rodents:** Contractors would control nuisance species, such as rodents, during the initial land-clearing phase of the work and as needed through the completion of construction in order to protect adjacent residential areas. Contractors would be required to comply with City of Chicago ordinance requiring contractors to complete rodent surveys, and abatement where applicable, in order to obtain a permit for the demolition of any building or structure.

**Working on Chicago Park District Land (Hamilton Park and Leland Giants Park):** Even though none of the finished construction for the 75th St. CIP would be on park land, construction of retaining walls near park property would require construction work to access part of the parks. Permits would be obtained from the Chicago Park District to allow for construction of the new retaining walls near park property.

A landscaping plan to restore the affected areas of the parks would be required.

### Additional Mitigation Measures Still Under Investigation

To mitigate project impacts, a full range of measures under IDOT and CREATE Program policies were investigated. Some of these measures, such as noise barriers, were found to be effective, and those have been recommended for implementation as part of the Preferred Alternative. Additional practicable mitigation and enhancement measures that could provide offsetting benefits are still under investigation. These additional measures are presented in the Draft EIS and will be discussed at the public hearing. Practicable mitigation measures with merit and support could be included in the Final EIS. The Project Team invites community members to share their opinion about the following additional mitigation measures and offsetting benefits. The Project Team is continuing to investigate these measures, and we look forward to your comments.

Additional Mitigation Measures and Benefits Still Under Investigation Additional Planning and Public Input Required	
Possible Mitigation Measure or Benefit	Description
Job Training and Educational Programs	In addition to publicizing current IDOT strategies to encourage small and disadvantaged businesses, the Project Team will consider job training and educational programs
Bus Stop Improvements	1. Upgrade 20 busiest bus stops near project limits 2. Install electronic bus-arrival signs at all 20 stops 3. Install bus shelters at the 10 stops that don't have them
Sidewalk Improvements	Provide funding to the City of Chicago to improve sidewalks, in addition to sidewalk improvements at viaducts
Bicycle Improvements	Construct bike routes in the project area
Remnant and Vacant Parcel Improvements	1. Improve 1.39 acres of project remnant parcels south of Hamilton Park 2. Improve other City-owned vacant properties across the study area 3. Develop programs with community input
Streetscape Improvements	Add trees, benches, signs, decorative pavement at crosswalks, bike racks, and other amenities





### Where can I review the DEIS?

The DEIS will be available for public review until May 22, 2014 at the websites [www.75thcip.org](http://www.75thcip.org), [www.createprogram.org](http://www.createprogram.org), and [www.dot.il.gov](http://www.dot.il.gov) and at the locations listed below.

#### Chicago Public Library:

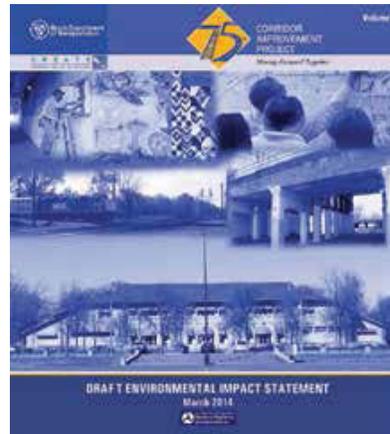
- Wrightwood-Ashburn Branch, 8530 S. Kedzie Avenue
- Thurgood Marshall Branch, 7506 S. Racine Avenue
- West Englewood Branch, 1745 W. 63rd Street
- Sherman Park Branch, 5440 S. Racine Avenue
- Brainerd Branch, 1350 W. 89th Street
- Harold Washington Library Center, 400 S. State Street

#### Hometown Ladwig Library

4331 Southwest Highway #3, Hometown, IL

#### Illinois Department of Transportation

Attn: Jakita Trotter,  
100 W. Randolph St., Suite 6-600, Chicago, IL



### How Can I Provide Comments on the DEIS?

At the April 22, 2014 Public Hearing, you may comment by:

- ◆ Filling out the comment form
- ◆ Providing your comments to the court reporter
- ◆ Offering your comments verbally during the formal session. Due to time constraints, we ask that you limit your comments to three minutes

You may also comment:

- ◆ By email at [info@75thcip.org](mailto:info@75thcip.org)
- ◆ On the project website at [www.75thcip.org/contact.php](http://www.75thcip.org/contact.php)
- ◆ By mail at:  
75th St. Corridor Improvement Project  
525 W. Monroe, Suite 200  
Chicago, IL 60661  
Attn: Tom Underwood

### What will you do with my comments?

Your opinion matters and we encourage you to submit your comments. All comments received during the open Public Comment Period (March 28-May 22, 2014) will be part of the official public record of the project.

## NEXT STEPS

### FEIS Distribution

After the formal comment period, a Final Environmental Impact Statement (FEIS) will be prepared that will document any changes that occurred since the DEIS and may confirm the Preferred Alternative. Copies of the final document are provided to the same state and federal agencies, public officials, and public locations that received the draft.

### Document Approval— Record of Decision (ROD)

The Federal Highway Administration has responsibility for approving the environmental documents for this project. After final versions are circulated, the agency will publish a Record of Decision (ROD). This is the signal that work can move to the next phases of development—design, property acquisition, and construction as funding is available.





# Illinois Department of Transportation

Division of Public and Intermodal Transportation  
J.R. Thompson Center / Suite 6-600 / 100 West Randolph / Chicago, Illinois / 60601

Thursday, May 22, 2014  
4:00 p.m. to 7:00 p.m.  
Olive-Harvey College  
Chicago, IL

## Public Hearing - CREATE Project EW3

### PURPOSE OF HEARING

To present a project overview and to seek public comment on the proposed improvements, impacts, and mitigation measures.

### WHAT IS CREATE?

CREATE, an acronym for **Chicago Region Environmental and Transportation Efficiency Program**, is a public/private partnership between the State of Illinois, City of Chicago, the Federal Highway Administration, Amtrak, Metra, and the nation's freight railroads. The overall goals of the CREATE Program are to improve freight and passenger rail operations, while reducing the environmental impacts of rail operations on the general public.

### SUMMARY OF PROPOSED IMPROVEMENTS

- Reconfiguration of Pullman Junction to incorporate a new mainline railroad track in the vicinity of 95<sup>th</sup> Street.
- Installation of power-operated turnouts and crossovers.
- Upgrade signal systems along the rail lines, as necessary, to facilitate operations on the realigned track and proposed crossovers.
- Installation of a retaining wall near 94<sup>th</sup> Street to support the proposed improvements.
- Bridge improvements at Commercial Avenue to support the proposed improvements.
- Proposed noise walls to mitigate noise impacts within the project area.
  - Noise walls may range in height dependent on the level of noise and distance from the noise source.
  - Noise walls for this project will be at least 22 feet in height and up to 31 feet in height.

### PROJECT BENEFITS

- Improves freight rail operations in the study area and throughout northeastern Illinois.
- Improves air quality in the Chicago metropolitan area.

### 4 WAYS TO SUBMIT COMMENTS BY JUNE 5, 2014

- |   |  |
|---|--|
| <ol style="list-style-type: none"> <li>1. <b>Court Reporter at the Public Hearing</b></li> <li>2. <b>Place comment form in comment box at the Public Hearing</b></li> <li>3. <b>E-mail: <a href="mailto:janice.reid@hdrinc.com">janice.reid@hdrinc.com</a></b></li> </ol> | <ol style="list-style-type: none"> <li>4. <b>Mail:</b><br/><b>Attn: Janice Reid, Project Environmental Lead</b><br/><b>HDR Engineering, Inc.</b><br/><b>8550 W. Bryn Mawr Ave., Ste. 900</b><br/><b>Chicago, IL 60631</b></li> </ol> |
|---|--|

### QUESTIONS AND INFORMATION

For questions regarding CREATE Project EW3, please contact Janice Reid at 773-380-7919 or [janice.reid@hdrin.com](mailto:janice.reid@hdrin.com). Visit the website for CREATE Program details: [www.createprogram.org](http://www.createprogram.org)



CHICAGO REGION ENVIRONMENTAL AND TRANSPORTATION EFFICIENCY PROGRAM

UNITED STATES DEPARTMENT OF TRANSPORTATION  
ILLINOIS DEPARTMENT OF TRANSPORTATION

CHICAGO DEPARTMENT OF TRANSPORTATION  
ASSOCIATION OF AMERICAN RAILROADS

# CREATE Project EW3 Location Map



# Public Hearings for CREATE Project B9/EW1

## Argo Connections/Clearing Yard Main Lines

Chicago, Monday, August 20, 2012 | Bridgeview, Tuesday, August 21, 2012



The Illinois Department of Transportation (IDOT) welcomes you to the CREATE B9/EW1 Public Hearings. These hearings are being held to discuss the overview, purpose, and need of the B9/EW1 project. There will be opportunities to provide input on the project, including the potential noise wall component. A hearing schedule is provided below.



### WHAT IS CREATE?

The **Chicago Region Environmental And Transportation Efficiency** (CREATE) Program is a first-of-its-kind partnership between the Federal Highway Administration (FHWA), the State of Illinois, City of Chicago, Metra, Amtrak, and the nation's freight railroads. A program of national significance, CREATE will provide needed improvements to increase the efficiency of the region's rail infrastructure.

Through projects like B9/EW1, CREATE aims to promote national and regional economic development, improve regional air quality, reduce energy consumption, and reduce noise from idling or slow-moving trains.



### WHAT IS B9/EW1?

The purpose of this project is to create a new east-west corridor that provides a dedicated route for through trains to bypass the Belt Railway Company of Chicago (BRC) Clearing Yard, a large rail yard in Bedford Park south of 65th Street between Harlem Avenue and Pulaski Road. This project will also improve the connection between the Beltway and the east-west corridors in the overall CREATE program.

### Hearing Schedule

4:30 p.m. to 5:00 p.m.:	Open house exhibit hall
5:00 p.m. to 6:00 p.m.:	Formal presentation followed by question and answer period
6:00 p.m. to 6:30 p.m.:	Open house exhibit hall, informal question and answer period

## SUMMARY OF PROPOSED IMPROVEMENTS

Project B9/EW1 involves constructing a double track connection, crossovers, and upgrading, realigning and extending existing track. As part of the upgrades, noise walls are being considered to mitigate noise impacts. All work is proposed within existing railroad and Chicago Department of Transportation (CDOT) right-of-way. This means **no new property will need to be acquired**.



Example noise wall for reference purposes (may not exactly depict mitigation for the B9/EW1 project)

## WHAT ARE THE BENEFITS?

- Allows for increased freight train speeds and improved flexibility on the rail lines
- Reduces the potential for freight train conflicts with Amtrak and Metra
- Improves overall travel time, speed, and reliability
- Potential noise walls will mitigate noise impacts



The above intersection is located northwest of the BRC yard. The proposed project will reduce the curvature near this crossing to allow for increased speeds from 10 mph to 25 mph

## 4 WAYS TO SUBMIT COMMENTS

1. Dictate to the court reporter at the hearings
2. Place comment form in comment box at the hearings
3. Take a comment form home with you and mail to the address on the back
4. E-mail to Ryan Westrom: [rwestrom@patrickco.com](mailto:rwestrom@patrickco.com)  
Comments are due by September 3, 2012

## NEXT STEPS

Subsequent to today's hearing, IDOT and the CREATE Partners will address the comments received and refine the project as appropriate.

The next step is completion of the engineering and environmental documents and securing approval from the FHWA. This approval constitutes the completion of Phase I. Phase II, preparation of detailed contract plans, will then be completed, with Phase III, or construction, anticipated to commence by the end of the year and continuing on into 2013.



Based on consideration of the viewpoints and comments submitted by September 3, the noise wall components may or may not be implemented on this project.

If you have any questions about the project or public hearings please contact Ryan Westrom at (312) 201-7955 or the email address above. We appreciate your interest in this project and look forward to hearing from you.



**C R E A T E**

KEEPING THE GO IN CHICAGO



## Appendix R: Project Fact Sheet Example, CREATE Program Employment Fact Sheet and Railroad Contact Information Fact Sheet

*The Grand Crossing Rail Project will reduce rail congestion on Chicago's South Side, particularly in the Englewood and Greater Grand Crossing neighborhoods. The project is one component of a region-wide program of railroad-related infrastructure improvements called CREATE.*



## The Environmental Impact Statement Process

The Grand Crossing Rail Project is investigating ways to provide a new, more direct route to Chicago's Union Station for Amtrak's City of New Orleans, Illini, and Saluki trains, and reduce congestion and delays for both passenger and freight trains in the

corridor. The project team is thoroughly studying the project to better understand the effects that different project solutions will have on the physical, social, and economic environment.

Our team is developing an Environmental Impact Statement for the Grand Crossing Rail Project. Federal law requires that an EIS be prepared for federally-funded projects that could potentially affect the quality of the human and natural environment. When it is complete, the EIS will explain the solution that will best address the transportation issues and then detail how this solution was decided. The EIS will explain the potential impacts and benefits resulting from the project and identify ways to avoid or lessen the negative impacts. The EIS will also describe how the public was engaged in the decision-making process and how the local community's concerns and values were factored into the proposed solution.

## Parts of the EIS

**Purpose and Need:** This section of the study document will explain why the Grand Crossing Rail Project is needed and the specific transportation needs that the project is trying to address. It will also include information about transportation facilities in the project study area. The public will play an important role in developing these needs and identifying the problems, and the project team will listen to and integrate public input into this section.

**Alternatives:** This section will explore possible solutions to the transportation problems posed in the Purpose and Need. It will explain how reasonable alternatives were selected for study and the reasons why some were eliminated from consideration. It may also identify the alternative that best solves these transportation problems (i.e., the preferred alternative) and explain the basis for that decision. This section will include input from the public and local community members who will have opportunities to comment on the proposed and preferred alternatives.

**Affected Environment:** This section will describe the existing human and natural environmental settings in the project study area. This will include a description of the



resources that may be affected by the project including residences, businesses, community facilities, recreational areas, historic resources, streams and wetlands, and plant and animal species. This information will be compiled through research, environmental studies, and community input.

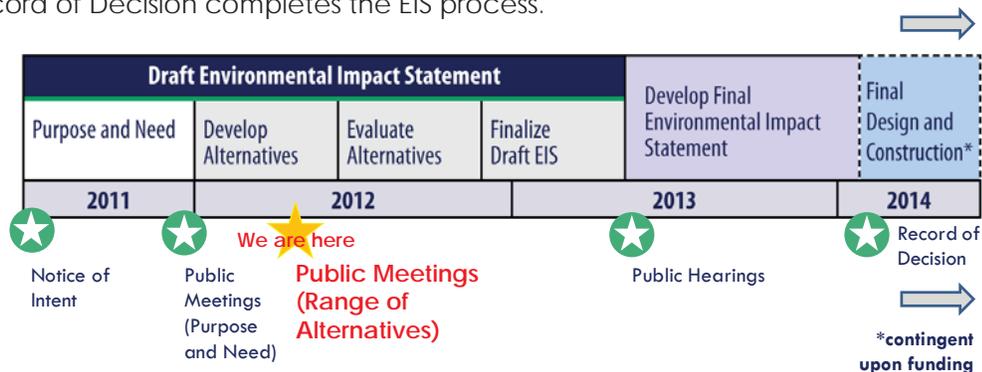
**Environmental Effects:** This section will describe the potential impacts and benefits that each of the alternatives would have on the environment and the actions recommended to avoid, minimize, or mitigate these impacts. Information in this section will be used to compare the alternatives carried forward.

**Comments and Coordination:** This section will summarize the public involvement process for the project including public meetings, community advisory groups, presentations to block clubs and business associations, and other outreach activities. It will detail comments received from the public and responses to those comments. It also explains the resource and regulatory agency coordination that took place, any comments received, and how agency comments were addressed.

## Environmental Impact Statement Schedule

The EIS process will take place during the next two years and will involve the following steps:

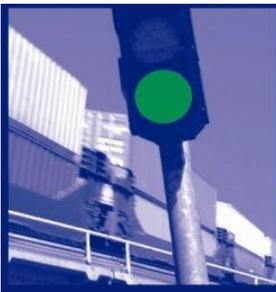
- STEP 1** → The process formally began with a Notice of Intent in March 2011.
- STEP 2** → The Draft Purpose and Need is prepared. Public input on the Purpose and Need will be gathered at a Public Meeting in December 2011.
- STEP 3** → Proposed Alternatives are developed. The public provides input on the proposed reasonable Alternatives at a second Public Meeting.
- STEP 4** → Alternatives are evaluated.
- STEP 5** → The findings of the technical studies; impacts and benefits; measures to mitigate any negative effects for the project; and public input are documented in the Draft EIS. A Public Hearing is held to formally present the findings of the Draft EIS and receive comments.
- STEP 6** → Based on comments and review of the Draft EIS, a Preferred Alternative for the project is included in the Final EIS.
- STEP 7** → The Record of Decision completes the EIS process.



### CONTACT US

If you have questions or need additional information regarding the Grand Crossing Rail Project, please contact:

Grand Crossing Rail Project | Parsons | 10 South Riverside Plaza, 4th Floor | Chicago, Illinois 60606  
Attn: Tony Pakeltis | e-mail: [info@grandcrossingrail.com](mailto:info@grandcrossingrail.com) | [www.grandcrossingrail.com](http://www.grandcrossingrail.com)



# CREATE

KEEPING THE GO IN CHICAGO

## The CREATE Program

The Chicago Region Environment and Transportation Efficiency (CREATE) Program is a unique partnership between the *Federal Highway Administration*, the *Illinois Department of Transportation*, the *Chicago Department of Transportation*, and the *Association of American Railroads*.

## Employment Opportunities

The CREATE team is committed to helping local residents find out about job opportunities and requirements on CREATE projects and in the railroad industry. Through partnerships with community-based organizations and continuous outreach to the public, the CREATE team will make information available on opportunities for qualified candidates to pursue these employment opportunities.

### When will jobs be available?

To understand what jobs are currently available and will be available in the future, it's important to first understand the timeline of CREATE projects. Each project must go through an environmental review process and design phase before construction can begin. This means that construction jobs on many CREATE projects are still several years away.

There may be jobs available now with the railroads, and there are training opportunities available to prepare you for future CREATE construction efforts.

### What types of jobs will be available?

Jobs with the CREATE Program are broken down into two broad categories: 1) jobs in the railroad industry; and 2) jobs on CREATE construction projects. Each of these is discussed in greater detail below.

#### JOBS IN THE RAILROAD INDUSTRY

**Timeline:** Ongoing

The railroad industry hires regularly and is currently in hiring mode. This is due primarily to business levels and the rate of retirements. Railroad positions vary widely, from equipment operators to track workers to mechanics. These jobs are often demanding, requiring workers to travel for extended periods, work in all weather conditions, and perform in a fast-paced environment. The hiring process is stringent, but qualified candidates willing and able to go through the steps have the chance to earn well-paid, union jobs with solid benefits and paid training.

Additionally, there may be opportunities for qualified individuals to work at the railroads' intermodal terminals as on site truck drivers and service workers. These positions usually report to companies hired by the railroads to handle intermodal operations.

If you are interested in applying for a position with the railroads, we encourage you to visit the railroads' websites and follow the instructions provided on the back of this fact sheet. Take time to explore the employee videos/testimonials posted on several of the railroads' websites to learn more about what it's like working for the railroads.



## Preparing for Current Railroad Jobs

In the upcoming years, a large portion of the nation's railroad workforce will be retiring. As a result, railroads are beginning to look for qualified workers to fill these positions. Individuals interested in these positions can begin applying **now** for available positions.

**Tip:** If you have a resume in a word processing document, you can copy and paste the text of your resume into the online job application. This will speed up the application process.

**What is needed to apply for railroad jobs? (actual requirements vary by railroad)**

- **Access to a computer and internet service:** If you don't have a computer at home, you can go to your local branch of the Chicago Public Library, your local FamilyNet Center or another nearby community center.
- **20-30 minutes to complete each application**
- **Social security number**
- **Education and training history:** school names and addresses; years completed; and degrees, certificates and/or licenses received.
- **Employment history:** employer addresses, supervisor names and titles, and salary history.
- **Military history**
- **Three professional references:** names and contact information for three people who can vouch for your work.
- **List "CREATE" as a referral source** on your application if there is a space provided.

**Railroad Job Websites**

You can go to the following websites to apply for railroad jobs:

<b>Amtrak</b>	Go to <a href="http://www.amtrak.com">www.amtrak.com</a> and click on "Careers"
<b>BNSF</b>	Go to <a href="http://www.bnsf.com">www.bnsf.com</a> and click on "Careers"
<b>BRC</b>	Go to <a href="http://www.beltrilway.com">www.beltrilway.com</a> and click on "Employment"
<b>CN</b>	Go to <a href="http://www.cn.ca">www.cn.ca</a> and click on "Careers"
<b>Canadian Pacific</b>	Go to <a href="http://www.cpr.ca">www.cpr.ca</a> and click on "Careers"
<b>CSX Corporation</b>	Go to <a href="http://www.csx.com">www.csx.com</a> and click on "Working at CSX"
<b>Metra</b>	Go to <a href="http://metrarail.com">http://metrarail.com</a> and click on "Employment"
<b>Norfolk Southern</b>	Go to <a href="http://www.nscorp.com">www.nscorp.com</a> and click on "Careers"
<b>Union Pacific</b>	Go to <a href="http://www.up.com">www.up.com</a> and click on "Jobs at UP"



**JOBS ON CREATE CONSTRUCTION PROJECTS**

**Timeline:** Current and future construction efforts

Construction work on CREATE projects will be done by both railroad forces and private contractors, each having their own hiring processes and requirements.

- *Railroads* will complete most of the track and signal work with their own employees.
- *Contractors* will perform much of the structural work, such as railroad bridges.

**How do I apply for construction jobs with the railroads?**

The application process for railroad construction crews is the same as that for other railroad positions. If you are interested in being eligible to work on CREATE construction projects as a member of a railroad crew, we encourage you to follow the instructions above in the *Jobs in the Railroad Industry* section.

**How do I prepare and apply for construction jobs with private contractors?**

Most private contractors require that their workers have union credentials. **If you already have your union card** and want to work on a CREATE construction project, we encourage you to talk to your local union representative about being placed with a contractor that works on the CREATE Program.

**If you do not have a union card**, you will need to apply for enrollment in a pre-apprenticeship or apprenticeship program. A local employment resource center can provide you with information about these programs and help you navigate the application process. Also, Illinois WorkNet ([www.illinoisworknet.com](http://www.illinoisworknet.com)) offers information about training programs and tips to prepare you for the workplace.

**CREATE Website**

[www.createprogram.org](http://www.createprogram.org)

This website will provide you with information about the CREATE Program and the benefits it will bring to Chicago-area residents. We invite you to explore the site and return often for information about employment opportunities and other CREATE news.



## Railroad and City of Chicago Contact Information

The Chicago Region Environmental and Transportation Efficiency (CREATE) Program team has compiled the following contact information for individuals wishing to express railroad-related concerns. *Please read the directions carefully so you can direct your important concerns to the person best able to address them.*

### Emergency Situations

**Call 911** to report the following:

- Hazardous material releases
- Personal injuries
- Criminal activities
- Illegal dumping
- Vehicles stuck/stalled on tracks or other track obstructions
- Other environmental issues, such as petroleum spills

The City of Chicago Office of Emergency Management and Communications will coordinate with the proper emergency responders and railroad personnel to resolve this situation immediately. Only call 911 in the case of an emergency.

### Non-Emergency Situations

**Call 311** to report non-emergency issues concerning the railroads. The City of Chicago 311 operators will ask for the information they need to route your request. Write down your Service Request number for better follow up.

The City of Chicago Department of Streets and Sanitation has also set up a one-stop number for non-emergency concerns related to the railroads, such as idling locomotives or engines with excessive smoke. During regular business hours, **call Debbie DeLopez at 312-744-5911** for non-emergency situations. She will determine which railroad(s) to contact and coordinate directly with their appropriate staff to address your concerns quickly and efficiently.

### *Additional Railroad Contact Information*

Listed below is non-emergency contact information for the railroads involved in the CREATE Program. Please keep in mind the contact mentioned above is the most effective point of contact for non-emergency, railroad-related issues and is best able to direct your concerns to people at the railroads that can help.

Amtrak – 312-655-3116

Metra – 312-322-6900

Belt Railway of Chicago – 312-744-5911\*

BNSF Railway – 312-744-5911\*

Canadian National – 888-888-5909

Canadian Pacific – 312-744-5911\*

CSX – 877-TELL-CSX (877-835-5279)

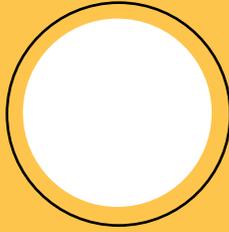
Norfolk Southern – 312-744-5911\*

Union Pacific – 312-744-5911\*

\*Several railroads do not have the internal resources to effectively address non-emergency concerns. As a result, they have set up a process with the City of Chicago (as mentioned above) to direct important community concerns to their most appropriate personnel. This one-stop number is 312-744-5911 as referenced above.



## Appendix S: Publicity Material Examples



**CREATE**  
KEEPING THE GO IN CHICAGO



## CORRIDOR IMPROVEMENT PROJECT

*Moving Forward Together*

### THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) ANNOUNCES a Public Hearing and Public Comment Period for the Draft Environmental Impact Statement for the 75th Street Corridor Improvement Project (75th St. CIP).

The 75th St. CIP was initiated to find solutions to relieve rail and road congestion in the Chicago neighborhoods of Ashburn, Englewood, Auburn Gresham, and West Chatham. The 75th St. CIP is one of the largest projects in the Chicago Region Environmental and Transportation Efficiency (CREATE) Program. The Draft Environmental Impact Statement (DEIS) discusses the alternatives that were evaluated, including the Preferred Alternative, and the project’s potential impacts on the natural and man-made environments in the study area.

#### THE PURPOSE OF THIS PUBLIC HEARING IS TO:

- Provide an overview of the 75th St. CIP and the DEIS
- Review alternatives developed to address project purpose and need
- Present the benefits, impacts, and mitigation measures for the project
- Obtain public comment on the 75th St. CIP and the DEIS

#### 4 p.m.—6 p.m. Open House.

View a recorded audio-visual presentation, examine project exhibits, and speak directly with team members. Give your comments on the project in writing or by speaking to a court reporter.

#### 6 p.m.—7 p.m. Formal Session.

Present your comments on the 75th St. CIP to an agency representative.

In case of a weather emergency, the Public Hearing will be held at the same time and location on **Tuesday, April 29, 2014.**

Implementing the Preferred Alternative would involve residential displacements and the closure of one study area viaduct; Union Avenue at 75th Street. A representative from the City of Chicago or the State of Illinois with knowledge of the property acquisition process will be present to answer your questions.

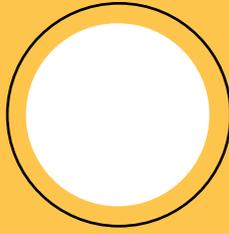
Noise abatement measures are being investigated for potential implementation as part of the 75th St. CIP.

#### THE PUBLIC HEARING WILL TAKE PLACE:

**Tuesday,  
April 22, 2014  
4:00 p.m.–7:30 p.m.**  
Freedom Temple  
Church of God in Christ  
1459 W. 74th Street  
Chicago, IL



**75TH STREET CORRIDOR IMPROVEMENT PROJECT**



## CORRIDOR IMPROVEMENT PROJECT

*Moving Forward Together*

The DEIS will be available for public review beginning on March 28, 2014 at the locations listed below and at the websites [www.75thcip.org](http://www.75thcip.org), [www.createprogram.org](http://www.createprogram.org), and [www.dot.il.gov](http://www.dot.il.gov).

### **CHICAGO PUBLIC LIBRARY:**

**Wrightwood-Ashburn Branch**, 8530 S. Kedzie Ave.

**Thurgood Marshall Branch**, 7506 S. Racine Ave.

**West Englewood Branch**, 1745 W. 63rd St.

**Sherman Park Branch**, 5440 S. Racine Ave.

**Brainerd Branch**, 1350 W. 89th St.

**Harold Washington Library Center**, 400 S. State St.

### **HOMETOWN LADWIG LIBRARY**

4331 Southwest Highway #3, Hometown, IL

### **ILLINOIS DEPARTMENT OF TRANSPORTATION**

Attn: Jakita Trotter

100 W. Randolph, Suite 6-600

Chicago, IL

Comments on the DEIS may be given at the Public Hearing or at any time during the Public Comment Period, March 28 to May 22, 2014. Comments can be submitted by email at [info@75thcip.org](mailto:info@75thcip.org), on the project website at [www.75thcip.org/contact.php](http://www.75thcip.org/contact.php), or by mail to:

75th St. Corridor Improvement Project

525 W. Monroe, Suite 200

Chicago, IL 60661

Attn: Tom Underwood

All comments received during the Public Comment Period will become part of the public record for the project.

**[www.75thcip.org](http://www.75thcip.org)**

This meeting will be accessible to persons with disabilities. Anyone needing special assistance should contact Gretchen Wahl at (312) 612-7294. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the TTY/TTD number (800) 526-0844/or 711; TTY users (Spanish) (800) 501-0864/or 711; and for telebraille dial (877) 526-6670 at least five days prior to the meeting.



## **ATTENTION**

### **Metra SouthWest Service Riders**

**The Illinois Department of Transportation (IDOT) announces a Public Hearing and Public Comment Period for the Draft Environmental Impact Statement for the 75<sup>th</sup> Street Corridor Improvement Project (75<sup>th</sup> St. CIP).**

This project was initiated to find solutions to relieve rail and road congestion and reduce conflicts between passenger and freight rail traffic. **This will increase reliability and reduce delays for Metra's SouthWest Service. The Preferred Alternative would route the SouthWest Service line into LaSalle Street Station instead of Union Station.**

**The purpose of this Public Hearing is to:**

- Provide an overview of the project and its Draft Environmental Impact Statement (DEIS).
- Review alternatives developed to address project purpose and need.
- Present the benefits, impacts, and mitigation measures for the project.
- Obtain public comment on the project and the DEIS.

**The Public Hearing will take place Tuesday, April 22, 2014**

**4:00 p.m. – 7:30 p.m.**

**Freedom Temple Church of God in Christ, 1459 W. 74<sup>th</sup> Street, Chicago, Illinois**

**4 p.m. – 6 p.m. Open House**

View a recorded audio-visual presentation, examine project exhibits, and speak directly with team members. Give your comments on the project in writing or by speaking to a court reporter.

**6 p.m. – 7 p.m. Formal Session**

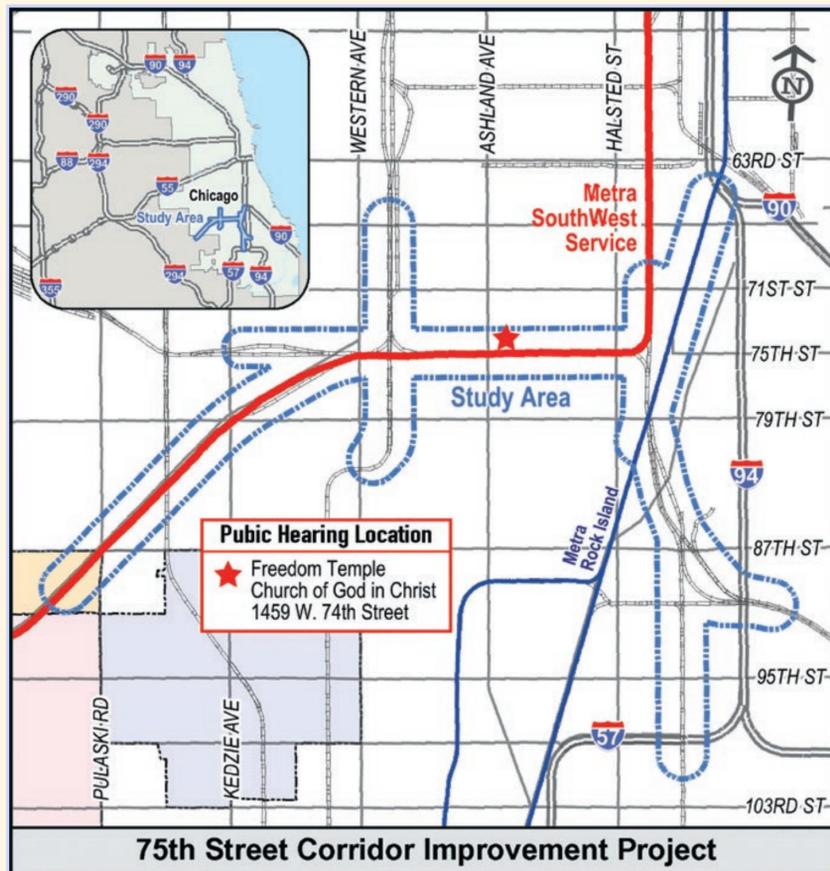
Present your comments on the 75th St. CIP to an agency representative.

In case of a weather emergency, the Public Hearing will be held at the same time and location on **Tuesday, April 29, 2014.**

Implementing the Preferred Alternative would involve residential displacements and the closure of one study area viaduct, Union Avenue at 75<sup>th</sup> Street.

A representative from the City of Chicago or the State of Illinois with knowledge of the property acquisition process will be present to answer your questions.

Noise abatement measures are being investigated for potential implementation as part of the 75<sup>th</sup> St. CIP.



**The DEIS will be available for public review beginning on March 28, 2014 at the following:**

[www.75thcip.org](http://www.75thcip.org)  
[www.createprogram.org](http://www.createprogram.org)  
[www.dot.il.gov](http://www.dot.il.gov)

**Chicago Public Library:**

Wrightwood-Ashburn Branch  
8530 South Kedzie Avenue

Thurgood Marshall Branch  
7506 South Racine Avenue

West Englewood Branch  
1745 W. 63<sup>rd</sup> Street

Sherman Park Branch  
5440 South Racine Avenue

Brainerd Branch  
1350 W. 89<sup>th</sup> Street

Harold Washington Library Center  
400 S. State Street

**Hometown Ladwig Library**  
4331 Southwest Highway #3  
Hometown, Illinois

**Illinois Department of Transportation**

Attn: Jakita Trotter  
100 West Randolph, Suite 6-600  
Chicago, Illinois

Comments on the DEIS may be given at the Public Hearing or at any time during the **Public Comment Period, March 28 to May 22, 2014.**

Comments can be submitted by email at [info@75thcip.org](mailto:info@75thcip.org), on the project website at [www.75thcip.org/contact.php](http://www.75thcip.org/contact.php), or by mail at:

75th St. Corridor Improvement Project  
525 W. Monroe, Suite 200  
Chicago, IL 60661  
Attn: Tom Underwood

All comments received during the Public Comment Period will become part of the public record for the project.

This meeting will be accessible to persons with disabilities. Anyone needing special assistance should contact Gretchen Wahl at (312) 612-7294. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the TTY/TTD number (800) 526-0844/or 711; TTY users (Spanish) (800) 501-0864/or 711; and for telebraille dial (877) 526-6670 at least five days prior to the meeting.



## Appendix T: Meeting Sign-in Form Examples



# Illinois Department of Transportation

Division of Public and Intermodal Transportation

J.R. Thompson Center / Suite 6-600 / 100 West Randolph / Chicago, Illinois / 60601

## Public Hearing Register

Project: CREATE Project B9/EW1

Location: \_\_\_\_\_ Date: \_\_\_\_\_, 2012 Time: \_\_\_\_\_ p.m. – \_\_\_\_\_ p.m.

Please provide your complete address below.

		Name (Please Print)	Address	Representing
P	1.			Self <input type="checkbox"/>
			Zip	Other:
L	2.			Self <input type="checkbox"/>
			Zip	Other:
E	3.			Self <input type="checkbox"/>
			Zip	Other:
A	4.			Self <input type="checkbox"/>
			Zip	Other:
S	5.			Self <input type="checkbox"/>
			Zip	Other:
E	6.			Self <input type="checkbox"/>
			Zip	Other:
P	7.			Self <input type="checkbox"/>
			Zip	Other:
R	8.			Self <input type="checkbox"/>
			Zip	Other:
I	9.			Self <input type="checkbox"/>
			Zip	Other:
N	10.			Self <input type="checkbox"/>
			Zip	Other:
T	11.			Self <input type="checkbox"/>
			Zip	Other:
	12.			Self <input type="checkbox"/>
			Zip	Other:

Page \_\_\_\_\_ of \_\_\_\_\_



CHICAGO REGION ENVIRONMENTAL AND TRANSPORTATION EFFICIENCY PROGRAM

UNITED STATES DEPARTMENT OF TRANSPORTATION

ILLINOIS DEPARTMENT OF TRANSPORTATION

CHICAGO DEPARTMENT OF TRANSPORTATION

ASSOCIATION OF AMERICAN RAILROADS





## Appendix U: Photo Release Form Example



# Illinois Department of Transportation

Division of Public and Intermodal Transportation  
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

## GRAND CROSSING RAIL PROJECT MATERIALS RELEASE

I understand that there is a possibility that I will be photographed and/or video recorded during the implementation of the Illinois Department of Transportation (“IDOT”) Grand Crossing Rail Project (the “Project”). I hereby grant IDOT, its respective parents, affiliates, subsidiaries, licensees, successors and assigns for good and valuable consideration, the receipt of which is hereby acknowledged, permission to photograph and or record me for promotional and/or educational purposes for the Project. Further, I knowingly, freely and voluntarily release, and discharge IDOT, its agents and employees from any and all liability, claims, judgments, demands, costs, causes of action, including without limitation rights of privacy and publicity, and damages of any kind for any personal injury, losses or damages, known or unknown, caused by, or arising out of the IDOT's use of the photos or other promotional media. This release shall not obligate IDOT or its authorized agents to use said photographs or other promotional media. IDOT shall retain the right to assign its rights hereunder without my consent, in whole or in part, to any other party so long as the assignee is using the photographs and other media for the same uses and purposes as IDOT.

I further agree that IDOT may use and license others to use, exclusively and in connection with the Program, my name and likeness and any biographical material concerning me which I may provide, in any and all media and in the promotion, advertising and publicizing of the Project and ancillary materials in connection with the Project (the “Project Materials”).

I hereby grant to IDOT all rights of every kind in and to the Project Materials including without limitation the right to use such an unlimited number of times, in perpetuity in any and all media, now known or hereafter invented, and in connection with the Project, or otherwise and for advertising and promotional purposes in connection with the Project and all rights, including copyright in the Project Materials shall be and remain vested in IDOT.

I agree that IDOT shall be the exclusive owner of the Project Materials with the right to copyright, to use and to license others to use, in any manner, all or any portion thereof or of a reproduction thereof in connection with the Project. I acknowledge that IDOT is creating the Project Materials in express reliance upon the foregoing.

This document is the entire agreement between the undersigned and IDOT regarding the matters stated herein. No other authorization is necessary to enable IDOT to use the Project Materials for the purposes herein contemplated.

**NOTE: DO NOT SIGN THIS DOCUMENT UNTIL YOU HAVE READ IT COMPLETELY**

### AGREED AND ACCEPTED BY:

PRINTED NAME: \_\_\_\_\_  
SIGNATURE: \_\_\_\_\_  
DATE: \_\_\_\_\_



## Appendix V: Comment Form Examples



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Mr. Ryan Westrom  
Project Manager  
Patrick Engineering, Inc.  
55 East Monroe Street  
Suite 3450  
Chicago, IL 60603



**Community Advisory Group Meeting #4:  
Impacts and Mitigation  
March 2014**

**COMMENT FORM**

The purpose of this meeting is to present the Draft Environmental Impact Statement (EIS) impact evaluation results and brainstorm potential mitigation measures to lessen the project’s impacts and expand its benefits to the community.

*This comment form will help the project team document the Community Advisory Group’s ideas on specific actions that can be taken to ensure that residents of Grand Crossing, Englewood, and surrounding neighborhoods share in the project’s benefits.*

1. **Socioeconomic impacts** of the project include residential relocations, other community changes due to street closures and new elevated alignment, and the cumulative impact of multiple, ongoing transportation projects in the study area. *Please share any ideas you have on strategies to help mitigate these impacts in a meaningful way.*

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2. **Environmental impacts** of the project include noise and vibration impacts, as well as temporary air quality impacts during construction. *Please share any ideas you have on strategies to help mitigate these impacts in a meaningful way.*

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3. **Project benefits** include reduced travel time for Amtrak passengers and the cumulative air quality, safety, and economic benefits of the overall CREATE program. *Please share with us your ideas on programs or approaches to ensure that residents in the immediate study share in the benefits of the Grand Crossing Rail Project.*

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4. Please identify accessible public venues where the project team should make the Draft EIS available for public viewing, and/or the best ways to inform the public about the upcoming public hearings?

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5. Additional comments regarding the project and/or today's meeting:

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6. About You

Name: \_\_\_\_\_ Email or phone: \_\_\_\_\_  
Address: \_\_\_\_\_ Affiliation: \_\_\_\_\_  
\_\_\_\_\_

Please return this form to a member of the project team before you leave today, or mail or email it to the address below.  
Feel free to submit additional pages if you would like.

**Comments received after today** will be incorporated into the Final EIS along with other comments received during the public comment period.

**THANK YOU!**

**Grand Crossing Rail Project**  
c/o Parsons  
10 South Riverside Plaza, 4th Floor  
Chicago, Illinois 60606  
ATTN: Tony Pakeltis  
[info@grandcrossingrail.com](mailto:info@grandcrossingrail.com)



## Appendix W: Name Tag Examples

**FIRST NAME**

Last Name

Organization



**C R E A T E**

**KEEPING THE GO IN CHICAGO**

**[NAME]**

[ORGANIZATION]

W-3



## Appendix X: Presentation Example – General (non-EIS)



# **CREATE**

## **EW3 Project Pullman Junction Rail Improvement Project**

### **Public Hearing**

May 22, 2014  
4:00 p.m. - 7:00 p.m.

Olive-Harvey College  
Chicago, IL



Welcome to the Public Hearing for the CREATE EW3 Project. We invite you to listen to this presentation, which will run on a continuous loop.

After viewing this presentation, you will have the opportunity to review exhibits, to speak with the EW3 project team, and to provide comments about the project.

# Public Hearing

- Provide overview of the CREATE EW3 Project
- Present preferred alternative
- Discuss potential impacts and mitigation measures
- **Obtain your comments**



Tonight's Hearing is part of the public involvement program.

As part of this presentation, you will learn about the purpose and need for the project; the feasible alternatives considered to address these needs; the analysis used to assess both positive and negative impacts; and potential mitigation strategies to address these impacts.

Finally, we are here today to obtain your comments.

# Public Involvement

A 'Public Hearing Comment Sheet' form from the Illinois Department of Transportation. The form includes the department's logo and name, the title 'Public Hearing Comment Sheet', and the project name 'CREATE PROJECT'. It contains a section for 'Comments' with a large grid of lines for writing. At the bottom, there are fields for 'Name', 'Address', and 'Email'. The form is tilted slightly to the right.

- Public Hearing
- Written/Verbal Comments
- CREATE Program Website



Feedback from the public is an important part of the transportation decision making process. Public participation provides important information to the project team, so informed decisions and solutions can be made that address a community's concerns.

If you are located near a proposed noise wall, the EW3 project team needs your opinion on whether or not you would like to have a noise wall constructed near your property.

# What is CREATE?



Illinois Department of Transportation



CDOT  
CHICAGO DEPARTMENT OF TRANSPORTATION



U.S. Department of Transportation  
Federal Highway Administration



ASSOCIATION OF AMERICAN RAILROADS

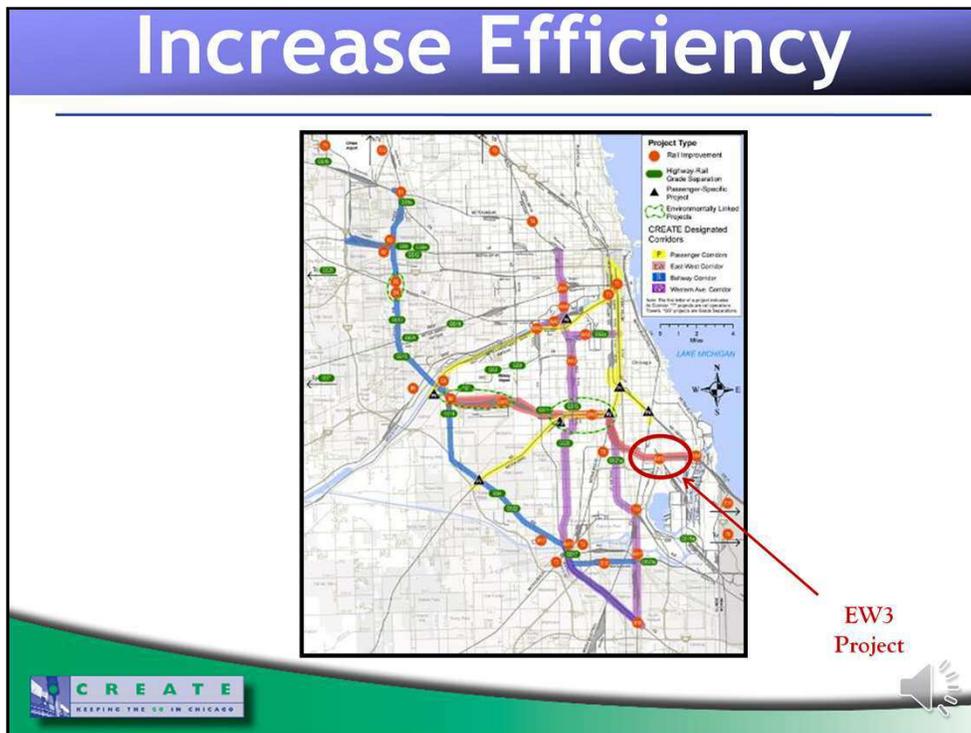
Chicago  
Region  
Environmental  
And  
Transportation  
Efficiency Program



CREATE is an acronym for the Chicago Region Environmental and Transportation Efficiency Program.

This program is a public/private partnership between the State of Illinois, the City of Chicago, the Federal Highway Administration (or “FHWA”), Metra, Amtrak, and the nation’s freight railroads.

# Increase Efficiency



The CREATE program consists of 70 projects that aim to improve freight and passenger rail efficiency, and improve safety in the Chicago area. These projects will enhance the quality of life of Chicagoland residents by bringing critically needed rail improvements to communities throughout the region.

EW3 is one of these projects.

# CREATE Benefits

- Reduce rail and motorist congestion
- Improve freight and passenger rail service
- Enhance public safety



The CREATE program provides a number of benefits to the Chicagoland area. Among these are reduced congestion; improved freight and passenger rail service, safety, and quality of the environment; and the potential for economic development.

## Potential Construction Job Opportunities

The CREATE Program is committed to helping local residents find out about job opportunities and requirements through:

- IDOT's Highway Construction Careers Training Program
- Urban League's Transportation Apprenticeship Readiness Training Program
- IDOT's Bureau of Small Business Enterprises and Disadvantaged Business Enterprise Program
- Railroads are hiring now. See the CREATE Employment Opportunities handout and visit the railroad websites.



CREATE also will allow for the creation of new jobs. Among these are construction-related job opportunities.

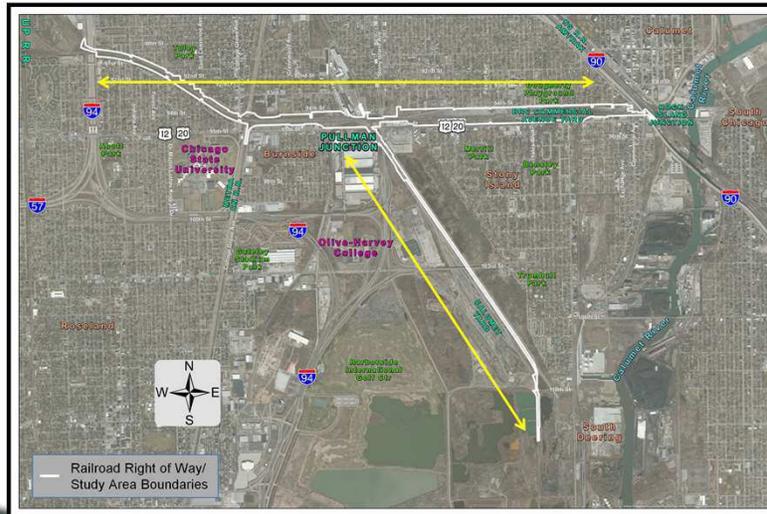
Although we are currently in the first phase of this project, it is important to take steps now to be prepared for potential construction opportunities.

When the project is ready for bid, Disadvantaged Business Enterprise or "DBE" goals will be in place, and mandatory pre-bid meetings will be conducted. The bid process will be open and transparent.

In addition, through our partners' bid process, there could be opportunities for local business owners, contractors, and suppliers for construction related jobs and assignments.

Furthermore, there could be increased activity for local businesses resulting from the construction of this and other CREATE projects, such as for material needs, supplies, fuel, restaurant lunch service, and other convenience and service related businesses.

# Project Location



The CREATE EW3 project is located in Chicago between the Dan Ryan Expressway and the Chicago Skyway, in the vicinity of 95<sup>th</sup> Street. Pullman Junction is located near 95<sup>th</sup> Street and Stony Island Avenue.

The project area is about 4 miles long. A portion of the project extends south of Pullman Junction, terminating just south of 110<sup>th</sup> Street.

# Purpose and Need

## Purpose

- Improve freight train operations at Pullman Junction
- Add capacity between Pullman Junction and Rock Island Junction

## Need

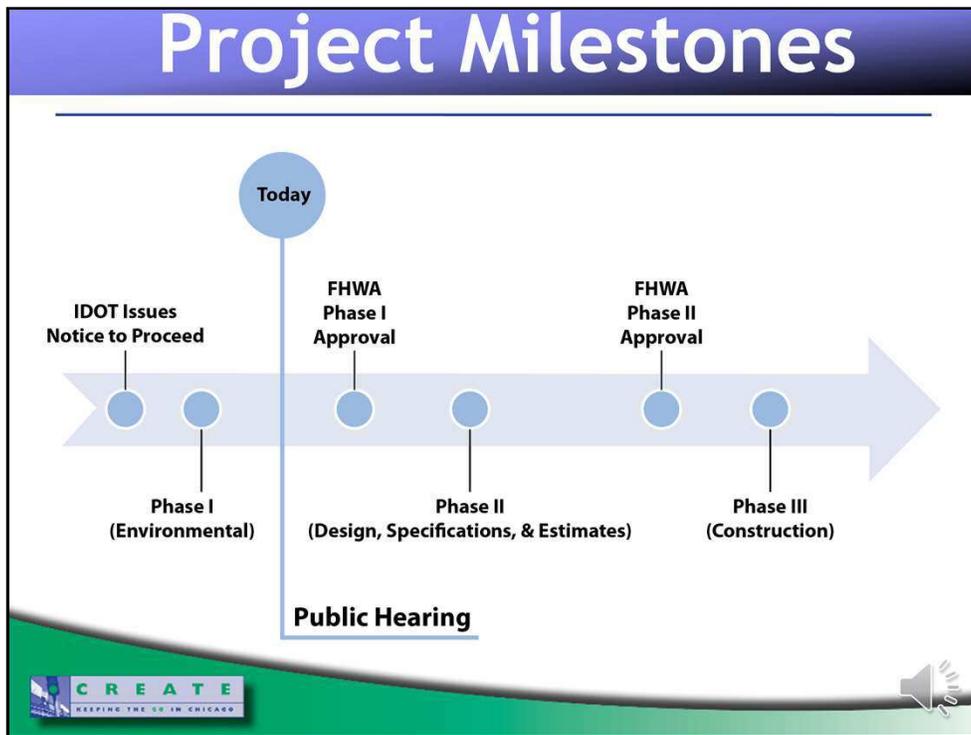
- Address low operating freight speeds
- Address limited operating flexibility
- Alleviate freight train congestion
- Address freight train delays



The purpose of the EW3 Project is to improve freight train operations and add capacity in the Pullman Junction area.

The EW3 corridor provides a route for freight train traffic, that starts southeast of Chicago, to connect to a major freight yard in southwest Chicago. Rock Island Junction, located at the east end of the corridor, is a major connection that allows for movement between Chicago and Indiana.

Currently, this corridor suffers from low operating speeds, limited routing flexibility for the freight railroads, rail congestion, and delays in this heavily used freight rail corridor.



A typical CREATE project starts with Phase I in which preliminary design and environmental analysis is completed. If needed, the findings are then presented to the public at a public hearing just like today's.

After considering the comments received from the public, the Federal Highway Administration reviews the findings of the Phase I study. If approved the project is fully designed in Phase II, and then constructed in Phase III.

Construction for the EW3 Project could begin as early as 2016.

The slide features a blue header with the title "Environmental Analysis" in white. Below the header, a white box contains the text "National Environmental Policy Act (NEPA) requires an evaluation of potential environmental impacts." This is followed by the logos for the Illinois Department of Transportation and the U.S. Department of Transportation Federal Highway Administration. A second blue header reads "Environmental Resources Evaluated", with a white box below it listing "Social/Economic, Cultural/Historic, Air Quality, Noise and Vibration, Energy, Natural Resources, Water Quality, Floodplains, Wetlands, Special Waste and Parklands". The bottom of the slide has a green gradient background with a "CREATE KEEPING THE GO IN CHICAGO" logo on the left and a speaker icon on the right.

# Environmental Analysis

National Environmental Policy Act (NEPA) requires an evaluation of potential environmental impacts.

 Illinois Department of Transportation

 U.S. Department of Transportation  
Federal Highway Administration

## Environmental Resources Evaluated

Social/Economic, Cultural/Historic, Air Quality, Noise and Vibration, Energy, Natural Resources, Water Quality, Floodplains, Wetlands, Special Waste and Parklands

 CREATE  
KEEPING THE GO IN CHICAGO



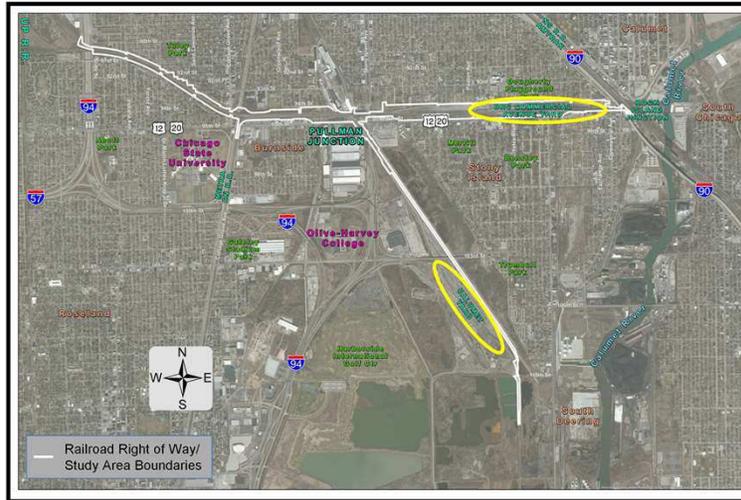
With regard to the current EW3 Project, our team is working through the Phase 1 – Preliminary Design and Engineering Study.

Among the work related to this phase is an environmental study. The CREATE Program is financed in part with federal funds, therefore this study is required to follow the requirements of the National Environmental Policy Act (or NEPA).

NEPA is a law that requires federal agencies to evaluate potential environmental impacts associated with the project.

Environmental resources evaluated during Phase I include such topics as social/economic, air quality, noise and vibration, special waste, and parkland resources.

# Existing Conditions



Throughout the study area, there are currently 10 tracks that carry 37 daily weekday freight trains.

Additionally, the study area includes two railyards – the Belt Railway Company’s Commercial Avenue Yard and the Norfolk Southern’s Calumet Yard

# No-Action Alternative

- Maintains existing railroad infrastructure
- Does not address delay, congestion, and low speeds
- Does not meet Purpose and Need



As part of the federal guidelines, a No-Action alternative is analyzed. The purpose of the No-Action alternative is to provide a basis of comparison to the build alternative.

The No-Action alternative involves maintaining the existing railroad infrastructure at its current level.

If no improvements are made, the project area will continue to experience increased congestion. Freight trains will continue to operate at low speeds, and operating schedules will suffer, causing major delays.

Hence, the No-Action alternative does not meet the purpose and need of the project and is not recommended.

# Build Alternative

- Upgrade signal systems
- Construct a retaining wall near 94<sup>th</sup> Street
- Reconfigure Pullman Junction
- Replace Commercial Avenue Bridge
- Install power-operated turnouts and crossovers



The proposed Build Alternative involves the construction of an additional main line track that will reduce delays at Rock Island Junction to the east. It consists of several components, including signal work, a retaining wall near 94<sup>th</sup> Street, re-alignment of Pullman Junction, replacing the Commercial Avenue Bridge, upgrading the existing yard track in the BRC Commercial Avenue yard, and powered cross overs.

Additionally, the existing manual hand thrown switches will be upgraded to new power-operated turnouts, which will improve efficiency and reduce delays for freight trains.

The new mainline track would be constructed within the existing railroad right of way, and as such no property acquisition is anticipated.

# Environmental Studies

- No private property acquisition
- No permanent street closures or public transportation impacts
- No impacts to historic properties, schools, or parks
- Improvements in air quality
- Some vibration and noise impacts



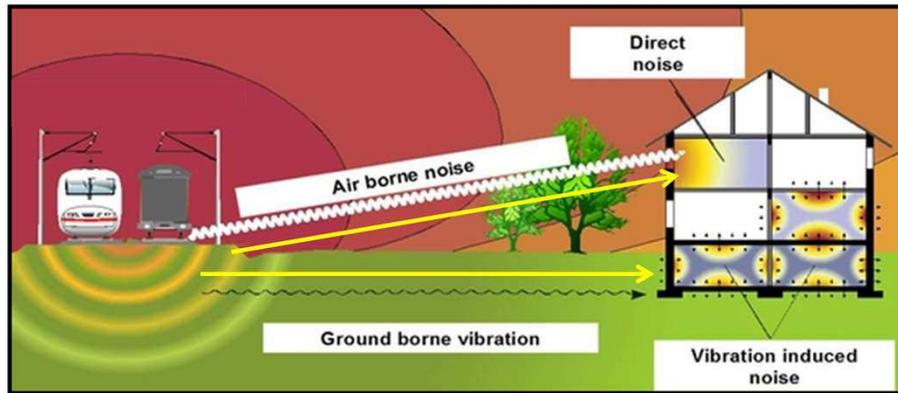
As previously mentioned, as part of the NEPA process, an environmental study is being conducted. As part of this study, potential impacts of the build alternative were analyzed. Among the findings are the following:

- No new property will be acquired from private property owners.
- There will be no permanent street closures or public transportation impacts.
- There will be no impacts to natural resources, historic properties, schools, or parks.
- Due to the relief in freight train congestion, the air quality also will improve within the project area.

While these resources will not be impacted, this study did determine that there would be some noise and vibration impacts due to the construction of the build alternative.

# Noise & Vibration

CREATE  
Noise and Vibration Assessment Methodology



A Noise and Vibration analysis, therefore, was conducted in accordance with the CREATE Program Noise and Vibration Assessment Methodology. This methodology is based on Federal Transit Administration guidelines, although with modifications to allow for consideration of freight trains.

Noise is defined as unwanted sound that is generated from freight trains that may interfere with normal activities. It is measured using decibels.

The train wheels rolling on the rails create vibration energy through the ground to a stationary object, such as a building. There are two ways that vibration impacts are analyzed – ground-borne vibration and ground borne noise. Ground-borne vibration is measured in vibration decibels and ground-borne noise is measured in noise decibels.

# Noise Analysis Method

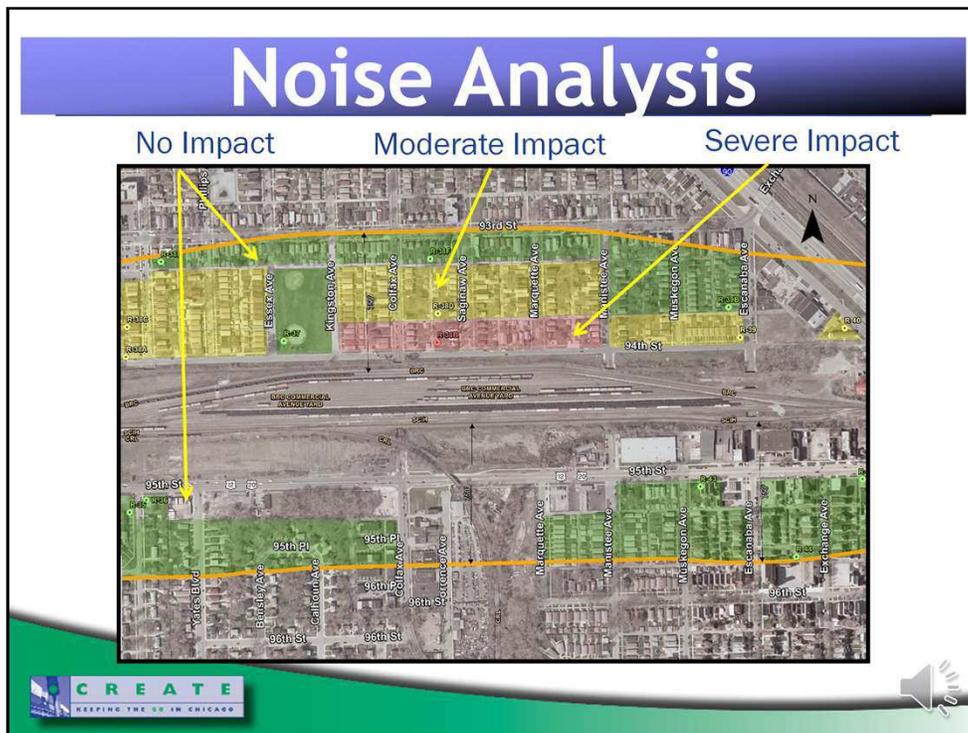
- Identify noise impact study area
- Identify homes, parks, schools and churches (sensitive receptors)
- Group into “clusters”
- Measure existing noise
- Compare existing noise to future project noise (Build) & No-Action
- Determine if there is an impact



To conduct the noise analysis, the Project team first identified the noise impact study area. This is the area within approximately 1200' feet of the railroad tracks, although this distance may vary. Within this area, sensitive places like homes, parks, schools, and churches were identified. These noise sensitive places were then grouped into clusters. Existing noise was measured with the help of noise measuring devices that were placed nearest to the railroads in each cluster.

The existing, build, and No-Action noise levels were computed and compared to determine if there is an impact.

The factors considered in the noise analysis were the existing and proposed number of trains and locomotives, the length and speed of the trains, and track changes.



In this example depicting the results of the noise analysis, the eastern section of the project is shown, near Commercial Avenue yard.

Each shaded area represents a noise sensitive cluster. Within each of these clusters are sensitive receptors, like homes and churches. The EW3 project team has predicted the noise impacts of building the project, and the results are represented by these three colors. The green shaded clusters represent no predicted noise impact, yellow clusters represent moderate predicted noise impacts, and red clusters represent severe predicted noise impacts. As you can see, those clusters nearest to the tracks have more severe noise impacts; those further away have fewer impacts.

Enlarged images displaying the noise screening areas along the entire project area are available for viewing in the exhibit area.

# Recommended Noise Walls



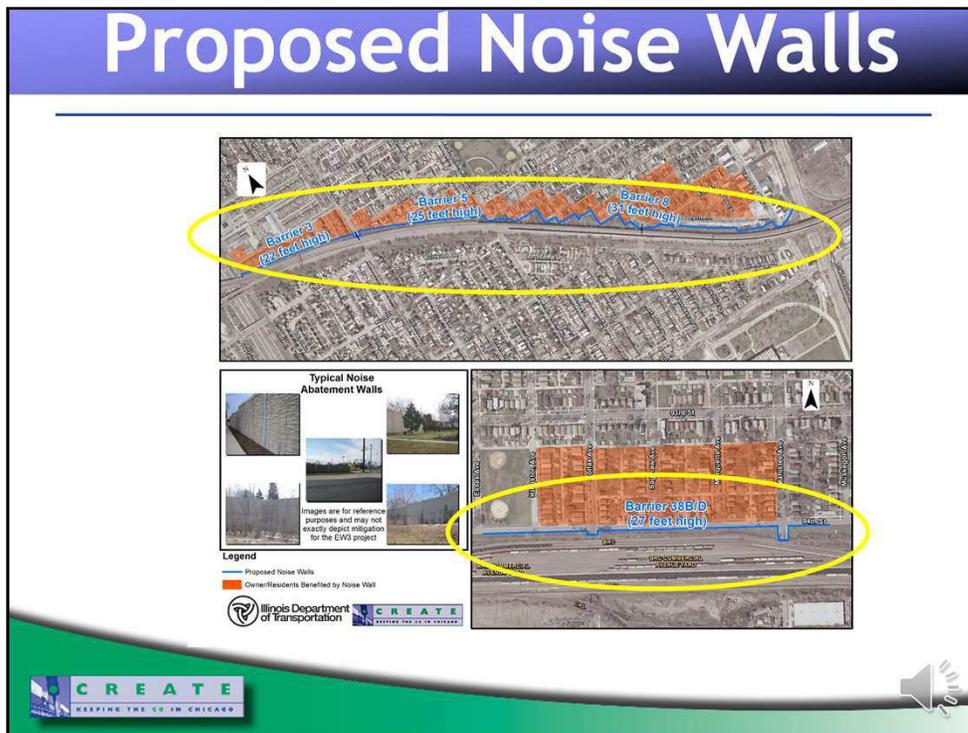
Further analysis was conducted for the severely and moderately impacted clusters. The construction of permanent noise walls, similar to those seen along highways, was examined to mitigate predicted noise impacts.

Mitigation means avoiding or reducing the negative consequences associated with the project if it is built.

The IDOT policy for the CREATE program identifies general criteria that must be met before a noise wall is recommended for construction. The noise walls must meet the minimum noise reduction goals, and they must be cost effective to build. The socio-economic make up of the impacted area is also a factor in the cost-effectiveness criteria.

This exhibit shows all of the noise wall locations that were analyzed. The orange lines are the walls that did not meet the criteria and are therefore not recommended to be built. The blue lines are the noise walls that fulfill the criteria and are recommended to be built.

# Proposed Noise Walls



The project team recommends noise walls at two locations. The exhibit shows the zoomed in areas of the proposed wall locations. The first wall is located north of the tracks, between the Dan Ryan Expressway and Cottage Grove Avenue. The approximate height of this wall will be between 22 and 31 feet.

The second wall is also north of the tracks, between Essex and Muskegon Avenues. The height of this wall will be approximately 27 feet.

If built, the recommended noise walls will look similar to a typical concrete noise wall, as shown in the image.

The implementation of the noise wall will depend on the viewpoint of the residents that benefit from the noise walls. All the benefited residences are shaded orange in the figure. If you are a resident in this area, you should have received a viewpoint solicitation letter from IDOT.

IDOT encourages everyone who received the letter to provide their comments and “yes or no” opinion before June 5, 2014. You can give us your opinion at tonight’s hearing. **Please note that based on the replies received from the benefited receptors, the noise wall may or may not be built as part of the EW3 Project.**

The final decision on implementing noise mitigation measures will be made upon the completion of the project design and public involvement process.

## Relative Noise Wall Heights



The figures shown here include examples of what the proposed noise walls may look like in the project area. Please note that these are just examples and that the actual construction of the wall might look different.

This first example is near Michigan Street, where the wall is 22 feet tall.

## Relative Noise Wall Heights



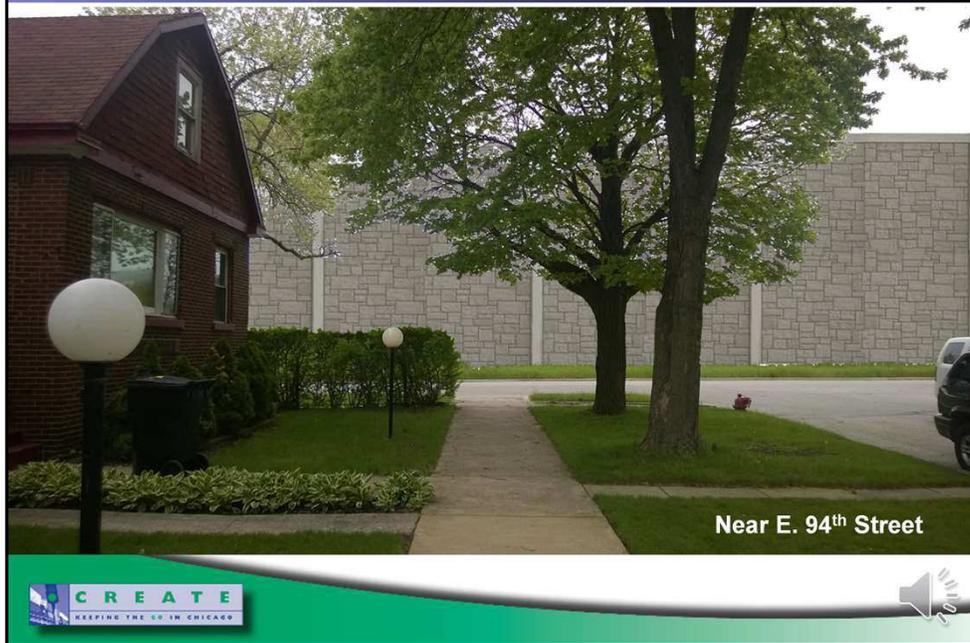
This example is near Eberhart Avenue, where the wall is 25 feet tall.

## Relative Noise Wall Heights



This example is near East 92<sup>nd</sup> Place, where the wall is 31 feet tall.

## Relative Noise Wall Heights



This last example is at the east end of the project, near East 94<sup>th</sup> Street, where the wall is 27 feet tall.

All of these examples are also shown in the Exhibits Room.

# Vibration Analysis

- Vibration Conditions today (existing)
- Vibration Conditions if project is built (Build)
- Vibration Conditions in future if project is not built (No- Action)



The area along the project corridor was also screened to identify sensitive vibration areas. Sensitive vibration receptors include homes, schools, churches, and other uses, like hospitals or theaters. Vibration impacts are analyzed within 200 feet of the track.

The blue line in the figure depicts the vibration impact study area. The effects of ground-borne vibration include movement of building floors that you could actually feel, such as the rattling of windows or shaking of items on shelves or hangings on walls.

The study showed that vibration levels would be higher than the federal impact criteria in the area 200' north of the tracks, between the Dan Ryan Expressway and St. Lawrence Avenue.

While these levels of vibration may be nuisances, they are far below levels that would cause damage to structures.

# Vibration Mitigation

## Railroad Maintenance Program

- Scheduled Rail Grinding
- Wheel Truing
- Vehicle Reconditioning
- Wheel Flat Detectors



Railroad maintenance programs will be implemented to minimize vibration sources. This includes regularly scheduling rail grinding, implementing wheel truing and vehicle reconditioning programs, and using wheel-flat detectors.

These recommendations will be provided as commitments in the final environmental document for the EW3 project.

# Construction Impacts

- Temporary noise increases
- Dust during construction
- All local ordinances will be followed during construction



[http://www.dfwoconnector.com/images/pictures/sized/dust\\_control\\_gallery.jpg](http://www.dfwoconnector.com/images/pictures/sized/dust_control_gallery.jpg)



In addition to the train operations, construction activities also may result in temporary impacts, such as construction noise and dust that affects air quality.

During construction, local ordinances will be followed.

For example, typically hours of construction are limited to minimize impacts to the surrounding community.

Appropriate dust control watering will be required to reduce the amount of dust from construction activities.

The EW3 project team will work closely with the contractors and provide daily inspections to make sure dust control watering is being done.

# Public Comment

## We Need Your Opinion

Court Reporter | Comment Box  
Email: [Janice.Reid@hdrinc.com](mailto:Janice.Reid@hdrinc.com)

Mail:  
Attn: Janice Reid  
Project Environmental Lead  
HDR Engineering, Inc.  
8550 W. Bryn Mawr Ave., Ste. 900  
Chicago, IL 60631



As we indicated, public involvement is an important component of our project. We welcome your comments and questions.

There are four ways in which you can provide comments. They are:

1. Make a verbal comment to the court reporter,
2. Leave a written comment in the box marked “comments” tonight,
3. Email [janice.reid@hdrinc.com](mailto:janice.reid@hdrinc.com)
4. Mail your comment to HDR

We need your comments by June 5, 2014 (approximately two weeks from today) if you would like them to be considered in the project record.

# Next Steps

- Collect resident feedback

**WE NEED YOUR OPINION!**

- Conclude detailed studies
- Approval of environmental document

What is your viewpoint?  
COTI assesses a proposed transportation infrastructure project's potential impacts on noise and vibration. To ensure we include your full name and property address in the noise barrier and wall line and to help us better understand your views, please provide the following information.

Please indicate in separate fields for residential include noise barrier or noise barrier. For example of 8000 500 500 are 112.

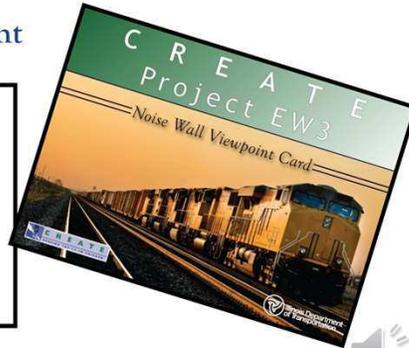
I desire the noise barrier:  
 Yes  No

Please check one:  
 Owner  Resident

Name & Property Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
Signature & Date: \_\_\_\_\_ / \_\_\_\_ / 2018

Justin Field  
Project Environmental Lead  
HER Engineering, Inc.  
8550 W. Ivan Meer Ave., Ste. 900  
Chicago, IL 60611

Justin Field  
Project Environmental Lead  
HER Engineering, Inc.  
8550 W. Ivan Meer Ave., Ste. 900  
Chicago, IL 60611



After tonight's hearing, we will carefully review all of the public comments and will tally any viewpoints received regarding the potential noise walls.

It is therefore very important that we receive your opinion!

After all of the comments have been received, the final environmental report will be completed.

# Thank You!

Please proceed to the adjoining room to view exhibits, ask questions and talk with an EW3 project team member.

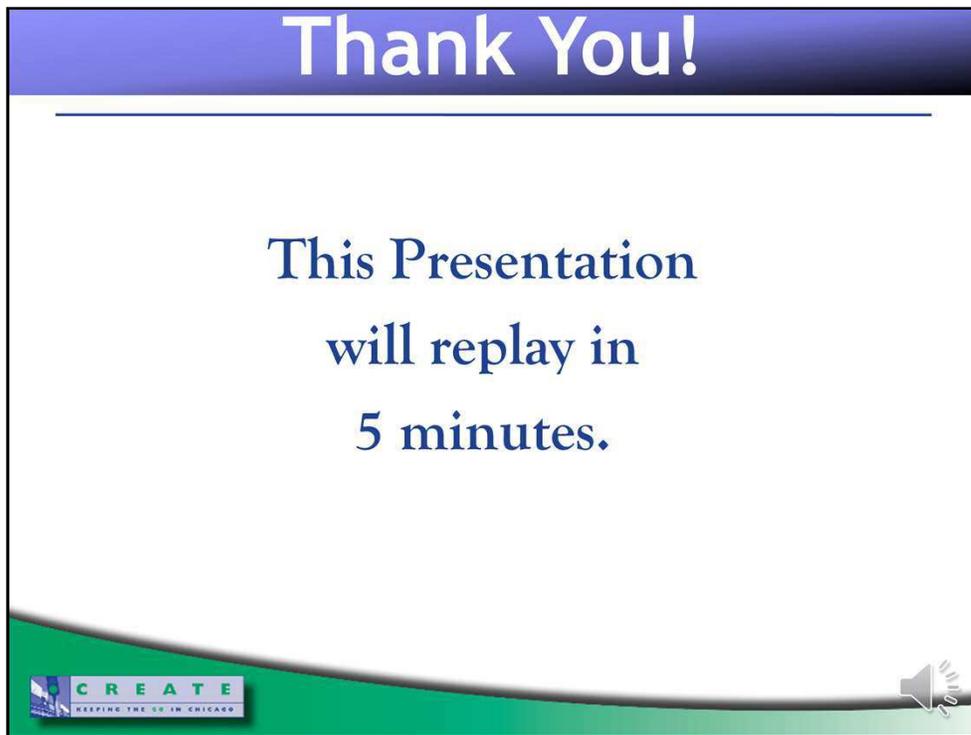


Thank you for attending tonight's Public Hearing.

This concludes the presentation.

Please proceed to the adjoining room to view exhibits, to ask questions, and to speak with an EW3 project team member.

This presentation will restart in 5 minutes.



Thank you for attending tonight's Public Hearing.

This concludes the presentation.

Please proceed to the adjoining room to view exhibits, to ask questions, and to speak with an EW3 project team member.

This presentation will restart in 5 minutes.

# Thank You!

This Presentation  
will replay in  
4 minutes.



This presentation will restart in 4 minutes.

# Thank You!

This Presentation  
will replay in  
3 minutes.



This presentation will restart in 3 minutes.

# Thank You!

This Presentation  
will replay in  
2 minutes.



This presentation will restart in 2 minutes.

# Thank You!

This Presentation  
will replay in  
1 minute.



This presentation will restart in 1 minute.



## Appendix Y: Presentation Example – Project Specific (EIS)



The banner features a blue header with the Illinois Department of Transportation logo and the text "CORRIDOR IMPROVEMENT PROJECT" and "Moving Forward Together". Below the header, the text "Draft Environmental Impact Statement Public Hearing" is prominently displayed, followed by the date and time "April 22, 2014 4:00-7:30 p.m." and the location "Freedom Temple Church of God in Christ". The bottom section contains logos for the Illinois Department of Transportation, CDOT (Chicago Department of Transportation), the U.S. Department of Transportation Federal Highway Administration, the Association of American Railroads, and Jacobs. A small speaker icon is located in the bottom right corner.

Thank you for attending today's Public Hearing on the Draft Environmental Impact Statement for the 75<sup>th</sup> Street Corridor Improvement Project.

Welcome from the Project Study Group, made up of:

- The Illinois Department of Transportation, the project's lead public agency
- The Chicago Department of Transportation
- The Federal Highway Administration
- The Association of American Railroads, and
- Jacobs, the project consultant, leading a team of subconsultants.

We look forward to your comments.




**CORRIDOR IMPROVEMENT PROJECT**

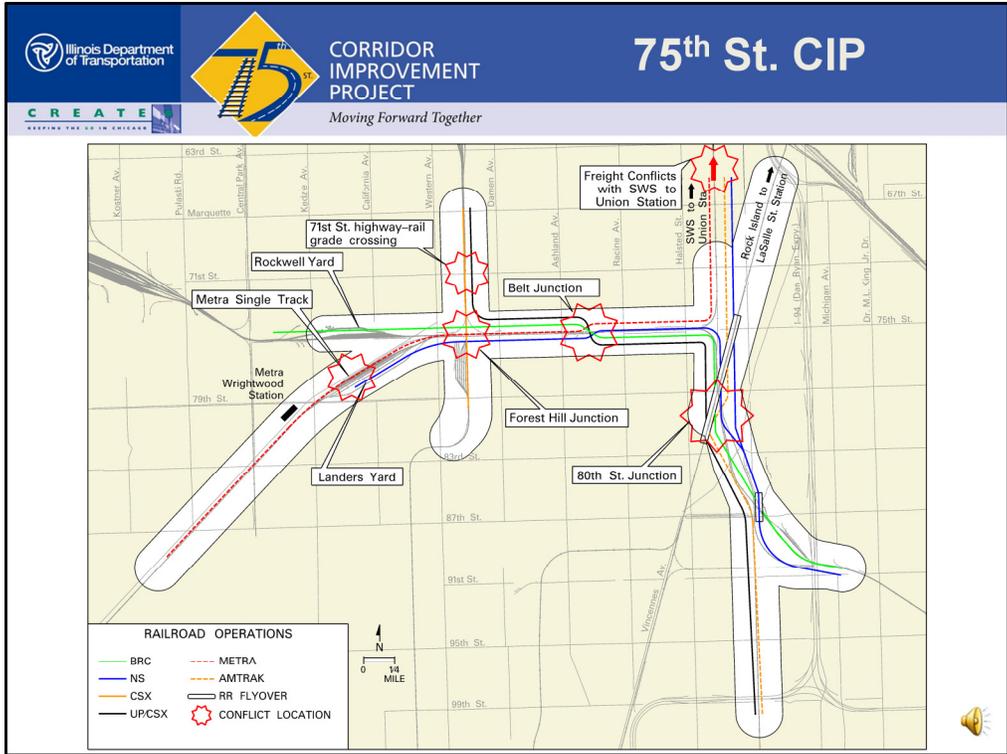
*Moving Forward Together*

CREATE

## Chicago Region Environmental And Transportation Efficiency Program



This project is part of the Chicago Region Environmental and Transportation Efficiency Program, or CREATE. The program was developed to increase the efficiency of the region's rail infrastructure.



The 75th St. CIP is working to find solutions to transportation problems in your neighborhoods of Ashburn, Englewood, Auburn Gresham, and West Chatham.



**CORRIDOR IMPROVEMENT PROJECT**

*Moving Forward Together*

# Previous Public Meetings

**June 2011 Public Meetings:**

- Introduced the project
- Reviewed 75<sup>th</sup> St. CIP draft Purpose and Need
- Obtained public input on 75<sup>th</sup> St. CIP and the draft Purpose and Need

**October 2011 Public Meeting:**

- Reviewed the project
- Presented a Range of Alternatives developed to meet the Purpose and Need
- Obtained public input on the Alternatives



Two public meetings were held in June 2011 and one was held in October 2011 to present project information and obtain public feedback.

The Project Team has also met with a Community Advisory Group six times to gain more input on the project.

All of these public outreach activities have helped us develop the Preferred Alternative we are presenting today.

  **CORRIDOR IMPROVEMENT PROJECT**  
*Moving Forward Together*

# Review of Preferred Alternative

**Project Purpose**

- To improve mobility for rail passengers, freight, and motorists

**Project Needs**

- Reduce rail-rail crossing conflicts
- Reduce road-rail crossing conflicts
- Improve passenger rail reliability
- Reduce local mobility problems

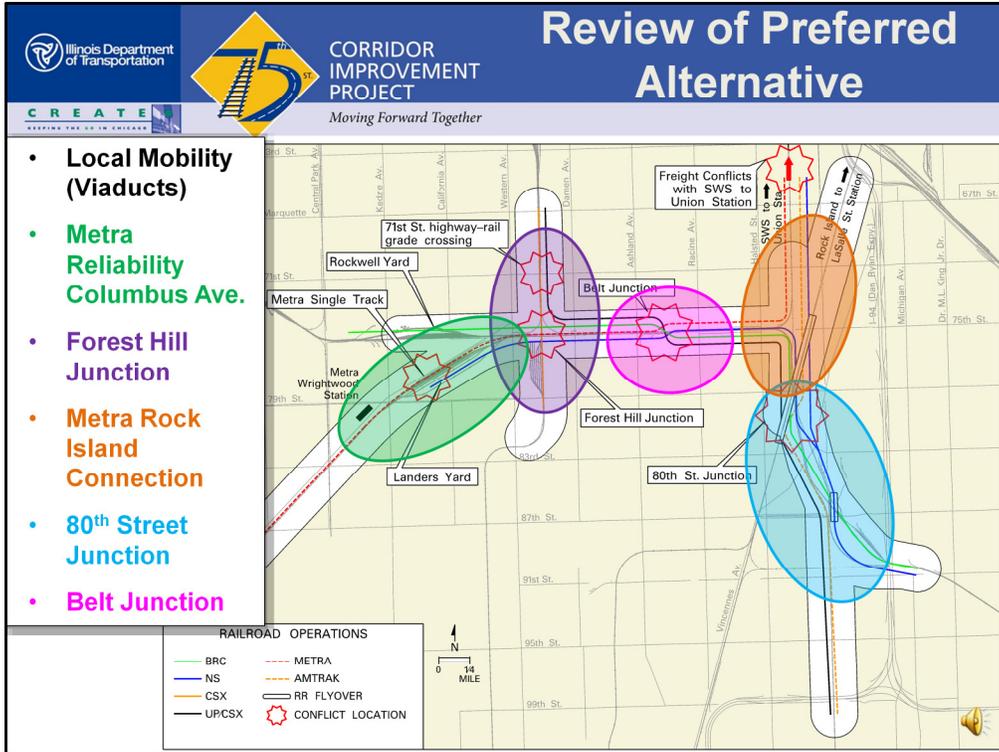


The purpose and need statement states that:

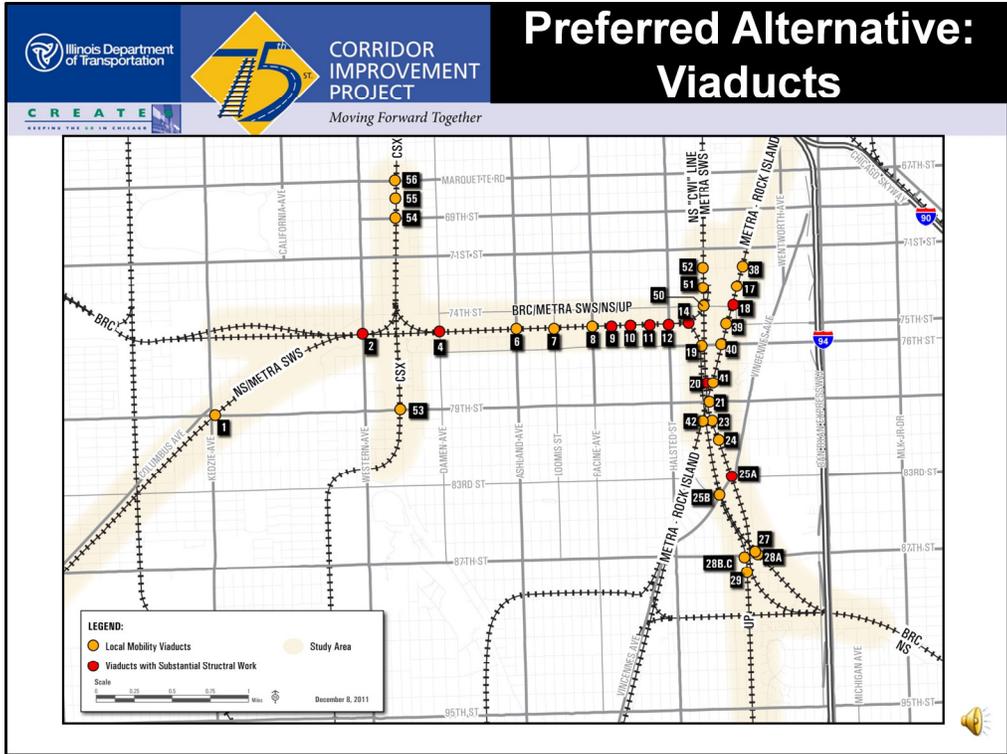
The project's purpose is to improve mobility for rail passengers, freight, and motorists.

To accomplish that purpose, it was determined that the project must:

- Reduce conflicts at locations where rail lines cross
- Reduce conflicts where roads cross railroads
- Improve passenger rail reliability, and
- Reduce the problems at railroad viaducts that restrict local mobility.



In the following slides we will describe the Preferred Alternative developed to meet this purpose and need.



Elected officials, Community Advisory Group members, and residents said that poor conditions at viaducts cause safety issues for motorists, cyclists, and pedestrians, and make it more difficult to get around.

Illinois Department of Transportation  
CORRIDOR IMPROVEMENT PROJECT  
Moving Forward Together

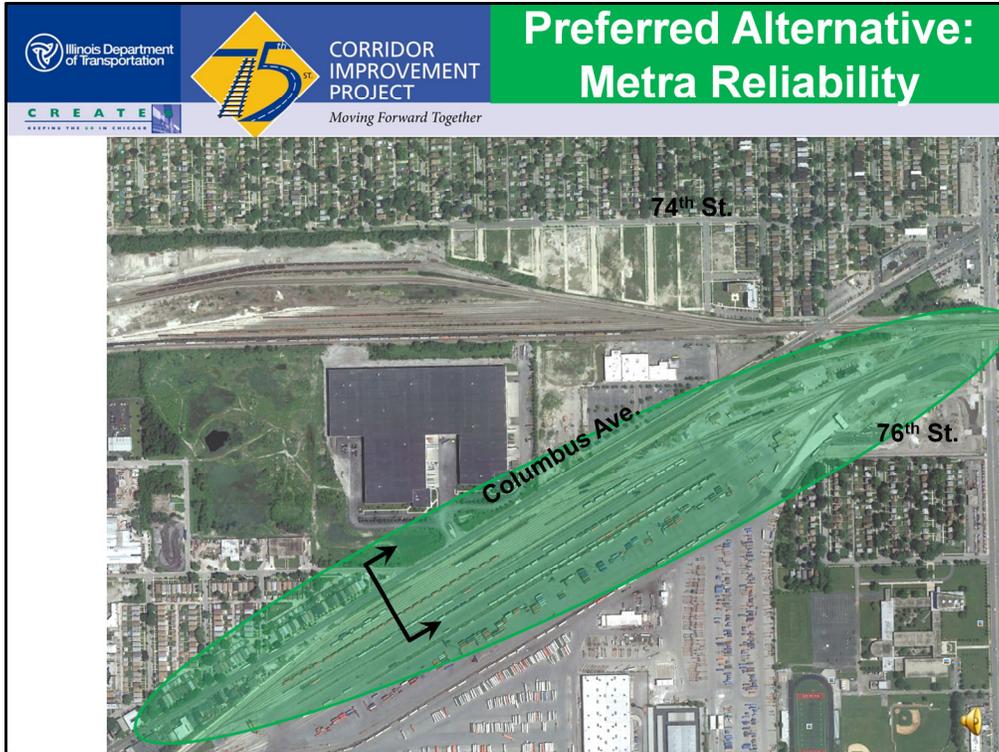
## Preferred Alternative: Viaducts

**ALL Viaduct Replacement and Reconstruction included:**

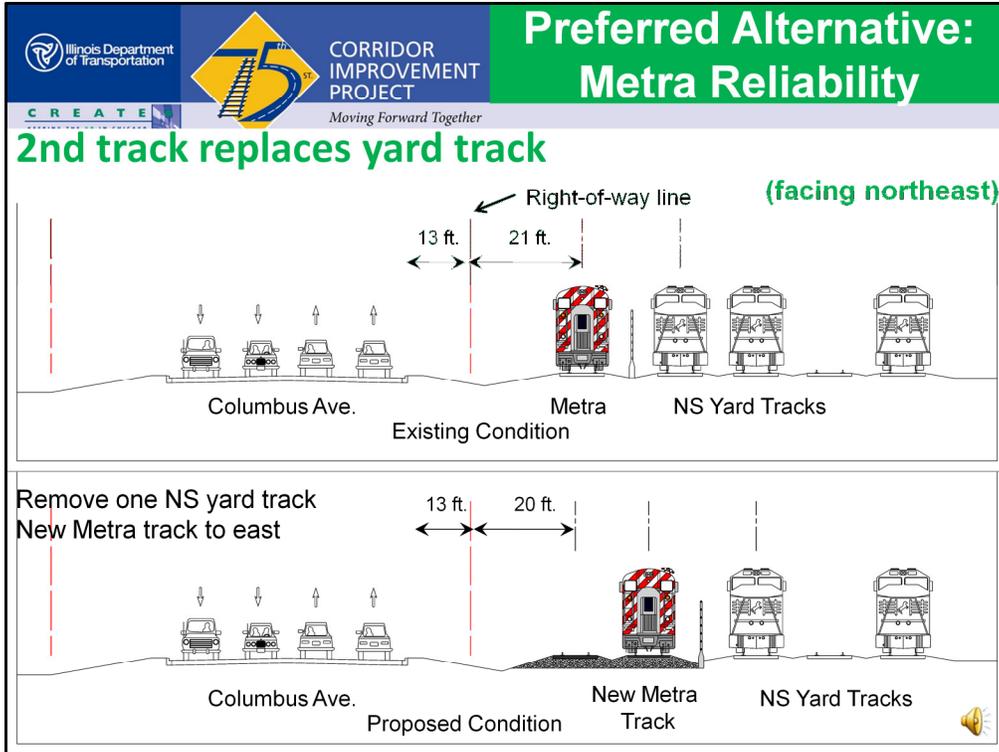
- Reconstruction of streets and sidewalks
- Bridge work
- Waterproofing of bridge decks (at the 10 viaducts requiring track work)
- Replace all lighting



The Project Team added Local Mobility to the Purpose and Need for the 75<sup>th</sup> St. CIP, and inspected 37 viaducts in the project area. One of these viaducts will be closed. At the other 36 viaducts, ALL viaduct replacement and reconstruction work we identified is included in the Preferred Alternative.



Metra's SouthWest Service line only has one track from just north of the Ashburn Metra Station to Western Avenue.



The Preferred Alternative adds a second track east of the existing track along Columbus Avenue. This would increase the reliability and flexibility of Metra service.



Illinois Department of Transportation



75<sup>TH</sup> STREET

CORRIDOR IMPROVEMENT PROJECT

Moving Forward Together

## Preferred Alternative: Forest Hill Junction

- Elevate north-south CSX tracks over east-west tracks and 71<sup>st</sup> Street
- Bridge extends from 68<sup>th</sup> Street to 79<sup>th</sup> Street
- 1 parcel of City-owned land to be acquired

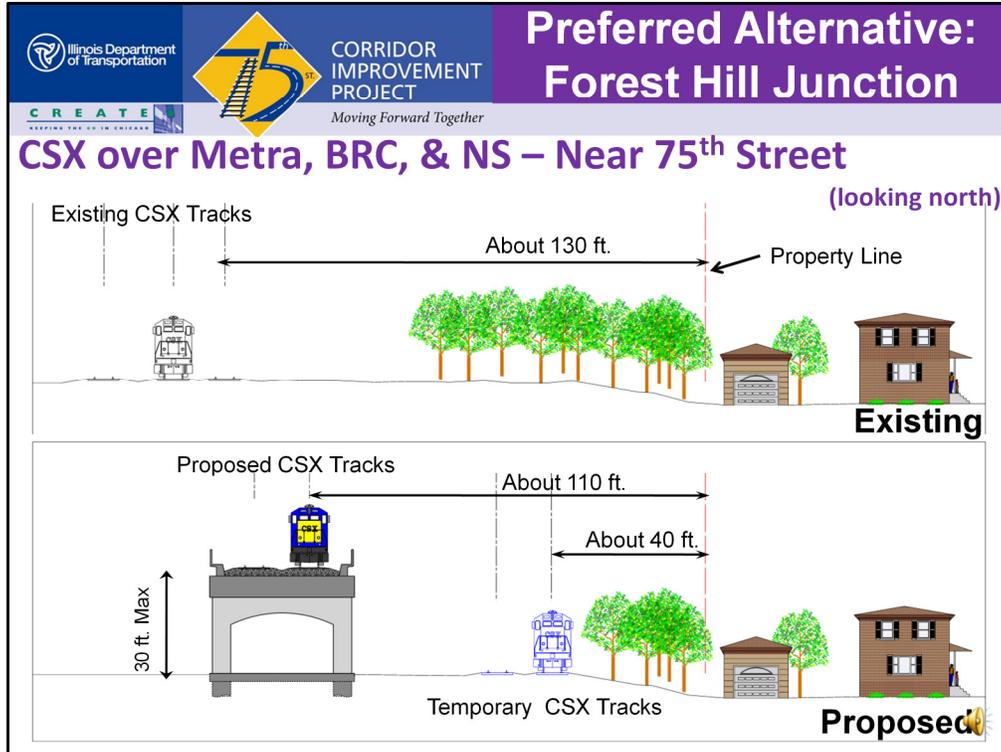


At Forest Hill Junction, the Preferred Alternative provides for a new elevated structure to carry north-south train traffic over east-west train traffic and to separate road and rail traffic at 71<sup>st</sup> Street.

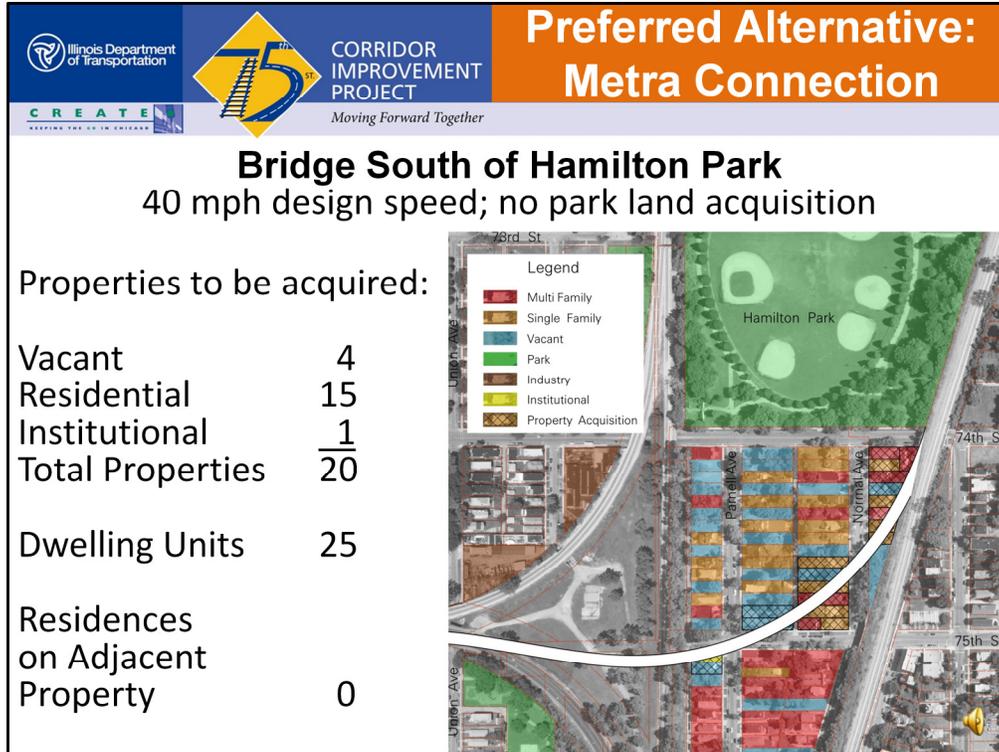
This eliminates all rail-rail conflicts and delays at Forest Hill Junction and the road-rail conflicts at 71<sup>st</sup> Street.

The noise and air pollution from idling trains waiting to cross Forest Hill Junction and the pounding noise from trains crossing Forest Hill Junction would be eliminated.

In addition, motorists, cyclists, and pedestrians would no longer have to wait for trains at 71<sup>st</sup> Street.



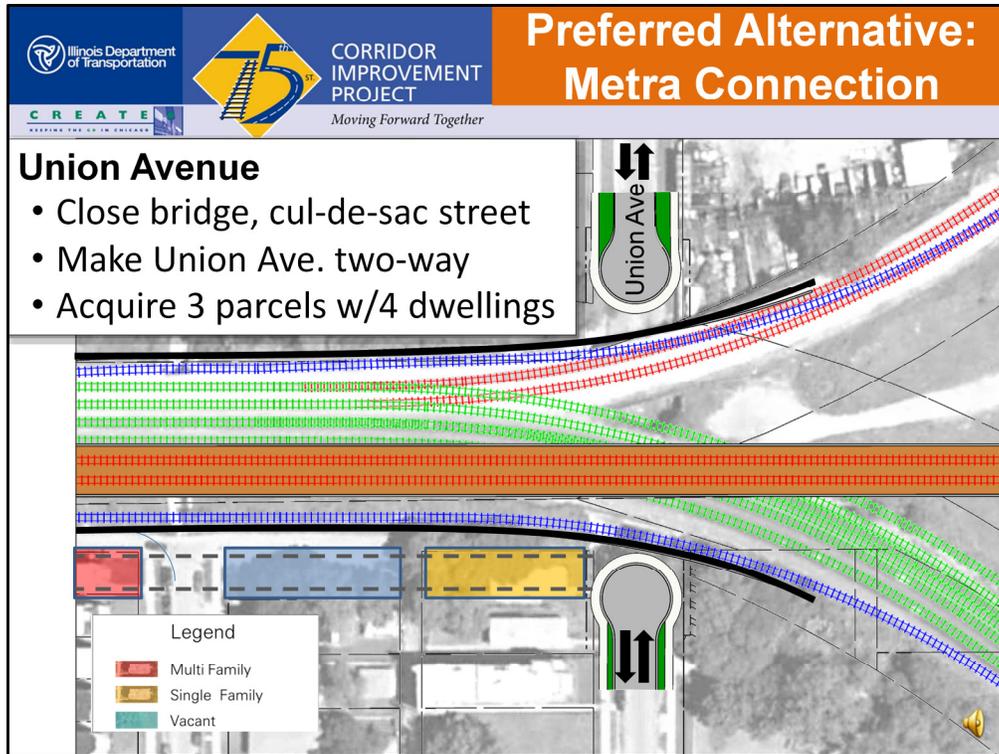
The new elevated tracks would be constructed close to the existing tracks. Temporary tracks built east of the existing tracks would be used for about one year during construction.



Metra’s SouthWest Service line shares its tracks with freight traffic along the 75<sup>th</sup> Street corridor and north to Union Station.

To separate this service from freight traffic, the Preferred Alternative would connect the SouthWest Service line tracks to Metra’s Rock Island District line tracks. This will require a new flyover structure through the residential neighborhood south of Hamilton Park. Metra’s SouthWest Service line would arrive in downtown Chicago at LaSalle Street Station instead of Union Station.

This map shows the new structure and the properties which would be acquired.



In addition, the Union Avenue viaduct would be closed. Union Avenue would become a two-way street both north and south of the train tracks. Three residential properties would need to be acquired along the south side of the tracks. The decision to close Union Avenue was made with the concurrence of elected officials, emergency responders, and the community.



Illinois Department of Transportation



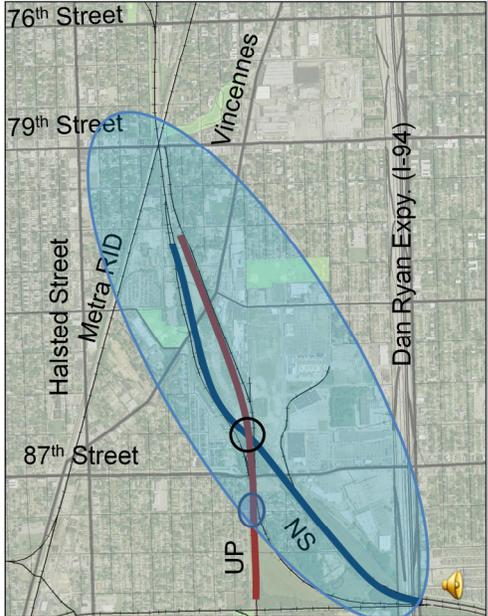
75<sup>TH</sup>

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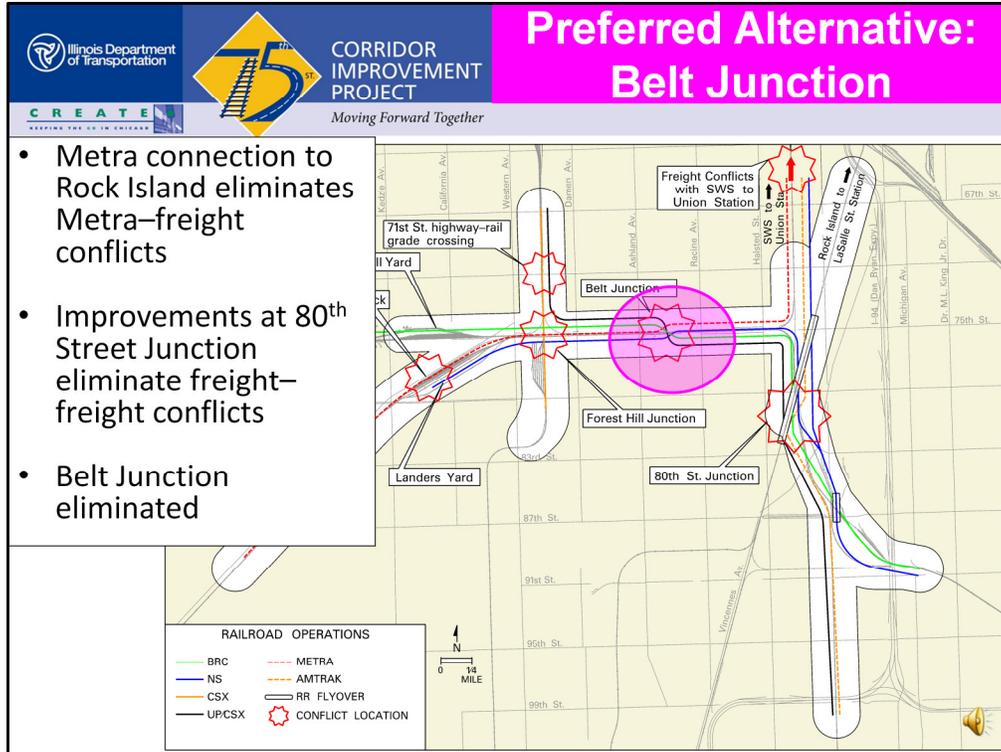
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**Preferred Alternative:  
80<sup>th</sup> Street Junction**

- Eliminates conflicting rail movements
- All tracks on existing railroad embankments
- 18 vacant properties to be acquired in this area



At 80<sup>th</sup> Street Junction, six tracks used by five different railroads narrow to three tracks. The Preferred Alternative would realign existing tracks and provide additional new tracks to eliminate this bottleneck.



Construction of the Preferred Alternative in other areas would eliminate the conflicts at Belt Junction.



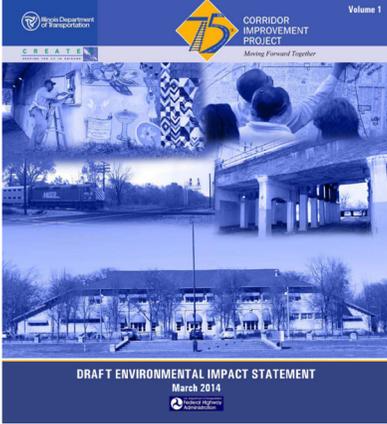
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# Benefits, Impacts and Mitigation



## Draft Environmental Impact Statement (DEIS)

- Describes alternatives, including the “No-Build” alternative
- Describes benefits and impacts
- Describes mitigation measures
- Will be finalized after Public Hearing and Comment Period




As the Project Team developed the Preferred Alternative, it also prepared the Draft Environmental Impact Statement, or DEIS. This important document describes:

- The project alternatives, including the “No-Build” alternative, or taking no action
- The benefits and impacts of the Preferred Alternative, and
- The mitigation measures that will be included in the project as well as some additional ones that are under investigation. Mitigation means avoiding or reducing the negative consequences associated with the project if it is built.

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## Benefits, Impacts and Mitigation

### Overview

1. Benefits of the Preferred Alternative
2. Impacts of the Preferred Alternative and Mitigation Measures
3. Temporary Construction Impacts and Mitigation Measures
4. Additional Mitigation Measures and Benefits Under Investigation. **Your Input is Needed!**



We will now discuss the benefits and impacts of the Preferred Alternative; mitigation measures developed to address impacts; and temporary construction impacts and mitigation measures to reduce those impacts.

We will also explain additional mitigation measures and benefits still under investigation. Please provide input on these items on the comment sheet that you were provided.




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**Benefits, Impacts and  
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<b>Benefits of Meeting Purpose and Need for the 75<sup>th</sup> St. CIP</b>	
Reduces rail-rail crossing conflicts	<ol style="list-style-type: none"> <li>1. Decreased train idling</li> <li>2. Decreased air emissions from locomotives</li> <li>3. Improved safety and security</li> </ol>
Reduces road-rail crossing conflicts	<ol style="list-style-type: none"> <li>1. Elimination of the at-grade crossing at 71<sup>st</sup> Street and CSX tracks</li> <li>2. Eliminates 3 ½ hours of daily road closure</li> <li>3. Improved safety</li> </ol>
Improves Rail Passenger Service Reliability	Faster and more reliable Metra and Amtrak service
Reduces Local Mobility Problems	<ol style="list-style-type: none"> <li>1. Major improvements at 36 viaducts in the project area</li> <li>2. Improved mobility, safety, and security for drivers, pedestrians, and cyclists</li> <li>3. Improved appearance of viaducts</li> </ol>



The construction of the Preferred Alternative would meet the Purpose and Need for the 75<sup>th</sup> St. CIP., resulting in real benefits to those who live in and travel through the project area.

The benefits include:

- Decreased train idling
- Decreased air emissions
- Improved safety and security
- Elimination of the at-grade crossing at 71<sup>st</sup> Street
- Faster and more reliable Metra and Amtrak service, and
- Replacement and reconstruction of 36 viaducts.

**Benefits, Impacts and Mitigation**

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**Physical Characteristics and Socioeconomics**

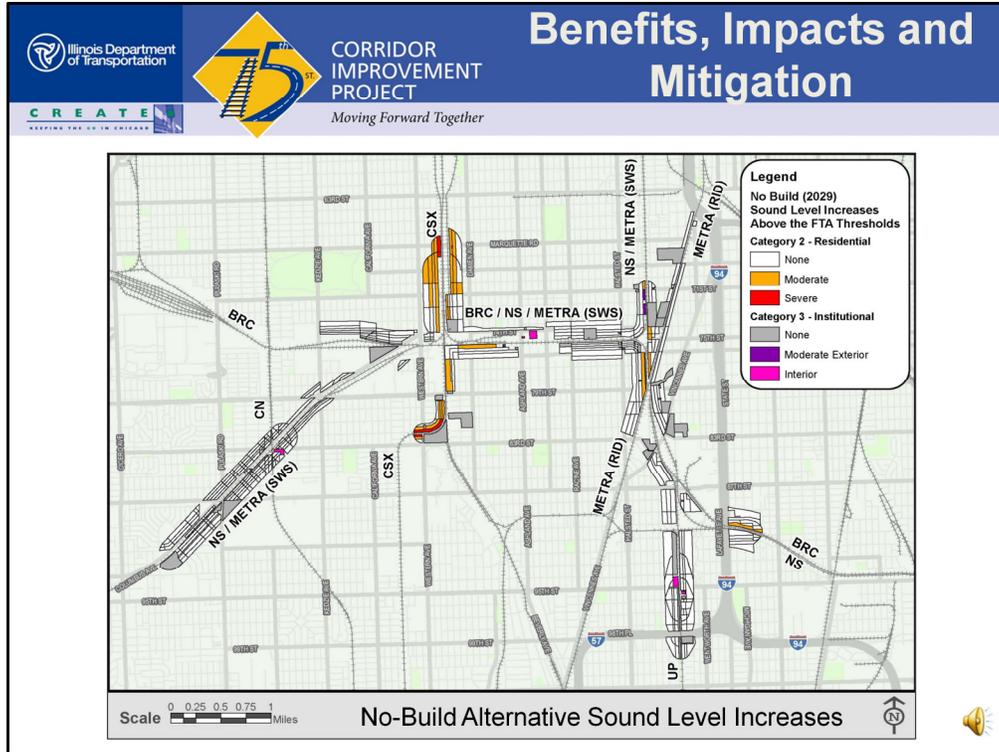
Impacts	Commitments and Mitigation
<ul style="list-style-type: none"> <li>• 42 parcels of land to be acquired</li> <li>• 15.4 acres of private property</li> <li>• 1.3 acres of public property</li> <li>• No businesses or commercial establishments would need to move</li> </ul>	<ul style="list-style-type: none"> <li>• Federal and Illinois property acquisition and relocation policies followed</li> <li>• Fair market value</li> <li>• Relocation assistance</li> </ul> <p><b>Mitigation Under Investigation</b></p> <ul style="list-style-type: none"> <li>• Some affected residential property owners who owe more on their property than its fair market value (negative equity) could receive assistance in settling their mortgage balance. Opportunities would be evaluated on a case-by-case basis when appropriately justified.</li> </ul>

The 75<sup>th</sup> St. CIP Project Team worked hard to minimize the need to acquire property.

Property acquisition would occur near 80<sup>th</sup> Street Junction, Union Avenue, Forest Hill Junction, and in the neighborhood south of Hamilton Park.

No businesses or commercial establishments would need to move.

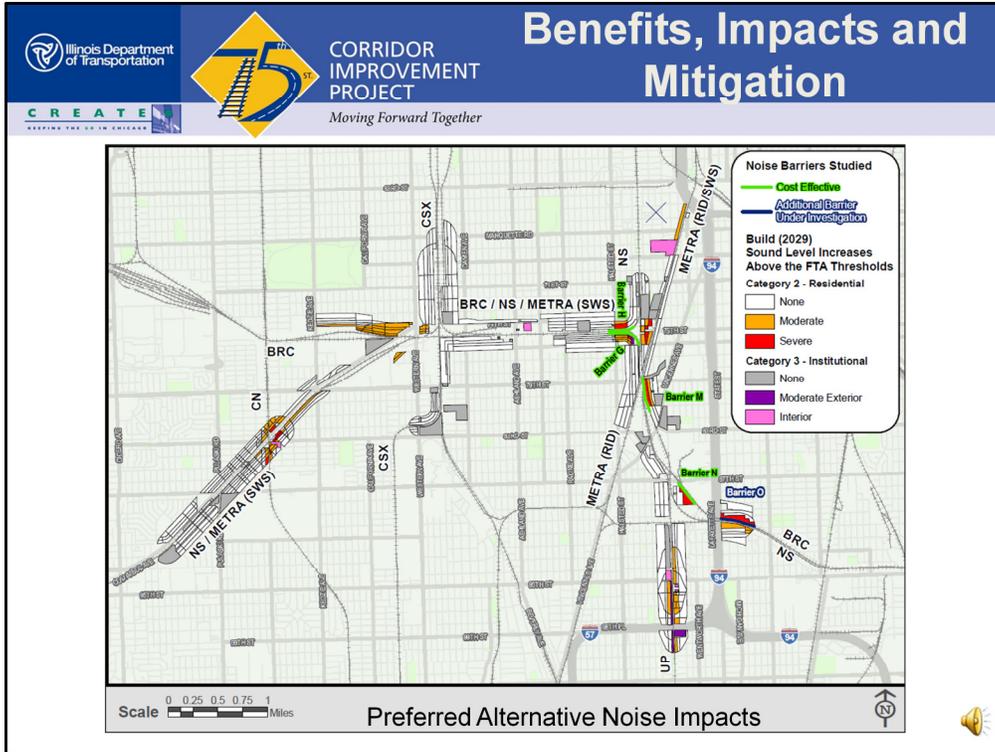
All property acquisition will follow Federal and Illinois property acquisition and relocation policies. Owners will receive fair market value and relocation assistance would be available for both owners and renters. The project may assist some residential property owners settle their mortgage balance if they owe more money than the fair market value. This would be evaluated on a case-by-case basis.



Noise is a major concern of people who live in the project area. Railroad tracks in the project area, some as much as 150 years old, carry freight and passenger trains every day.

Train traffic in the region will grow, whether the project is constructed or not. The Project Team compared existing noise levels to the noise levels that are predicted to exist if the project is built and if it is not built.

This map identifies locations where noise is predicted to increase if the project is not built.



This map identifies locations where noise levels are predicted to increase if the project is built.




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# Benefits, Impacts and Mitigation

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## Comparisons to Existing Noise Levels

	Preferred Alternative	No-Build Alternative	Difference
Residences above the FTA moderate impact threshold	1,092	1,009	83
Residences above the FTA severe impact threshold	267	90	177
Institutional facilities above FTA moderate impact threshold	3	1	2
Institutional facilities above FTA interior impact threshold	7	7	0



If the project is built, a larger number of residences and institutional facilities will experience noise impacts above the Federal Transportation Administration, or FTA, impact thresholds.

**Benefits, Impacts and Mitigation**

**Noise Commitments and Mitigation**

Four recommended noise barriers would provide benefits to:

- 66 residences with moderate impacts
- 123 residences with severe impacts
- 1 park with moderate impacts

**Mitigation Under Investigation**

One additional noise barrier would provide benefits to:

- 57 severe impacts

Quiet Zones at three crossings in the area (95<sup>th</sup> Street, 97<sup>th</sup> Street, and 101<sup>st</sup> Street) would reduce horn noise at those locations

The Project Team evaluated 23 potential noise barriers to see if they would be a practical way to mitigate noise impacts. The team found that four noise barriers were feasible to construct and meet the criteria for cost-effectiveness and are recommended for the project. These barriers would benefit 189 residences and one park.

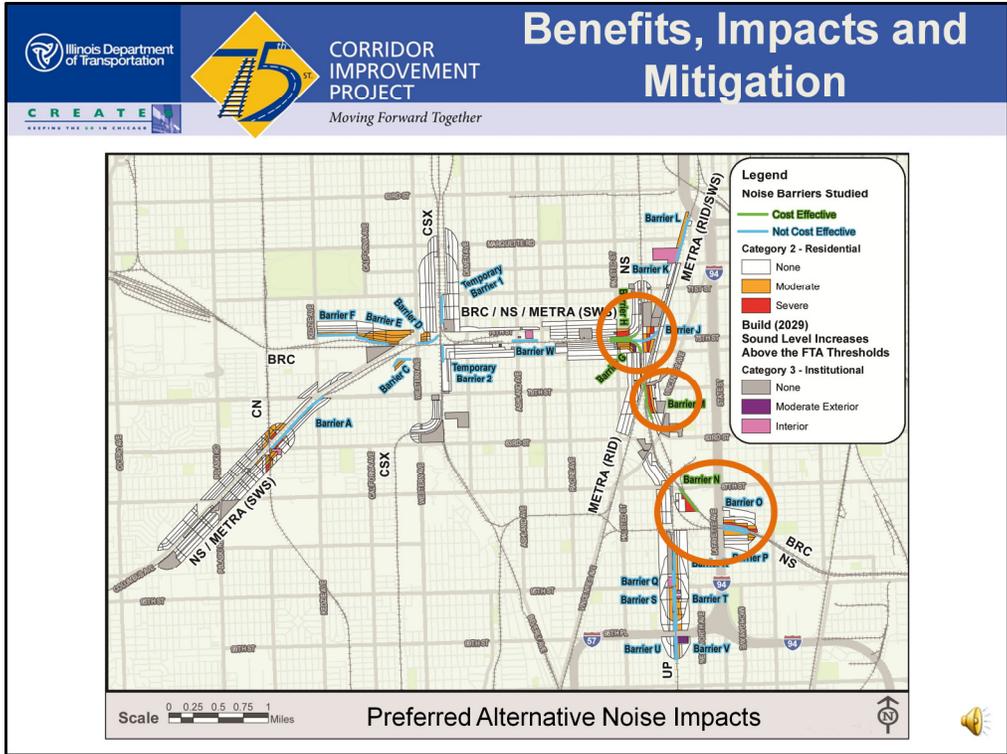
Another noise barrier is close to meeting the cost-effectiveness criteria, and the Project Team recommends that this noise barrier also be built. That barrier would benefit 57 residences.

In addition, the 75<sup>th</sup> St. CIP may also commit funding for Quiet Zones at three crossings in the area to reduce train horn noise.

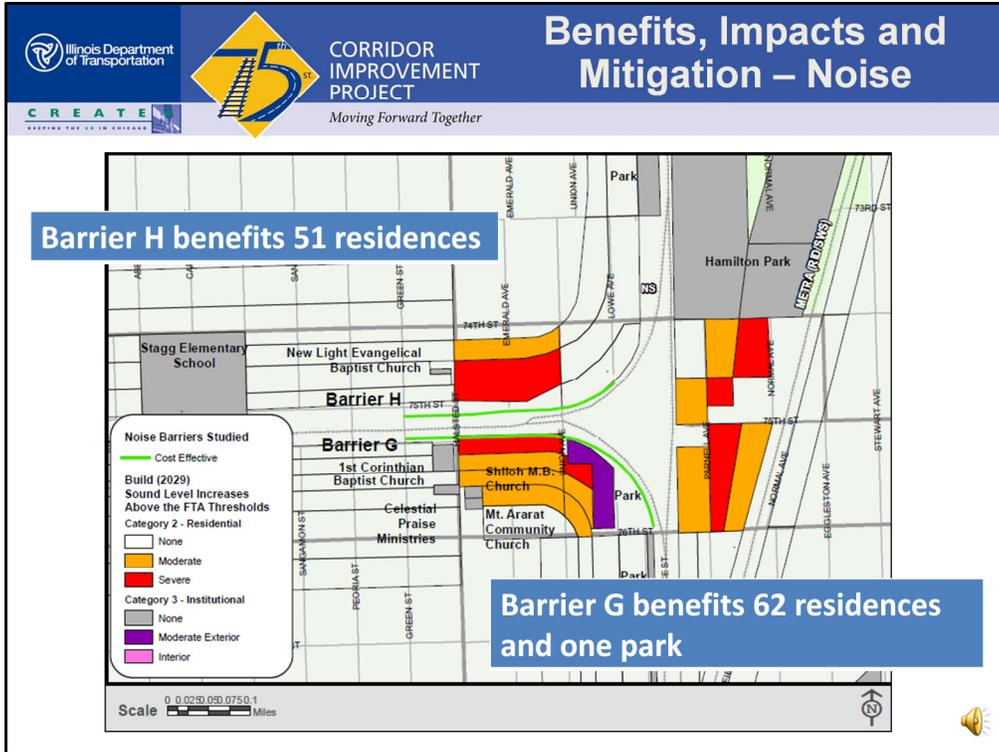


Here are some examples of what a noise barrier could look like.

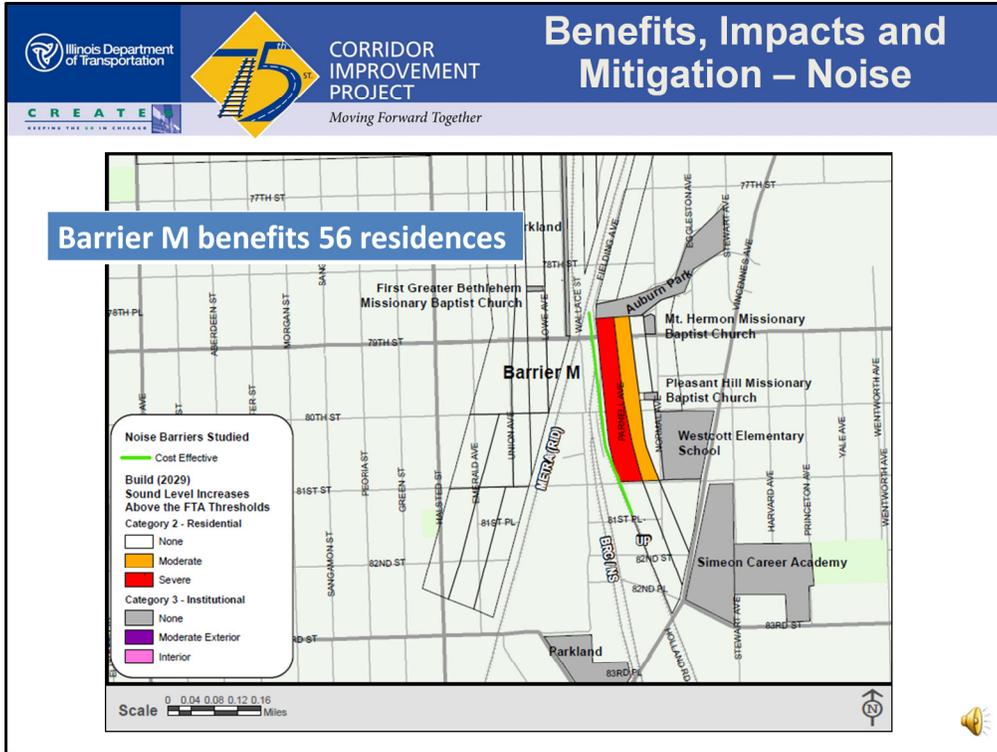
Those people who would directly benefit from the noise barriers have been identified and asked to tell us if they support or oppose these barriers. Their input will be incorporated into the final decision of whether to build each barrier.



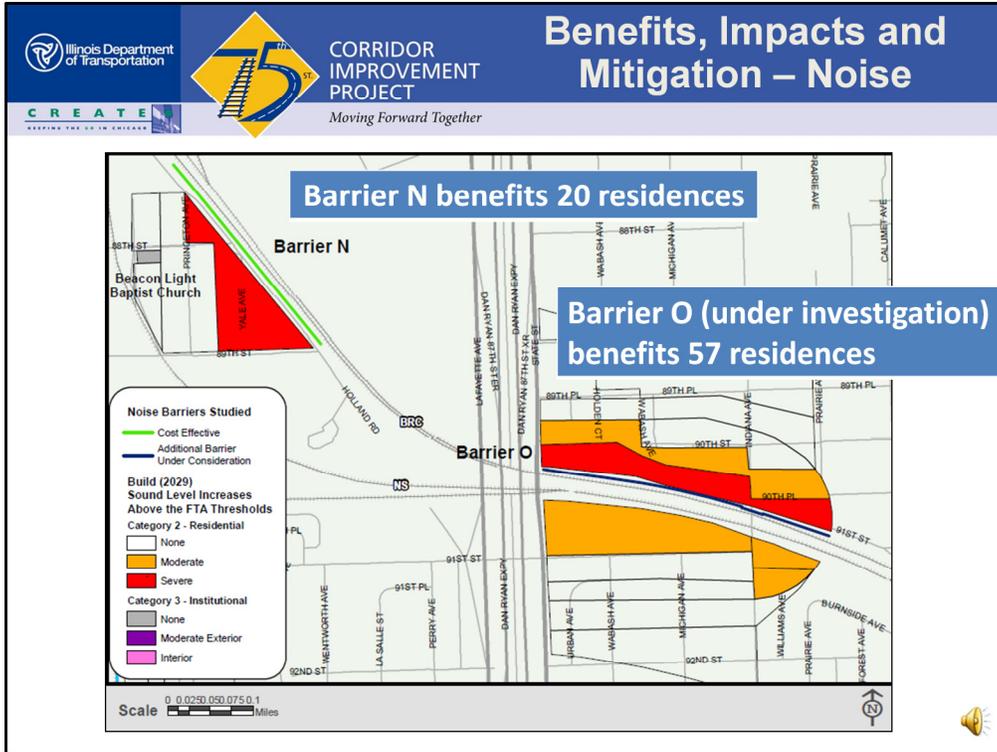
This map shows the locations of the five recommended noise barriers.



Barriers G and H, depicted in green, would run along the north and south sides of the tracks near 75<sup>th</sup> and Halsted, near the new Metra flyover.



Barrier M would run from north of 79<sup>th</sup> Street to south of 81<sup>st</sup> Place near Normal Avenue.



Barrier N would run from north of 88<sup>th</sup> Street to south of 89<sup>th</sup> Street near South Holland Road. Barrier O, which is still under investigation, would run from near State Street to Prairie Avenue near 91<sup>st</sup> Street.

**Benefits, Impacts and Mitigation**

**Comparisons to Existing Vibration Levels**

	Preferred Alternative	No-Build Alternative	Difference
Properties with ground-borne vibration levels above the FTA threshold	755	28	727
Properties with ground-borne noise levels above the FTA threshold	77	58	19

**Vibration Commitments and Mitigation**

- Normal maintenance, including
  - Rail grinding
  - Wheel truing
  - Wheel-flat detectors
  - Vehicle reconditioning
- However, they would not completely eliminate the predicted vibration impacts

The community has expressed concerns about vibration from trains. If the Preferred Alternative were built, the number of properties experiencing vibration levels above FTA thresholds would be higher, as seen in the chart.

Maps showing these vibration levels are on display in the exhibit area.

While these levels of vibration are annoying, they are far below levels that would cause damage to structures.

Normal maintenance carried out by the railroads can mitigate some vibration. However, they would not completely eliminate the predicted vibration impacts.



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# Benefits, Impacts and Mitigation

**Energy**

Impacts	Commitments and Mitigation
<ul style="list-style-type: none"> <li>Less locomotive idling would result in a 20% reduction in fuel usage compared to the No-Build alternative</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in fuel use is a benefit – no mitigation needed</li> </ul>




Construction of the project would mean less locomotive idling, resulting in 20% less fuel usage compared to the No-Build alternative.



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# Benefits, Impacts and Mitigation

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Air Quality	
Impacts	Commitments and Mitigation
<ul style="list-style-type: none"> <li>Less locomotive idling would result in fewer emissions due to reduction in fuel consumption</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in air emissions is a benefit – no mitigation needed</li> </ul>




Less locomotive idling would also result in fewer air emissions due to the reduction in fuel consumption. These are benefits to the project area.



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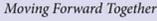
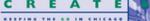
**Benefits, Impacts and Mitigation**

**CREATE**  
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<b>Visual Resources</b>	
<b>Impacts</b>	<b>Commitments and Mitigation</b>
Two flyovers: <ul style="list-style-type: none"> <li>• Metra Rock Island flyover south of Hamilton Park</li> <li>• CSX flyover at 71<sup>st</sup> Street/Forest Hill Junction</li> </ul>	<ul style="list-style-type: none"> <li>• Landscaping</li> <li>• Tree planting</li> <li>• Public art</li> </ul>



The project would include the construction of two rail flyover structures, which would change the way these neighborhoods look. The project would commit to landscaping, tree planting, and public art, which would be developed in coordination with the community.

   	
	
<h1>Temporary Construction Impacts</h1>	
Temporary Construction Impacts	Mitigation
Traffic	City of Chicago Traffic Management Plans
Construction noise and vibration	<ol style="list-style-type: none"> <li>1. City of Chicago ordinances for noise and vibration</li> <li>2. Ongoing coordination/information campaign during construction</li> </ol>
Rodents	<ol style="list-style-type: none"> <li>1. City of Chicago ordinances</li> <li>2. Contractors control rodents during the land-clearing and through construction to protect residential areas</li> </ol>
Retaining walls near Hamilton Park and Leland Giants Park	<ol style="list-style-type: none"> <li>1. Permits from Chicago Park District</li> <li>2. Landscaping plan for restoration</li> </ol>

The public has expressed concerns about the temporary impacts of project construction.

Traffic Management Plans would be required during construction.

Construction activities would be coordinated with the community and adhere to noise and vibration requirements.

Rodents would be controlled during construction.

The project would obtain access permits from the Chicago Park District and re-landscape affected areas. No finished construction will remain on park land.

**Additional Mitigation Measures and Benefits Under Investigation**

Job Training and Educational Programs	Bicycle Improvements
Bus Stop Improvements	Remnant and Vacant Parcel Improvements
Sidewalk Improvements	Streetscape Improvements

**Help us decide! Use your comment form.**

*Help us decide! Use your comment form.*

The Project Team developed additional mitigation measures based on feedback received from the community during the public involvement process to address impacts and provide additional benefits to the community. These additional mitigation measures are above and beyond current CREATE Program policies.

These include Job Training and Educational Programs, Bus Stop Improvements, Sidewalk Improvements, Bicycle Improvements, Remnant and Vacant Parcel Improvements, and Streetscape Improvements.

Please share your opinion on these measures when providing your comments. Your input will help us determine the mitigation measures that are included in the Final Environmental Impact Statement.



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**Job Training, Employment, and Small Business Opportunities**



The CREATE Program is committed to helping local residents find out about job opportunities and requirements through:

- IDOT's Highway Construction Careers Training Program
- Urban League's Transportation Apprenticeship Readiness Training Program
- IDOT's Bureau of Small Business Enterprises and Disadvantaged Business Enterprise Program

**Railroads are hiring now.** See the CREATE Employment Opportunities handout and visit the railroad websites.

## HCCTP News

HIGHWAY CONSTRUCTION CAREERS TRAINING PROGRAM



CONSTRUCTION COURSES OFFERED IN VARIOUS SKILLS:

- OSHA 10 Hour Safety
- First Aid/CPR/AED
- Aerial Lift
- Fork Lift
- Mobile Crane
- Crane Signaling
- Skid Steer



Chicago Urban League

**Ready to Launch Your Construction Career?**  
 Join the Chicago Urban League Transportation Construction Apprenticeship Readiness Training Program

The CREATE Program is committed to helping local residents find out about job opportunities and requirements through:

- IDOT's Highway Construction Careers Training Program
- Urban League's Transportation Apprenticeship Readiness Training Program
- IDOT's Bureau of Small Business Enterprises and Disadvantaged Business Enterprise Program

**Railroads are hiring now.** See the CREATE Employment Opportunities handout and visit the railroad websites.

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Next Steps

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### What Happens Next?

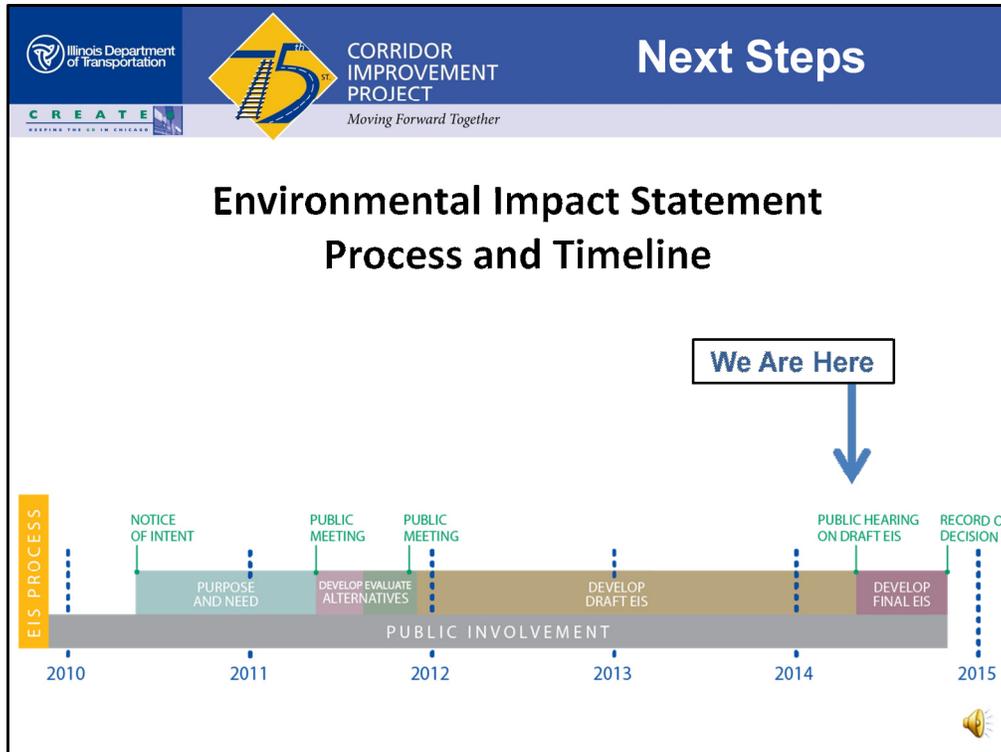
- Public Comment Period on Draft Environmental Impact Statement
  - March 28 – May 22, 2014
  - DEIS available at area libraries and [www.75thcip.org](http://www.75thcip.org)
- Consider agency and public input
- Final Environmental Impact Statement and Record of Decision for the 75<sup>th</sup> St. CIP by October 2014
- 75<sup>th</sup> St. CIP ready for Phase II Design



What happens next?

The Public Comment Period for the Draft Environmental Impact Statement will last until May 22<sup>nd</sup>.

Public and agency comments will be considered as part of the Final Environmental Impact Statement and Record of Decision for the project. These documents will be completed in October 2014. The project will then be ready to move on to Phase II, project design.



On this timeline you can see that we are nearing the completion of the Environmental Impact Statement Process.



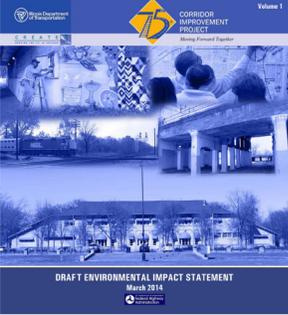
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# How to Comment Today



## Comment Today on the Draft Environmental Impact Statement

- Submit a written comment
- Give a comment to the court reporter
- Comment in the formal session (6-7 p.m.)
  - Sign in at registration table.
  - If people are waiting to speak, comments limited to 3 minutes in length. Longer statements may be made in writing.




Your comments are important to us, and there are many ways to give us your feedback.

You may submit a written comment and place it in the comment box in the exhibit area.

You may make a statement to the court reporter.

You may comment during the formal session today, which will be held from 6-7 p.m. Please sign in at the registration table if you would like to speak. Comments will be limited to 3 minutes in length.

You may give longer testimony in writing.

**How to Comment Later**

Comment Later on the  
Draft Environmental Impact Statement

- Send an email to [info@75thcip.org](mailto:info@75thcip.org)
- Comment online at [www.75thcip.org](http://www.75thcip.org)
- Mail comments to:
  - 75<sup>th</sup> St. CIP
  - 525 W. Monroe, Suite 200
  - Chicago, IL 60661
  - Attn: Tom Underwood

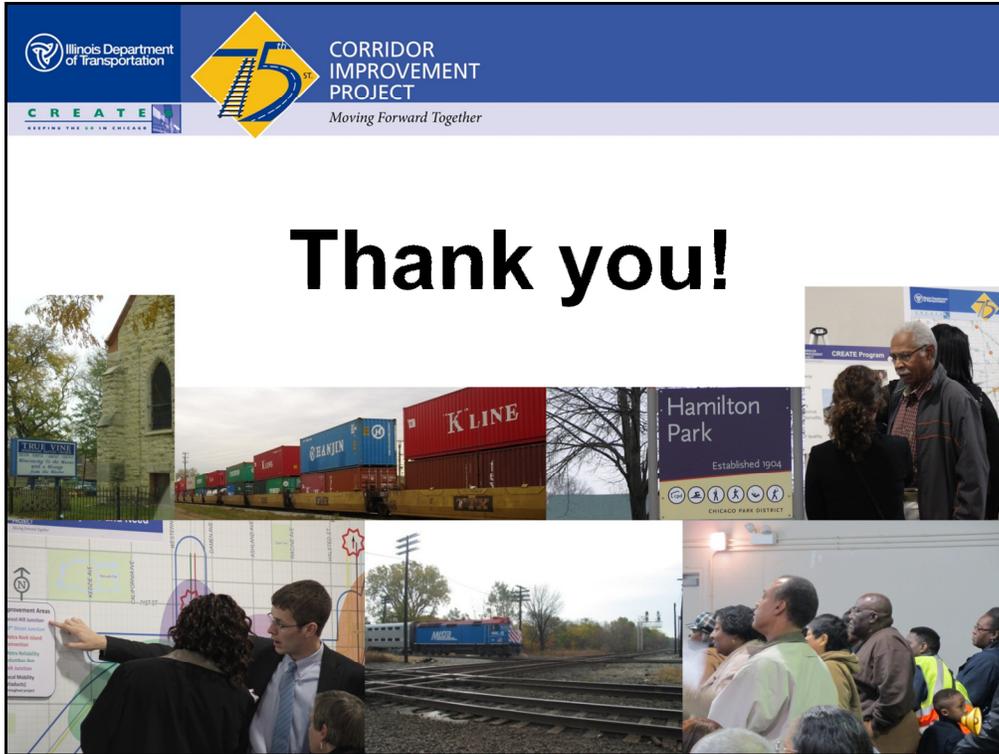
The public comment period lasts from **March 28 to May 22, 2014.**

Read it online at: [www.75thcip.org](http://www.75thcip.org) or at area libraries.

You may send an email or comment online. You may also mail comments to the address listed in the brochure.

The Draft Environmental Impact Statement is available on EPA, IDOT, and CREATE websites and can be reviewed at local libraries and IDOT’s Chicago office.

Comments must be provided by May 22, 2014.



Thank you for attending today's Public Hearing! We look forward to receiving your comments.



## Appendix Z: Exhibit Examples



## Goals

- Reduce rail and roadway congestion
- Improve passenger and freight rail service

## Benefits

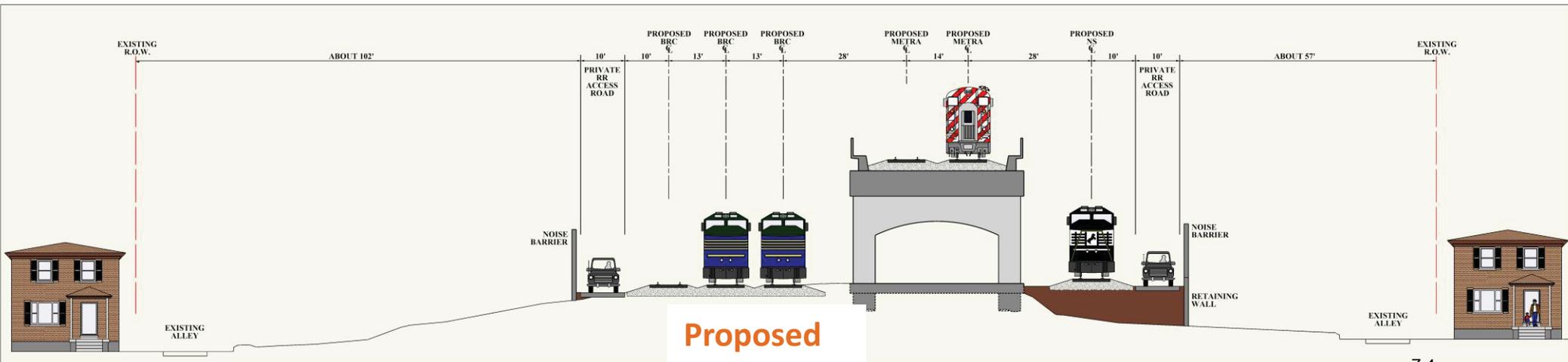
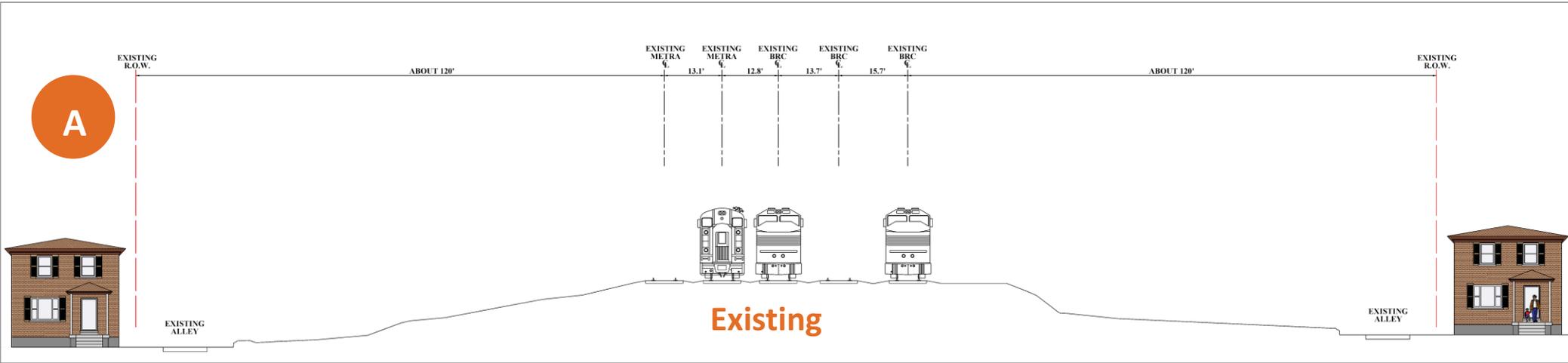
- Enhance public safety
- Provide national, regional and local economic benefits
- Reduce energy consumption
- Improve regional air quality







## Near Halsted, facing east





# Metra Rock Island Connection

**Artist's rendering of flyover – Parnell Avenue south of Hamilton Park**



Location will differ.



Four noise barriers were found to be feasible and cost effective mitigation measures for the 75<sup>th</sup> St. CIP.

- These four barriers would benefit 189 residences and one park.
- An additional noise barrier under investigation would benefit 57 residences

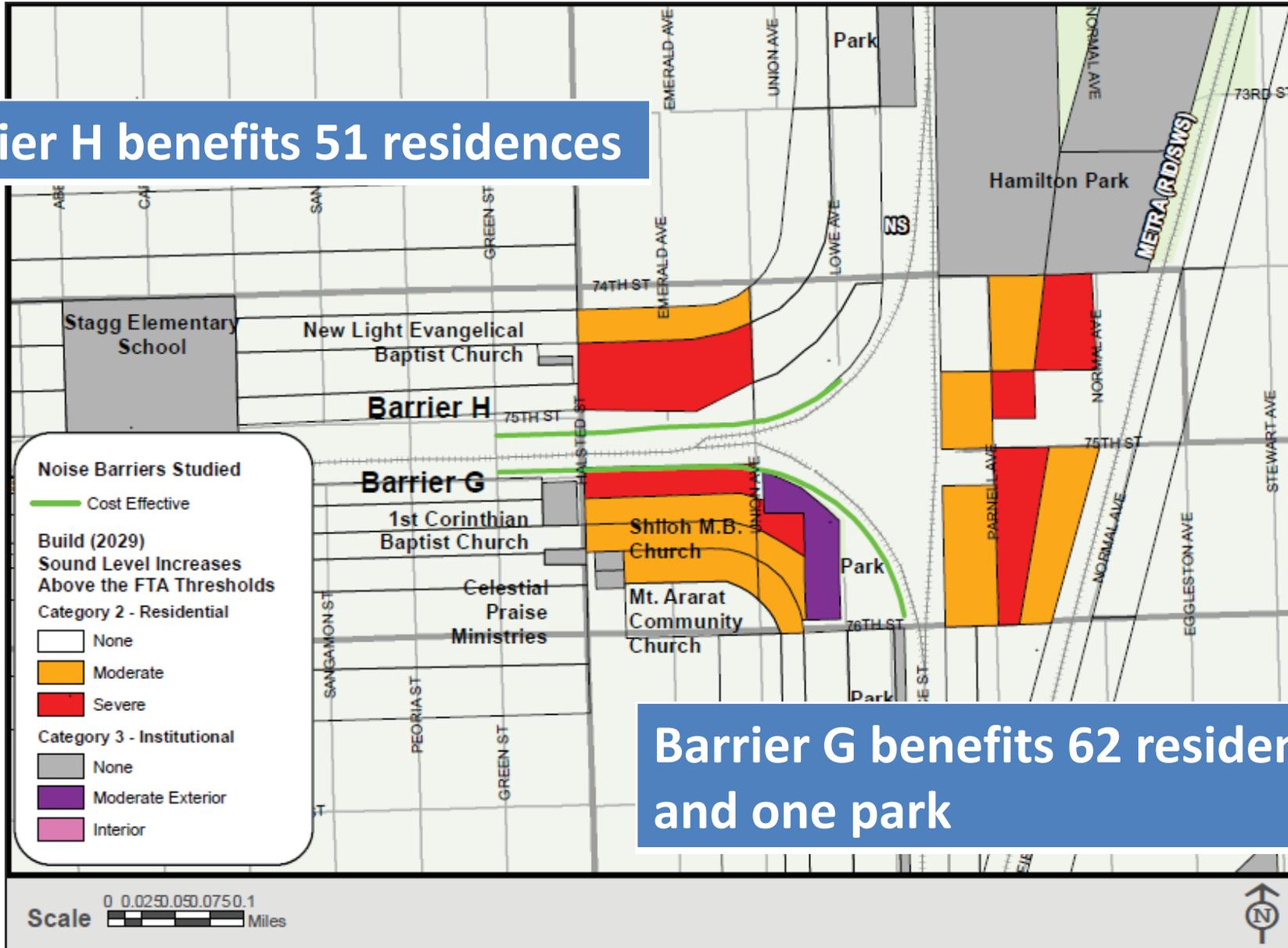
The final decision on building noise barriers will be made upon completion of the public involvement process and project design. People who would benefit from the barriers have been asked to provide their input in support of or opposition to the barrier.



Example photos of noise barriers at rail projects.



Barrier H benefits 51 residences



Barrier G benefits 62 residences and one park



Any property acquisition will follow the federal Uniform Act. The act provides for:

- Fair compensation
- Relocation assistance and moving expenses
- Other costs associated with comparable replacement housing
- Opportunity to relocate within the community if possible





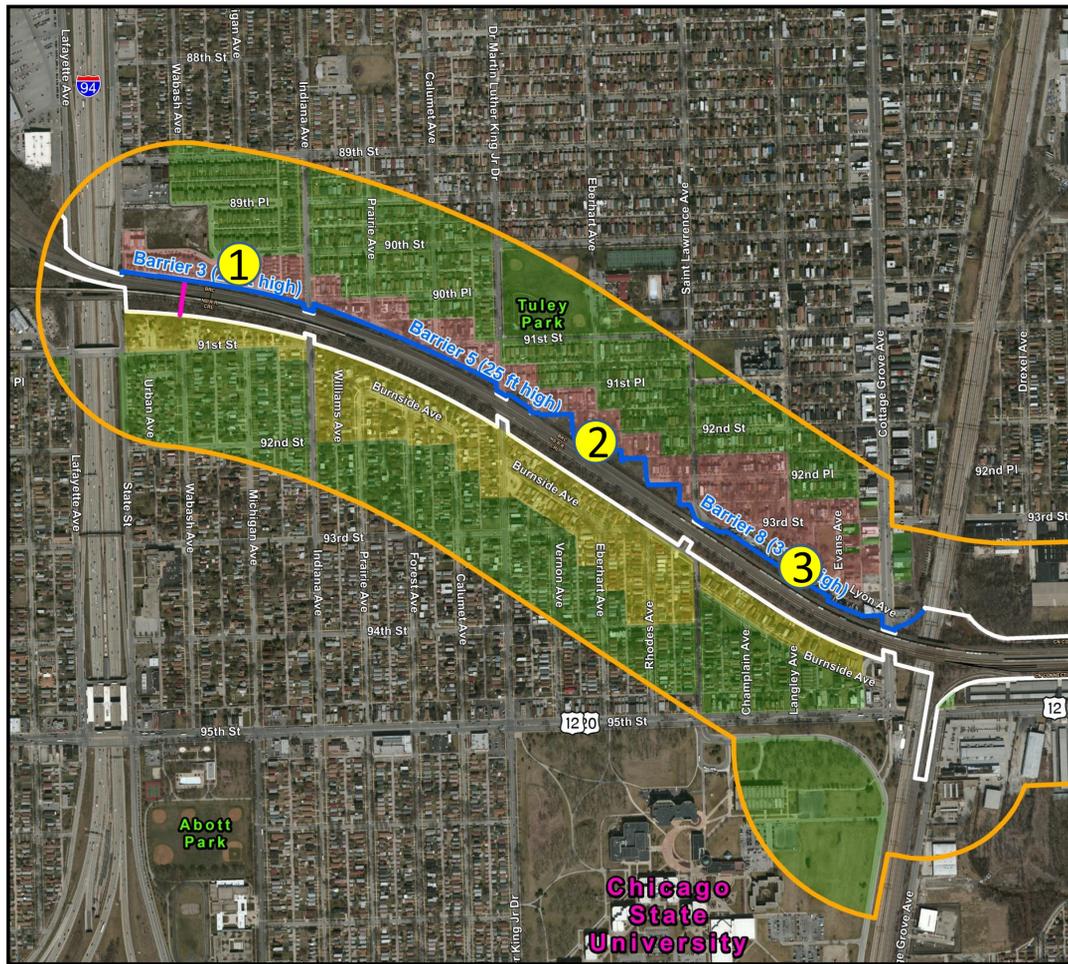
1

Near Michigan Street (22 foot high wall)



2

Near Eberhart Avenue (25 foot high wall)

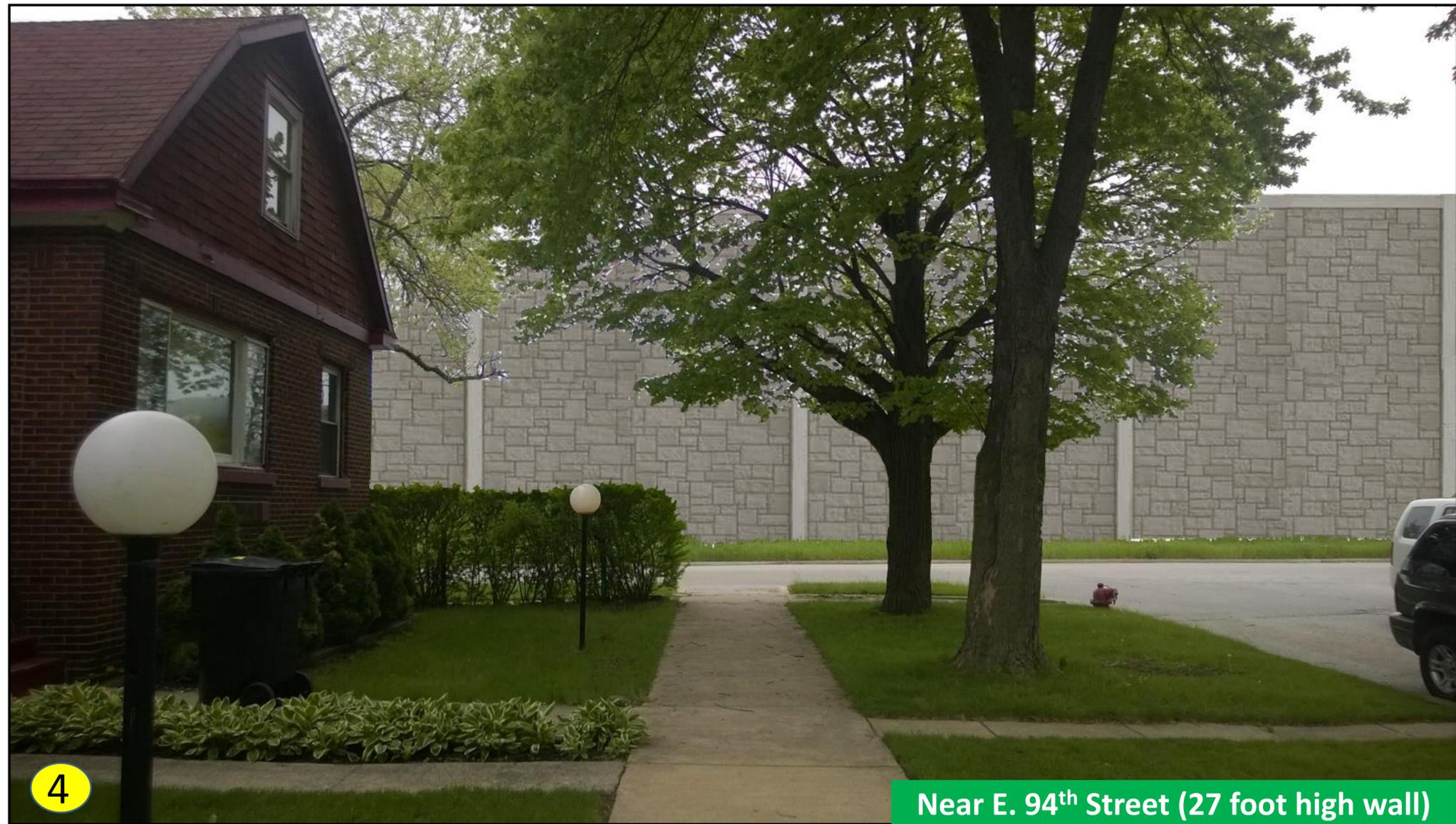
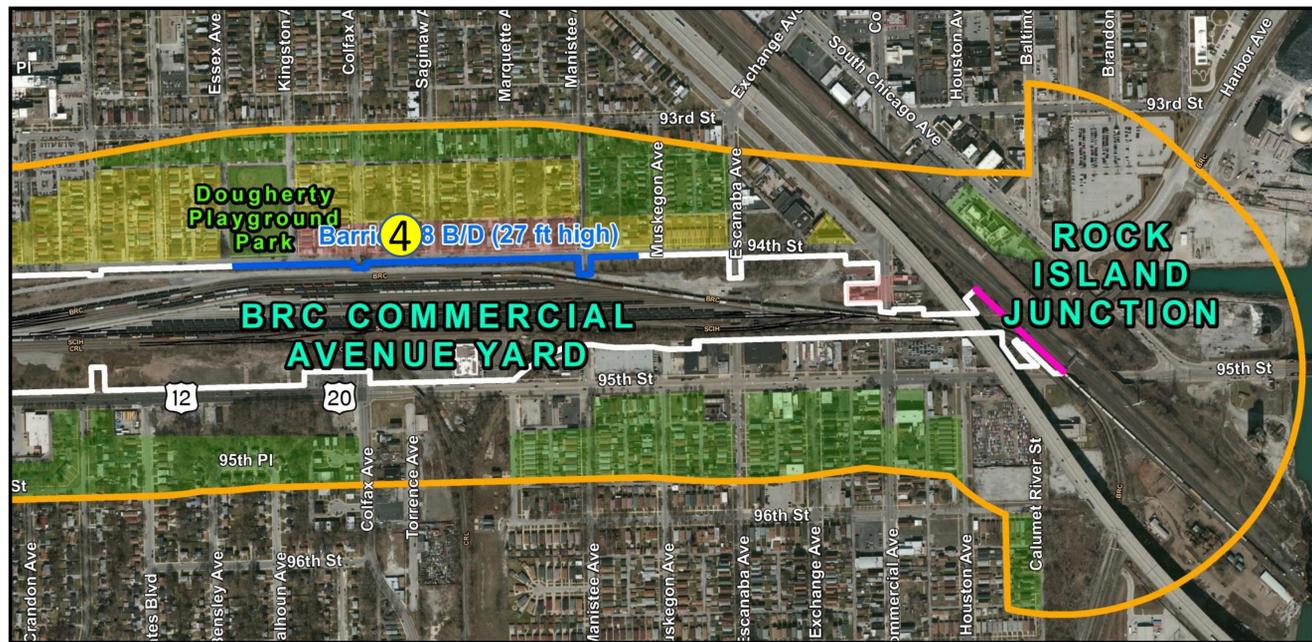


3

Near East 92nd Place (31 foot high wall)



# CREATE EW3 - Noise Wall Renderings



# CREATE EW3 - Noise Wall Renderings