



## Chapter 4. Comments and Coordination

A detailed program of public and agency coordination has been implemented for the 75<sup>th</sup> Street Corridor Improvement Project (CIP). This program has been designed to meet the requirements of the National Environmental Policy Act (NEPA) and related laws and regulations. The program has also been designed to implement the Illinois Department of Transportation (IDOT) Context Sensitive Solutions (CSS) process as described in IDOT's *Bureau of Design and Environment Manual, May 2014, Chapter 19*.

Chapter 4 has been updated to include activities that have taken place since the DEIS was published. Changes are shown in double underline and include the following:

- Incorporation of a new section, 4.1.6 Public Comment Period and Public Hearing, that summarizes steps taken to announce the availability of the DEIS, promote the public hearing, and a summary of the public and agency comments received on the DEIS.
- Reference is made to a new appendix, Appendix J: DEIS Public Comment Period and Public Hearing Summary, which includes the public hearing summary, the public hearing material (Appendix J-1), the public comments and responses to those comments, including the transcripts from the public hearing (Appendix J-2), and the agency comments and responses to those comments (Appendix J-3).

### 4.1 Public Involvement

#### 4.1.1 IDOT Context Sensitive Solutions Process

As part of the Environmental Impact Statement (EIS), the study team used IDOT's CSS process to gather public input on the project as expressed in IDOT's *Bureau of Design and Environment Manual, May 2014 Chapter 19*, to develop the 75<sup>th</sup> Street CIP. CSS is an interdisciplinary approach that seeks effective transportation solutions by working with stakeholders to develop, build, and maintain cost-effective transportation facilities that fit into and reflect the project's surroundings - its "context."

Under IDOT's CSS procedures, two types of working groups have been established to guide and develop the study. These two working groups are the Community Advisory Groups (CAGs) and the Project Study Group. See Sections 4.1.3 and 4.2.4 for further information on these groups.

The study team developed a Context Sensitive Solutions Fact Sheet (Section 4.1.6.2) to explain this important process and made it available at all stakeholder meetings. The project website also describes the CSS process.

#### 4.1.2 Stakeholder Involvement Plan

As a first step in the CSS process, the study team developed a Stakeholder Involvement Plan (SIP). This document details the plan to engage the various stakeholders in the 75<sup>th</sup> Street CIP and outlines



the tools to be used. The initial draft of the SIP was accepted by FHWA and IDOT in April 2010. The SIP has been revised several times, most recently in June 2012. The plan describes the roles of the lead, cooperating, and participating government agencies; the various project working groups; and other stakeholder groups. The plan may be read in its entirety in Appendix C.

### 4.1.3 Community Advisory Groups

The study team established two CAGs made up of residents and community leaders from the east and west sides of the project study area, divided along Damen Avenue. These groups provided input to the study team, and consensus at key project milestones (e.g., Purpose and Need Statement; Range of Alternatives; the Preferred Alternative; and Benefits, Impacts, and Mitigation Measures).

A full discussion about the activities of these groups can be found in Section 4.2.4 Project Working Groups.

### 4.1.4 Meetings with Elected Officials and Community Leaders

The study team met with elected officials and community leaders throughout the project. In initial meetings the study team introduced the project, outlined the general transportation problems in the study area, and asked for input on the project and the communities in the study area. In subsequent meetings, the study team updated elected officials and community leaders and asked for additional input. Table 4-1 lists the meetings that took place.

**Table 4-1: Meetings with Elected Officials and Community Leaders**

| 75 <sup>th</sup> Street Corridor Improvement Project – Elected Officials/Community Leader Meetings   |   |   |
|--|---|---|
| Elected Official/ Community Leader   | Other Attendees   |   |
| <b>8/11/2010, 11:00 a.m., Location: 1<sup>st</sup> Congressional District Office, Chicago</b>  |   |   |
| U.S. Representative Bobby Rush, 1 <sup>st</sup> Dist.  | <ul style="list-style-type: none"> <li>• Larry Wilson – IDOT</li> <li>• Jakita Trotter - IDOT</li> <li>• Eugene Davis – IDOT</li> <li>• Jeffrey Sriver – CDOT</li> <li>• Holly Lown – Metra</li> <li>• Sandi Llano – Metra</li> </ul>       | <ul style="list-style-type: none"> <li>• Bill Thompson – AAR</li> <li>• Rev. Stanley Watkins, Chief of Staff – Congressman Rush</li> <li>• Louanner Peters, Deputy Chief of Staff – Congressman Rush</li> </ul> |
| <b>Key Discussion Points</b>   |   |   |
| <ul style="list-style-type: none"> <li>• CREATE Program overview</li> <li>• EIS and CSS overview and discussion</li> <li>• Discussion of 75th Street CIP EIS, new website and brochure</li> <li>• Economic development opportunities</li> <li>• Grade separations</li> <li>• Community Advisory Groups</li> <li>• Community Context Audit</li> </ul> | <ul style="list-style-type: none"> <li>• Viaduct improvements</li> <li>• Outreach</li> <li>• Contractor and force account labor</li> <li>• TIGER status</li> <li>• CREATE website and communication</li> <li>• Business outreach</li> </ul> |   |

| 75 <sup>th</sup> Street Corridor Improvement Project – Elected Officials/Community Leader Meetings  |   |   |
|---|---|---|
| Elected Official/ Community Leader  | Other Attendees   |   |
| <b>8/27/2010, 11:00 a.m., Location: 17<sup>th</sup> Ward Office</b>   |   |   |
| State Senator Jacqueline Collins, 16 <sup>th</sup> Dist.<br>Representative Mary Flowers, 31 <sup>st</sup> Dist.<br>Representative Andre Thapedi, 32 <sup>nd</sup> Dist.<br>Alderman Latasha Thomas, 17 <sup>th</sup> Ward<br>Alderman Howard Brookins, 21 <sup>st</sup> Ward  | <ul style="list-style-type: none"> <li>• Larry Wilson – IDOT</li> <li>• Jakita Trotter – IDOT</li> <li>• Georgina Heard – IDOT</li> <li>• Eugene Davis – IDOT</li> <li>• Sylvia Washington – 18<sup>th</sup> Ward office</li> <li>• Jeff Sriver – CDOT</li> <li>• Luann Hamilton – CDOT</li> </ul>  | <ul style="list-style-type: none"> <li>• Keevin Woods – 17<sup>th</sup> Ward office</li> <li>• Tanya Cohn – Metra</li> <li>• William Wettstein – Metra</li> <li>• Jeffrey Harris – NS</li> <li>• Carlos Nelson – GAGDC</li> <li>• Ron Deverman – HNTB</li> <li>• Joe Leindecker – Jacobs</li> <li>• Jeanne L. Bloom – RGMA</li> </ul> |
| <b>Key Discussion Points</b>  |   |   |
| <ul style="list-style-type: none"> <li>• 75<sup>th</sup> Street CIP overview</li> <li>• Infrastructure improvement</li> <li>• Viaducts</li> <li>• Community engagement</li> <li>• New Metra station at 79<sup>th</sup> and Vincennes</li> <li>• Noise and vibration studies</li> <li>• Raising of CSX line</li> <li>• Displacement of homeowners</li> <li>• Job creation</li> </ul> | <ul style="list-style-type: none"> <li>• Compensation to homeowners for noise and vibration</li> <li>• Metra’s SouthWest Service</li> <li>• Train noise near Trinity United Church of Christ</li> <li>• Quiet Zones</li> <li>• Possible rails to trails conversion</li> <li>• Community meetings</li> <li>• Community Advisory Groups</li> <li>• Community Context Audit</li> </ul> |   |
| <b>12/2/2010, 11:00 a.m., Location: Street Sabina Employment Resource Center</b>  |   |   |
| Phil Hunter, Dir. Community Employment, St. Sabina Employment Resource Center   | <ul style="list-style-type: none"> <li>• Larry Wilson – IDOT</li> <li>• Jakita Trotter – IDOT</li> <li>• Doug Knuth – Jacobs</li> </ul>   | <ul style="list-style-type: none"> <li>• Lance Foster – RGMA</li> <li>• Jeanne Bloom -- RGMA</li> </ul>   |
| <b>Key Discussion Points</b>  |   |   |
| <ul style="list-style-type: none"> <li>• 75<sup>th</sup> Street CIP overview</li> <li>• New Metra Station</li> <li>• Job opportunities, particularly for skilled workers</li> </ul>   | <ul style="list-style-type: none"> <li>• St. Sabina Employment Resource Center overview</li> <li>• Community Advisory Groups</li> <li>• Community Context Audit</li> </ul>  |   |
| <b>12/2/2010, 1:00 p.m., Location: 21<sup>st</sup> Ward Office</b>  |   |   |
| Alderman Howard Brookins, 21 <sup>st</sup> Ward   | <ul style="list-style-type: none"> <li>• Curtis Thompson – Chief of Staff to Alderman Brookins</li> <li>• Larry Wilson – IDOT</li> </ul>  | <ul style="list-style-type: none"> <li>• Jakita Trotter – IDOT</li> <li>• Jeff Sriver – CDOT</li> <li>• Doug Knuth – Jacobs</li> </ul>  |
| <b>Key Discussion Points</b>  |   |   |
| <ul style="list-style-type: none"> <li>• Project update</li> <li>• Use of RR property for park</li> <li>• Complaints about concrete dropping from bridges at 88<sup>th</sup> Street</li> <li>• Quiet zone for grade crossing at 95<sup>th</sup> Street and Eggleston Avenue</li> </ul>  | <ul style="list-style-type: none"> <li>• Inclusion of Inland Properties, West Chatham Advisory Council in outreach</li> <li>• Ownership of property between NS and UP tracks</li> <li>• Interest in developing property south of Vincennes between NS and BRC tracks</li> <li>• Community Advisory Groups</li> <li>• Community Context Audit</li> </ul>                             |   |



**75th Street Corridor Improvement Project – Elected Officials/Community Leader Meetings**

| Elected Official/ Community Leader  | Other Attendees   |
|---|---|
| <b>12/14/2010, 11:30 a.m., Location: Greater Auburn-Gresham Development Corporation</b>   |   |
| Alderman Latasha Thomas, 17 <sup>th</sup> Ward and State Senator Jacqueline Collins, 16 <sup>th</sup> Dist.   | <ul style="list-style-type: none"> <li>• Carlos Nelson - GAGDC</li> <li>• Jakita Trotter – IDOT</li> <li>• Charles McClarty - IDOT</li> <li>• Jeff Sriver – CDOT</li> <li>• Doug Knuth – Jacobs</li> <li>• David Kralik – Metra</li> <li>• Tanya Cohn – Metra</li> </ul>  |
| <b>Key Discussion Points</b>  |   |
| <ul style="list-style-type: none"> <li>• Thomas requested that public participation move quickly</li> <li>• Coordination with ERC</li> <li>• Thomas and Collins asked to be kept informed</li> <li>• Update on Metra station at 78<sup>th</sup> and Fielding</li> </ul> | <ul style="list-style-type: none"> <li>• Update on Metra SouthWest Service</li> <li>• Transit-Oriented Development Study status update</li> <li>• Community Advisory Groups</li> <li>• Community Context Audit</li> </ul>   |
| <b>12/15/2010, Location: Regular meeting of the 17<sup>th</sup> Ward EDC. Chicago Police Dept., Dist. 6, 78<sup>th</sup> and Halsted</b>  |   |
| 17 <sup>th</sup> Ward Economic Development Council  | <ul style="list-style-type: none"> <li>• Jakita Trotter – IDOT</li> <li>• Jeff Sriver – CDOT</li> <li>• Doug Knuth – Jacobs</li> <li>• David Kralik – Metra</li> <li>• Tanya Cohn - Metra</li> </ul>  |
| <b>Key Discussion Points</b>  |   |
| <ul style="list-style-type: none"> <li>• Project update</li> <li>• EIS and CSS</li> <li>• Increased community involvement</li> <li>• Purpose and Need</li> <li>• Station at 78<sup>th</sup> Street</li> <li>• Community Advisory Groups</li> </ul>                      | <ul style="list-style-type: none"> <li>• Poor conditions of underpasses, including: poor structural condition, poor lighting, poor maintenance (overgrown, littered, used by loiterers who demand a “toll” to pass)</li> <li>• Community Context Audit</li> </ul>   |
| <b>1/11/2011, 2:00 p.m., Location: 18<sup>th</sup> Ward Office</b>  |   |
| Alderman Lona Lane, 18 <sup>th</sup> Ward   | <ul style="list-style-type: none"> <li>• Larry Wilson - IDOT</li> <li>• Jakita Trotter – IDOT</li> <li>• Joe Alonzo – CDOT</li> <li>• Doug Knuth – Jacobs</li> <li>• Tom Livingston - CSX</li> </ul>  |
| <b>Key Discussion Points</b>  |   |
| <ul style="list-style-type: none"> <li>• Project review and update</li> <li>• Small-town atmosphere of ward</li> <li>• Traffic interruption</li> <li>• Noise and pollution from idling trains</li> <li>• Noise and vibration</li> </ul>                                 | <ul style="list-style-type: none"> <li>• Railroad crossings – 71<sup>st</sup> St (included in project) and Columbus (other CREATE project)</li> <li>• Drainage near Ashburn Station</li> <li>• CSX said railroads are hiring</li> <li>• CREATE important to address growth</li> <li>• Community Advisory Groups</li> <li>• Community Context Audit</li> </ul> |
| <b>01/26/2011, 10:30 a.m., Location: 31<sup>st</sup> District Office</b>  |   |
| Representative Mary Flowers, 31 <sup>st</sup> Dist.   | <ul style="list-style-type: none"> <li>• Larry Wilson – IDOT</li> <li>• Jakita Trotter – IDOT</li> <li>• Joe Alonzo – CDOT</li> <li>• Doug Knuth – Jacobs</li> <li>• Herbert Smith – NS</li> <li>• Glen Peters – Metra</li> <li>• Bill Wettstein – Metra</li> <li>• Tanya Cohn – Metra</li> </ul>   |

| 75 <sup>th</sup> Street Corridor Improvement Project – Elected Officials/Community Leader Meetings  |  |  |
|---|--|--|
| Elected Official/ Community Leader  | Other Attendees  |  |
| <b>01/26/2011, 10:30 a.m., Location: 31<sup>st</sup> District Office</b>  |  |  |
| <b>Key Discussion Points</b>  |  |  |
| <ul style="list-style-type: none"> <li>Rep. Flowers expressed concerns that there are no community jobs on project</li> <li>Contractors' DBE participation</li> <li>Jobs on Metra's CREATE Englewood Flyover project</li> <li>Rep. Flowers asked that contractors give back to community</li> <li>Quality of RR jobs</li> <li>Lack of technical training in high schools</li> <li>Intern program</li> </ul> | <ul style="list-style-type: none"> <li>Construction impacts</li> <li>Lack of medical care in area</li> <li>Air quality and asthma</li> <li>Dust control</li> <li>Noise abatement</li> <li>Train whistles</li> <li>Studies for grade crossings</li> <li>Community Advisory Groups</li> <li>Community Context Audit</li> </ul> |  |
| <b>02/23/2011, 11:30 a.m., Location: Greater Auburn Gresham Development Corporation (GAGDC) Office</b>  |  |  |
| Carlos Nelson, GAGDC  | <ul style="list-style-type: none"> <li>Jakita Trotter – IDOT</li> <li>Doug Knuth - Jacobs</li> </ul>   | <ul style="list-style-type: none"> <li>Gretchen Wahl - Jacobs</li> </ul>   |
| <b>Key Discussion Points</b>  |  |  |
| <ul style="list-style-type: none"> <li>Timing of first CAG meetings</li> <li>Locations for CAG meetings</li> <li>Potential CAG members</li> <li>West Chatham Special Service Area</li> </ul>  | <ul style="list-style-type: none"> <li>Community benefits of 75<sup>th</sup> Street CIP</li> <li>Additions to local vendors list</li> <li>Community Context Audit</li> </ul>   |  |
| <b>05/5/2011, 11:00 a.m., Location: Providence Englewood Charter School</b>   |  |  |
| 17 <sup>th</sup> Ward Ministerial Alliance and Pastors of Englewood: <ul style="list-style-type: none"> <li>Pastor Willard Payton</li> <li>Pastor St. John Chisum</li> <li>Pastor Walter Matthews</li> <li>Pastor Louis Reeves</li> <li>Pastor Alvin Richards</li> <li>Pastor James H. Thomas</li> </ul>  | <ul style="list-style-type: none"> <li>Alderman Latasha Thomas – 17<sup>th</sup> Ward</li> <li>Glenda Franklin – 17<sup>th</sup> Ward</li> <li>Carlos Nelson, GAGDC</li> <li>Angela Johnson Williams – Providence Englewood Charter School</li> <li>Larry Wilson – IDOT</li> </ul>   | <ul style="list-style-type: none"> <li>Jakita Trotter – IDOT</li> <li>Chris Butler – New Schools Chicago</li> <li>Phillip R. Hampton – New Schools Chicago</li> <li>Adrienne Leonard – NRC</li> <li>Adrienne Garner – New Schools Chicago</li> <li>Gretchen Wahl – Jacobs</li> </ul> |
| <b>Key Discussion Points</b>  |  |  |
| <ul style="list-style-type: none"> <li>Overview of the 75<sup>th</sup> Street CIP</li> <li>Community Context Audit</li> <li>Community Advisory Groups</li> <li>Need for greater railroad involvement in community</li> <li>Railroad impacts such as kicked up ballast, maintenance, and landscaping</li> </ul>  | <ul style="list-style-type: none"> <li>Horn blowing, other noise, vibration</li> <li>At-grade crossings</li> <li>Viaduct conditions</li> <li>Communication</li> <li>Crime and security</li> <li>Access to jobs</li> </ul>  |  |
| <b>12/8/2011, 2:30 p.m., Location: Alderman Latasha Thomas' Office, Chicago City Hall</b>   |  |  |
| Alderman Latasha Thomas, 17 <sup>th</sup> Ward  | <ul style="list-style-type: none"> <li>Jakita Trotter – IDOT</li> <li>Jeff Sriver – CDOT</li> <li>Doug Knuth – Jacobs</li> </ul>   | <ul style="list-style-type: none"> <li>Joe Voldrich – Jacobs</li> <li>Gretchen Wahl - Jacobs</li> </ul>  |
| <b>Key Discussion Points</b>  |  |  |
| <ul style="list-style-type: none"> <li>Summary of Range of Alternatives Public Meeting on October 27, 2011</li> <li>Preferred Alternative</li> </ul>  | <ul style="list-style-type: none"> <li>Viaduct improvements as part of Preferred Alternative</li> <li>Community Advisory Groups</li> <li>Next steps</li> </ul>   |  |



**75th Street Corridor Improvement Project – Elected Officials/Community Leader Meetings**

| Elected Official/ Community Leader  | Other Attendees  |   |
|---|--|---|
| <b>02/16/2012, 7:30 p.m., Location: St. Thomas More Church, 2825 W. 81st Street</b>   |  |   |
| Wrightwood Improvement Association  | <ul style="list-style-type: none"> <li>• Jakita Trotter – IDOT</li> <li>• Joe Voldrich - Jacobs</li> </ul>   | <ul style="list-style-type: none"> <li>• Gretchen Wahl - Jacobs</li> </ul>  |
| <p><b>Key Discussion Points</b></p> <ul style="list-style-type: none"> <li>• Overview of 75<sup>th</sup> Street CIP</li> <li>• Presentation of Preferred Alternative</li> <li>• Property acquisition</li> <li>• Road impacts</li> <li>• New viaducts and raised tracks</li> <li>• Project timing</li> <li>• Project funding</li> </ul>  |  |   |
| <b>02/27/2012, 1:00 p.m., Location: 78th Street and Hamilton Avenue</b>   |  |   |
| 76 <sup>th</sup> , 77 <sup>th</sup> , 78 <sup>th</sup> & Hamilton Block Club<br>Kevin Glover, 18 <sup>th</sup> Ward, City of Chicago  | <ul style="list-style-type: none"> <li>• John Wirtz – Jacobs</li> </ul>  | <ul style="list-style-type: none"> <li>• Tom Livingston – CSX</li> </ul>  |
| <p><b>Key Discussion Points</b></p> <ul style="list-style-type: none"> <li>• Overview of 75<sup>th</sup> Street CIP</li> <li>• Jobs</li> <li>• Property acquisition</li> <li>• Track location</li> <li>• Noise</li> <li>• Vibration</li> <li>• Drainage</li> </ul>  |  |   |
| <b>11/18/2013, 10:30 a.m., Location: Alderman Lona Lane’s Office, Chicago City Hall</b>   |  |   |
| Alderman Lona Lane, 18 <sup>th</sup> Ward, City of Chicago<br>Kevin Glover, 18 <sup>th</sup> Ward   | <ul style="list-style-type: none"> <li>• Samuel Tuck III – IDOT</li> <li>• Jakita Trotter – IDOT</li> <li>• Joe Alonzo – CDOT</li> <li>• Chuck Allen – NS</li> <li>• Tom Livingston – CSX (phone)</li> </ul>   | <ul style="list-style-type: none"> <li>• Ron Deverman – HNTB</li> <li>• Tom Underwood – Jacobs</li> <li>• Gretchen Wahl – Jacobs</li> <li>• John Wirtz – Jacobs</li> </ul>                                |
| <p><b>Key Discussion Points</b></p> <ul style="list-style-type: none"> <li>• Overview of 75<sup>th</sup> Street CIP</li> <li>• Benefits of Preferred Alternative</li> <li>• Impacts of Preferred Alternative</li> <li>• Environmental Commitments and Mitigation Measures</li> <li>• Grade separation at Columbus Avenue (GS11)</li> <li>• CREATE funding</li> <li>• Train delays and idling</li> <li>• Public Involvement</li> <li>• Viaducts</li> <li>• Noise</li> <li>• Vibration</li> <li>• Minority Contractor Participation</li> <li>• Public Safety</li> </ul> |  |   |
| <b>11/19/2013, 11:00 a.m., Location: Greater Auburn Gresham Development Corporation (GAGDC) Office</b>  |  |   |
| State Senator Jacqueline Collins, 16 <sup>th</sup> Dist.<br>Carlos Nelson, GAGDC  | <ul style="list-style-type: none"> <li>• Emily Kushto – IDOT</li> <li>• Samuel Tuck III – IDOT</li> <li>• Jakita Trotter – IDOT</li> <li>• Jeff Sriver – CDOT</li> <li>• Chuck Allen – NS</li> <li>• Tanya Cohn – Metra</li> <li>• Bill Wettstein – Metra</li> </ul> | <ul style="list-style-type: none"> <li>• Glen Peters – Metra</li> <li>• Ron Deverman – HNTB</li> <li>• Tom Underwood – Jacobs</li> <li>• Gretchen Wahl – Jacobs</li> <li>• John Wirtz – Jacobs</li> </ul> |

| 75 <sup>th</sup> Street Corridor Improvement Project – Elected Officials/Community Leader Meetings   |   |
|--|---|
| Elected Official/ Community Leader   | Other Attendees   |
| <b>Key Discussion Points</b>   |   |
| <ul style="list-style-type: none"> <li>• Overview of 75<sup>th</sup> Street CIP</li> <li>• Benefits of Preferred Alternative</li> <li>• Impacts of Preferred Alternative</li> <li>• Environmental commitments and mitigation measures</li> <li>• CREATE funding</li> <li>• Viaducts</li> <li>• Property acquisition</li> <li>• Jobs</li> </ul> | <ul style="list-style-type: none"> <li>• Air quality</li> <li>• Noise</li> <li>• Vibration</li> <li>• Grade separation at 95<sup>th</sup> Street</li> <li>• Moving Metra SouthWest Service line terminus from Union Station to LaSalle Street Station</li> <li>• Jobs</li> <li>• Community impacts and benefits</li> </ul>  |
| <b>11/21/2013, 11:00 a.m., Location: Alderman Latasha Thomas' Office, Chicago City Hall</b>  |   |
| Alderman Latasha Thomas, 17 <sup>th</sup> Ward   | <ul style="list-style-type: none"> <li>• Emily Kushto – IDOT</li> <li>• Samuel Tuck III – IDOT</li> <li>• Jakita Trotter – IDOT</li> <li>• Joe Alonzo – CDOT</li> <li>• Herbert Smith – NS</li> <li>• Tanya Cohn – Metra</li> <li>• Sam Smith - Metra</li> <li>• Glen Peters – Metra</li> <li>• Ron Deverman – HNTB</li> <li>• Tom Underwood – Jacobs</li> <li>• Gretchen Wahl – Jacobs</li> <li>• John Wirtz – Jacobs</li> </ul> |
| <b>Key Discussion Points</b>   |   |
| <ul style="list-style-type: none"> <li>• Overview of 75<sup>th</sup> Street CIP</li> <li>• Benefits of Preferred Alternative</li> <li>• Impacts of Preferred Alternative</li> <li>• Environmental Commitments and Mitigation Measures</li> <li>• Noise and noise barriers</li> </ul>   | <ul style="list-style-type: none"> <li>• Vibration</li> <li>• Property acquisition</li> <li>• Fund to mitigate noise and vibration impacts</li> <li>• Minority and small business contracting</li> <li>• Job training and education</li> </ul>  |

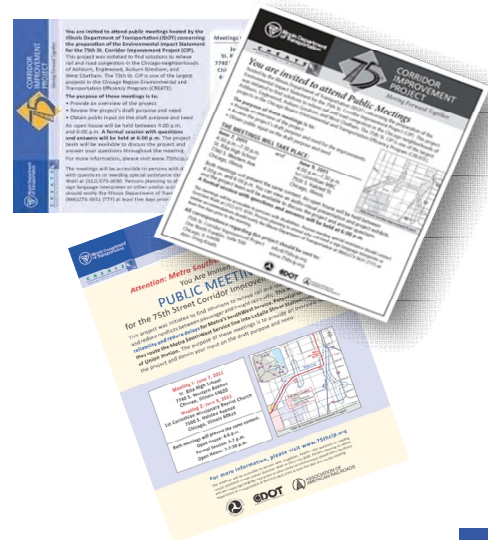
The elected officials were added to the project mailing list and received public meeting notices throughout the project. Letters notifying the local elected officials of CAG meetings were sent to State Senator Collins, State Representatives Flowers and Thapedi, and Aldermen Lane, Thomas, and Brookins. Aldermen Lane, Thomas, or their representatives attended the meetings and Representative Flowers attended one.

### 4.1.5 Public Information Meetings

During the course of the study, two sets of general public information meetings were held for the project. These are described in the following sections.

#### 4.1.5.1 Purpose and Need Public Meetings – June 7 and 9, 2011

In early meetings with elected officials and in Community Advisory Group meetings, the 75<sup>th</sup> Street CIP team learned that viaduct conditions within the project study area were a





major concern to the community. CAG members were especially concerned about the conditions of the viaducts. As a result, the study team determined that improving local mobility should be part of the Project Need in the Purpose and Need Statement. The study team then presented the Purpose and Need Statement at public meetings to ask for stakeholder input. These meetings were held at two different facilities to provide the public with the most flexibility to attend. The first was held on Tuesday, June 7, 2011 at St. Rita of Cascia High School (7740 S. Western Avenue) and the second was held on Thursday, June 9, 2011 at the First Corinthian Missionary Baptist Church (7500 S. Halsted Street). At these meetings, the stakeholder participants confirmed that improving local mobility was a Project Need.

The 75<sup>th</sup> Street CIP team members were on hand to present information, receive comments, and answer questions from attendees. Study team professionals available at the meetings included representatives from the Federal Highway Administration (FHWA), the Illinois Department of Transportation (IDOT), the Chicago Department of Transportation (CDOT), and the Association of American Railroads (AAR), including CSX, Norfolk Southern, and Metra. The purpose of the meetings was to:

- ◆ Introduce the project to the public.
- ◆ 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” of the project based on these findings and ask the public for their comments and feedback.

The study team used several avenues to promote the public meetings, including advertising in daily and weekly newspapers, placing 24 posters in the 12 stations serving Metra’s Southwest Service (SWS), mailing 1,800 postcards to property owners and interested stakeholders, posting the meeting information on the project website, and distributing packets of postcards to businesses, churches, and organizations in the project area.

Approximately 135 members of the community participated in the two meetings. The transportation-related problems and issues identified by CAG members during the April meetings were shown on two large exhibit maps (8’ x 7’). One showed community issues and one showed railroad issues/conflicts. The public discussed these problems with team members, asked questions, and provided comments. They confirmed the Purpose and Need Statement of the project by identifying specific transportation-related problems within the study area. The most frequently-raised issue on comment forms gathered at the meeting was viaduct safety and visual concerns. Inadequate lighting at viaducts was tied with excessive vegetation on railroad property as the number one concern of those who commented to the meeting’s court reporter. Poor conditions of viaducts, including falling concrete, was the third most common concern. Those who provided comments or asked questions, and provided a mailing address, were sent a letter responding to their specific comments and questions.



The *Purpose and Need Public Meeting Summary Report* is presented in Appendix C. The Meeting Summary Report includes the comments received at the meeting and by mail after the meeting. Appendix C also includes the PowerPoint presentations, the exhibits, and promotional materials.

#### 4.1.5.2 Range of Alternatives Public Meeting – October 27, 2011

Based on input from the first public meetings in June 2011, and additional technical analysis, the 75<sup>th</sup> Street CIP team developed a reasonable Range of Alternatives to address the transportation-related problems within the study area. A single public meeting was held at Freedom Temple Church of God in Christ, located in the center of the study area, on October 27, 2011 to gather input from the public on the Range of Alternatives.

Team members were on hand to present information, receive comments, and answer questions from those in attendance. Study team professionals available at the meeting included representatives from FHWA, IDOT, their consultants, CDOT, and AAR, including CSX, Norfolk Southern, and Metra. The intent of the meeting was to:

- ◆ Provide an overview of the project.
- ◆ Review a Range of Alternatives developed to address identified project-related transportation issues.
- ◆ Obtain public input on the Range of Alternatives.

As attendees entered the meeting registration area, they were provided the following:

- ◆ Project brochure.
- ◆ Comment sheets.
- ◆ Viaduct Safety Magnet (see Section 4.1.7.5).
- ◆ Handout with map and listing of exhibits.



Several tools were used to promote the meeting. As with the June, 2011 meetings, the study team used postcards to invite stakeholders. Over 3,700 postcards were mailed or distributed. Twenty-four posters were hung in the 12 Metra SWS stations, advertising was placed in three weekly newspapers and one daily, email notices were sent three times to those who requested project information via email, and the meeting was publicized on the project website. Metra's newsletter for commuters, *On the Bi-Level*, ran a mention of the meeting in its October issue, which Metra distributed on all



Metra trains and posted on its website. The study team also hired a local firm to hang invitations to the public meeting on doorknobs in areas where there is the most potential for impacts due to the project, and an email blast was sent to 77 people who had signed up to receive information electronically about the project. Approximately 232 members of the community participated in the meeting.



Throughout the project, the study team heard a great deal from stakeholders about their concerns and issues relative to the condition of the existing viaducts and railroad property. Stakeholders consistently voiced frustration with not knowing which entity to contact when an incident occurred or to report maintenance of property concerns. Those who provided comments or questions along with their mailing addresses were sent a letter addressing their concerns.

*A Range of Alternatives Public Meeting Summary Report* was prepared and is presented in Appendix C, including the exhibits, PowerPoint presentation, advertisements, posters, and postcards. All of the comments received via the comment sheets, the questions and comments made in the formal session, the website, or statements made directly to the court reporter during the open house are included in the summary report.

While the study team was interested in feedback on all of the alternatives presented, particular interest was directed toward the alternates developed for the Metra SWS Line connection to the Rock Island District (RID) Line and the two design alternates for Union Avenue at the 75<sup>th</sup> Street Corridor. Because the alternates developed for these two areas all met the project's Purpose and Need Statement, the comment sheet asked stakeholders to indicate their preferences.

Of the 232 people who attended the public meeting, 40 commented on the alternates for the Metra SWS Line connection to the RID Line. (Note – the alternates are shown on Figure 2-20 in Chapter 2. Alternates A, B, and C noted below refer to Alternates RI-1, RI-2, and RI-3, respectively, in Figure 2-20.) Those who completed the comment form gave the following responses:

- ◆ *Alignment A* – 28, with 26 noting that they would like to relocate the I Care Christian Ministries Church (7500 S. Parnell Avenue) away from the new rail line. The remaining two comment forms choosing Alignment A did not specify why they chose this option.
- ◆ *Alignment B* – 1, with reasons not specified.
- ◆ *Alignment C* – 8, with 7 noting that it had the least residential impacts.
- ◆ *Alignment A and B* – 1, at least partly due to no park impacts.

- ◆ *Undecided* – 1, but leaning towards Alignment C.
- ◆ *None* – 1, due to property impacts.

As reflected in these results, many from the congregation of the I Care Christian Ministries Church attended the meeting and indicated their support for relocating the church.

Thirteen of the meeting attendees commented on the Union Avenue design options, with 7 supporting Option 1 (close Union Avenue and eliminate the viaduct), 5 supporting Option 2 (build a new railway bridge and keep Union Avenue open), and 1 person supporting both. Some of the supporters of Option 1 seemed interested in avoiding the impacts of sewer construction that would be necessary with Option 2, while one noted that through traffic would be reduced. Supporters of Option 2 were concerned with maintaining local access, with two noting the need for people to walk to the CTA bus stop at 74<sup>th</sup> Street & Union Avenue.

#### 4.1.6 Public Comment Period and Public Hearing

A Notice of Availability (NOA) for the DEIS was published in the Federal Register on March 28, 2014, soliciting public and agency feedback on the DEIS. The Public Comment Period for the DEIS was March 28 to May 22, 2014. The DEIS 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 Libraries:

- ◆ 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 Team held a Public Hearing on April 22, 2014 at Freedom Temple Church of God in Christ, located in the center of the study area. Approximately 140 members of the public attended. Study team professionals—including representatives from the Federal Highway Administration (FHWA), the Illinois Department of Transportation (IDOT), the Chicago Department of Transportation (CDOT), and the Association of American Railroads (AAR), including CSX, Norfolk Southern, and Metra—were available at the Public Hearing to answer questions about the project. The purpose of the Public Hearing was to:

- ◆ Provide an overview of the 75<sup>th</sup> St. CIP and the DEIS,
- ◆ Review alternatives developed to address the project purpose and need,
- ◆ Review the design features of the Preferred Alternative,



- ◆ Present the benefits, impacts, and mitigation measures of the project, and
- ◆ Obtain public comment on the 75<sup>th</sup> St. CIP and the DEIS.

The study team used several methods to promote the public hearing, including advertising in daily and weekly newspapers:

- ◆ 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

In addition, 1,800 postcards were mailed to property owners and interested stakeholders, posting the meeting information on the project website, hanging meeting notices on doorknobs of 1,700 businesses and homes, placing 24 posters in the 12 stations serving Metra’s Southwest Service (SWS), and distributing packets of postcards to businesses, churches, and organizations in the project area. Metra’s newsletter for commuters, *On the Bi-Level*, ran a mention of the meeting in its April/May issue, which Metra distributed on all its trains and posted on its website. As with the NOA, a public hearing notice was also posted on [www.75thcip.org](http://www.75thcip.org), [www.createprogram.org](http://www.createprogram.org), and [www.dot.il.gov](http://www.dot.il.gov). In addition, property owners who were sent letters asking for their opinion on noise walls were also invited to the public hearing to ask questions and provide comments.

As attendees entered the meeting registration area, they were invited to sign in. They received 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 Draft EIS. They were invited to sign-up to speak during the Formal Session of the Public Hearing, and they were given a comment form.

A “DEIS Public Comment Period and Public Hearing Summary” was prepared and is presented as Appendix J. The materials associated with the Public Hearing, including the 12-page brochure, exhibits displayed at the hearing, PowerPoint presentation, advertisements, posters and postcards, are included in Appendix J-1.

#### **4.1.6.1 Summary of Comments**

The 75<sup>th</sup> St. CIP received a total of 89 comments during the Public Comment Period (March 28 through May 22, 2014). A total of 74 people or organizations commented – some commented multiple times, or in multiple formats. Comments were received in the following formats:

- ◆ Comment Forms: 31
- ◆ Comments made to court reporter during Open House Session: 13
- ◆ Comments made during the Formal Session: 20
- ◆ Letters and emails: 20
- ◆ Telephone calls: 5

Forty-seven issues were mentioned in these comments. Table 4-2 lists the number of comments received per topic.

**Table 4-2: Summary of Issues Mentioned in Public Comments**

| <u>Issue</u>  | <u>Number of Mentions</u> | <u>Issue</u>  | <u>Number of Mentions</u> |
|---|---------------------------|---|---------------------------|
| <u>Noise</u>  | <u>24</u>                 | <u>Oppose change from Union Station to La Salle Street Station</u>    | <u>3</u>                  |
| <u>Current horn blowing</u>   | <u>18</u>                 | <u>Property values</u>  | <u>2</u>                  |
| <u>Vibration due to train operations</u>                                    | <u>17</u>                 | <u>Current sidewalk conditions</u>                                    | <u>2</u>                  |
| <u>Air quality</u>  | <u>17</u>                 | <u>Inaccurate measurement of track location</u>                       | <u>2</u>                  |
| <u>Current trains idling</u>  | <u>15</u>                 | <u>Tracks too close to homes</u>                                      | <u>2</u>                  |
| <u>Current agency relationship to community</u>                             | <u>11</u>                 | <u>Unfair impact to minority neighborhood</u>                         | <u>2</u>                  |
| <u>Current railroad relationship to community</u>                           | <u>10</u>                 | <u>Meeting not adequately publicized</u>                              | <u>2</u>                  |
| <u>Question regarding if individual's home will be required for project</u> | <u>10</u>                 | <u>Vacant parcel improvements</u>                                     | <u>2</u>                  |
| <u>Current health issues</u>  | <u>10</u>                 | <u>Preservation of historic resources</u>                             | <u>2</u>                  |
| <u>Current condition of viaducts</u>  | <u>9</u>                  | <u>Support change from Union Station to LaSalle Street Station</u>    | <u>1</u>                  |
| <u>Rodent control</u>   | <u>9</u>                  | <u>Support Preferred Alternative</u>                                  | <u>1</u>                  |
| <u>Need for noise barriers</u>  | <u>7</u>                  | <u>Streetscape improvements</u>                                       | <u>1</u>                  |
| <u>Maintenance of railroad property</u>                                     | <u>7</u>                  | <u>Do not support Preferred Alternative</u>                           | <u>1</u>                  |
| <u>Current drainage issues</u>  | <u>5</u>                  | <u>Bus stop improvements</u>  | <u>1</u>                  |
| <u>General concerns about property acquisition</u>                          | <u>5</u>                  | <u>Access to alley from Union Ave. cul-de-sac north of the tracks</u> | <u>1</u>                  |
| <u>Current street conditions</u>  | <u>5</u>                  | <u>Importance of project to Chicago's transportation system</u>       | <u>1</u>                  |
| <u>Volume of train traffic</u>  | <u>4</u>                  | <u>Road-rail crossings</u>  | <u>1</u>                  |
| <u>Schedule unclear/question regarding schedule</u>                         | <u>4</u>                  | <u>Need for Quiet Zone</u>  | <u>1</u>                  |
| <u>Jobs</u>   | <u>4</u>                  | <u>Conductor looks in neighbor's home</u>                             | <u>1</u>                  |
| <u>Construction impacts and notification</u>                                | <u>4</u>                  | <u>Emergency response plan</u>  | <u>1</u>                  |
| <u>Soot or other airborne dirt from rail operations</u>                     | <u>4</u>                  | <u>Residential displacement of City of Chicago employees</u>          | <u>1</u>                  |
| <u>Impact of train operations on seniors</u>                                | <u>4</u>                  | <u>Question regarding travel times on Metra</u>                       | <u>1</u>                  |
| <u>Current crime</u>  | <u>3</u>                  | <u>Air quality from idling trucks at Landers Yard</u>                 | <u>1</u>                  |
| <u>Safety</u>   | <u>3</u>                  |   |                           |



#### 4.1.6.2 Public Comments

A majority of the public's concerns involved past or existing conditions and whether or not the proposed project would positively or negatively affect their community. The following topics received the greatest number of comments:

- ◆ Noise – The number of noise comments involved the public's concern about existing and future train noise resulting from wheel-on-rail noise, train car couplers, train horns, and at-grade crossing gate bells.
- ◆ Vibration – Vibration concerns are a result of the public's ability to physically feel the vibration of passing trains and their concern about possible structural damage to their houses.
- ◆ Air Quality – Air quality concerns are a result of the emission of diesel fumes from idling trains.
- ◆ Relationships with project sponsors (agencies and railroad companies) – The public is concerned that their current concerns are not being heard by the various railroads. The public would like to have improved relationships with these entities.
- ◆ Property Acquisition – The public wanted to know whether or not their property would be acquired for the project, how the properties for acquisition were selected, and what the process for purchase and relocation would involve.
- ◆ Viaducts – Improvements to several viaducts in the project area have been included in the preferred alternative. The public wanted to know what the improvements included and when the improvements were scheduled to be completed.
- ◆ Rodent Control – The public had concerns about the rodent control following the clearing of areas for construction.

The public comments are summarized in Table J-2-1 in Appendix J-2. This table is followed by all of the public comments received during the Public Comment Period and Public Hearing. The comments are coded in the table to correspond with the actual comment. The codes are as follows: comment forms (CF), transcript of the open house (OH) or in the formal session (FS), email from the website (EW), letter (L) and phone call (PC). All comments received were considered to determine whether a change or additional information would be required in the FEIS, whether the commenter needed additional information to understand the project, or whether the comment was concerned about an existing railroad issue. IDOT provided individual written responses to each commenter, when their address was given. These responses are included in Table J-2-1. For commenters that were concerned about an existing railroad issue, the comments were forwarded directly to the railroads so they could understand the issues associated with their rail lines.

None of the comments required a change to the Preferred Alternative or substantial changes to the FEIS. Although to assist IDOT, FHWA and the railroads in determining what additional mitigation measures they should move forward as part of the offsetting benefits associated with Environmental Justice, as described in detail in Chapter 3, Section 3.2.7 – Environmental Justice, the community

was asked to identify and rank their preferred additional mitigation measures. Thirty-three comment forms were returned; however only 16 forms were completed and only four people ranked the measures. The following are the total votes and average rankings each identified measure received. Please note that the rankings represent the preferences of only four people, so they may or may not be representative of the larger neighborhood:

- ◆ Job Training and Educational Programs – 12 votes (average ranking of 1.5)
- ◆ Bus Stop Improvements – 10 votes (average ranking of 3.75)
- ◆ Sidewalk Improvements – 10 votes (average ranking of 4.25)
- ◆ Bicycle Improvements – 7 votes (average ranking of 6)
- ◆ Remnant and Vacant Parcel Improvements – 13 votes (average ranking of 3)
- ◆ Streetscape Improvements – 10 votes (average ranking of 2.5)

While the limited number of completed response forms do not necessarily indicate strong support for any of the mitigation measures, interest was shown in all six of the suggested mitigation measures. As such all of the measures are being carried forward as described in detail in Section 3.2.7 – Environmental Justice.

#### **4.1.6.3 Agency Comments**

Seven agencies provided comments on the DEIS as summarized below.

- ◆ The U.S. Department of the Interior stated that they had no comments on the DEIS.
- ◆ The U.S. Department of Transportation Federal Railroad Administration (FRA) had questions concerning how the P2 Project would change railroad operations and how the project would coordinate with Chicago-St. Louis Amtrak service and operations along the Rock Island District Line.
- ◆ The U.S. Environmental Protection Agency (U.S. EPA) rated the overall DEIS as “Lack of Objections” and further stated that “EPA does not have any significant objections to the project or the identified Preferred Alternatives” and that “the overall scope of the work that is proposed under the 75<sup>th</sup> Street Corridor Improvement Project will have minimal adverse environmental impacts.” U.S. EPA also stated “The identified preferred alternatives have been carried forward as a result of extensive environmental research, community outreach, and transportation coordination between involved agencies.” Comments were also given concerning air quality, train/vehicle/pedestrian/cyclist safety, noise and vibration, construction impacts, community impacts and displacement, and climate change adaptation and mitigation.
- ◆ The Illinois Environmental Protection Agency had no objection to the project and provided contact information for permitting and actions required relative to construction in the event the project is funded.
- ◆ The City of Chicago, Department of Planning and Development, Historic Preservation Division staffs the Commission on Chicago Landmarks. They stated that they had no comments on the DEIS.



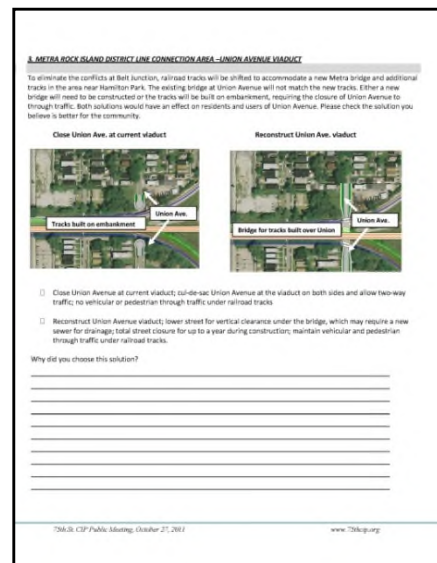
- ◆ Preservation Chicago had concerns about adverse conditions to the communities of Ashburn, Englewood, Auburn Gresham, and West Chatham. Specifically they wanted to ensure that appropriate avoidance and preservation measures would be applied to any historic resources that are or may be eligible for the National Register of Historic Places.
- ◆ Metra provided editorial comments to the DEIS text in an effort to “ensure the clarity and accuracy of the final EIS”. The comments were related to the status of ongoing Metra projects and updates to existing ridership and on-time performance figures. The suggested revisions were incorporated into the FEIS.

All comments received were considered to determine whether a change or additional information would be required in the FEIS. Metra responded to all questions from the FRA in a letter, which was sent to FRA by FWHA prior to publishing the FEIS/ROD. To clarify the U.S. EPA’s comments, a follow-up telephone call was made to discuss the specifics of the project and to determine whether additional analyses would be required. U.S. EPA clarified that no additional studies would be required. Additional coordination took place with the U.S. EPA prior to publishing the FEIS/ROD in order to confirm that the study team has adequately responded to the comments. U.S. EPA’s suggested revisions have been incorporated into the FEIS. Additionally, none of the remaining comments required changes to the Preferred Alternative, or substantial changes to the FEIS.

The agency comments and responses to those comments are in Appendix J-3. Table J-3-1 summarizes the comments and responds to the comments. This table is followed by the letters that were received from the agencies during the Public Comment Period. The code in Table J-3-1 matches the code labeled on each comment in Appendix J-3.

### 4.1.7 Other Public Involvement Activities

At every CAG meeting and public meeting, the study team announced their willingness to speak at neighborhood group meetings. All group meeting minutes are provided in Appendix C. One such meeting was requested by the 17<sup>th</sup> Ward Ministerial Alliance and Pastors of Englewood. Study team members met on May 5, 2011 with six ministers, elected officials, and other area leaders to discuss the project. The purpose of the meeting was to gain input from the ministers about the transportation problems in the study area from their perspective. This information was considered in developing the Purpose and Need Statement of the project. This group became very active in attending the 75<sup>th</sup> Street CIP public meetings and helping the team get the word out about the meetings.





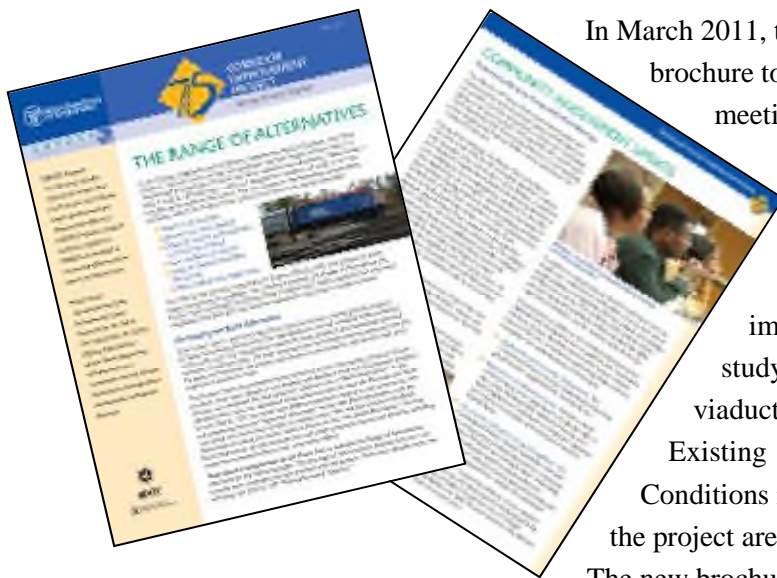
On February 16, 2012, the study team met with the Wrightwood Improvement Association. The 75<sup>th</sup> Street CIP study team presented an overview of the project and the Preferred Alternative and took questions from the community members. Questions concerned project impacts and benefits for the Wrightwood neighborhood and project schedule and funding.

On February 27, 2012, study team members met with the 76<sup>th</sup>, 77<sup>th</sup>, 78<sup>th</sup> and Hamilton Block Club to answer questions about the proposed design and location of the CSX railroad tracks west of Hamilton Avenue and possible neighborhood impacts.

**4.1.7.1 Brochures**

The study team developed brochures to provide information about the project at key milestones and to provide more details about key stakeholder issues. They were handed out at all stakeholder meetings and provided to those who requested project information. Each issue was posted on the project website.

Four brochures, plus a special insert, were developed and are included in Appendix C. The initial brochure introduced the project, explained the EIS and CSS process, and described the existing conditions within the corridor. This brochure was produced in June 2010.



In March 2011, the study team developed a second brochure to include input received from the initial meetings with elected officials to launch the project. Elected officials and community leaders made it clear to the study team that viaducts were a major community concern as they impaired local mobility. As a result, the study team added a section describing poor viaduct conditions to the description of

Existing Conditions in the project area.

The new brochure also included a 75th Street CIP logo and more detailed information about the EIS and CSS process. This brochure was provided to the CAG members and members of the public asking for project information.

In June 2011, the study team developed an insert to the project brochure that included information about the formation of the CAGs and their first meetings. It provided the Problem Statement and draft Purpose and Need Statement that the CAGs





helped to develop and confirm. This draft Purpose and Need Statement for the project was presented to the public for their input at the first public involvement meetings in June 2011.

The study team developed a new brochure for the Range of Alternatives public meeting on October 27, 2011 outlining the Range of Alternatives for attendees. It presented all of the alternatives that made up the Build Alternative.

For the April 22, 2014 Public Hearing, the study team developed a 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.

#### 4.1.7.2 Fact Sheets

The study team used fact sheets to provide information about topics of interest to stakeholders. They were developed in preparation for the first CAG meetings in April 2011, were available at all subsequent stakeholder meetings, and were sent to individuals seeking information. They continued to be updated throughout the project when new information was available. Posted on the project website, they can be read in Appendix C and are described below.

- ◆ EIS Fact Sheet – Describes the *Environmental Impact Statement* process that the 75<sup>th</sup> Street CIP follows.
- ◆ CSS Fact Sheet – Describes IDOT's *Context Sensitive Solution* process and how it applies to this project.
- ◆ Employment Opportunities Fact Sheet – Outlines the various job opportunities and requirements on CREATE projects and in the railroad industry. This fact sheet provides employment contact information for each of the railroads.
- ◆ Railroad and City of Chicago Contacts Fact Sheet – Many stakeholders expressed concerns and frustration about not knowing whom to contact about maintenance of railroad property and vandalism. Linked to these discussions were the poor conditions of the viaducts and not knowing who is responsible for maintaining them. The team provided a fact sheet that explained which entity to call in given situations.

#### 4.1.7.3 Website

Launched in July 2010, the project website ([www.75thcip.org](http://www.75thcip.org)) was developed to present project information to the public and to elicit public input. It includes an overview of the project, environmental documentation, information about contacting the team and providing comments, frequently-asked questions, public meeting information and materials, and meeting announcements. The DEIS was posted on the website, and the public was able to comment through the website.

- ◆ **Website Updates** – Website updates were made regularly when new information was available from the study team. Updates generally occurred after CAG meetings and before and after public information meetings, when the information presented at the meeting was posted on the website. The DEIS was posted to the website before the beginning of the Public Comment Period. The FEIS and Record of Decision (ROD) have also been posted to the website.
- ◆ **Emails** – The study team established an email address ([info@75thcip.org](mailto:info@75thcip.org)) for stakeholders to use to contact the study team directly. This allowed those interested in the project to ask questions and provide comments via the internet. The email address was promoted on project materials when possible. The mailbox was monitored daily for new emails and people asking to be placed on the project mailing list or requiring a response. This email address was also linked to the project website that had a Comment Form for people to submit comments and request to be added to the mailing list. Emails were acknowledged or responded to within three business days.

The study team received 149 total emails from August 2010 through May 2014. Fifty-nine of the emails requested to be placed on the project mailing list. Of the emails received, 90 were from individuals with comments or questions about design alternates; property acquisition; the study team; the project timeline; or the benefits, impacts, and mitigation measures for the project. Appendix C includes a listing of those emails and the responses the team provided.

#### 4.1.7.4 Mailing Lists

Two project mailing lists were developed and maintained throughout the project. One is a listing of property owners within the study area and the second is a general mailing list comprised of key stakeholders and members of the general public.

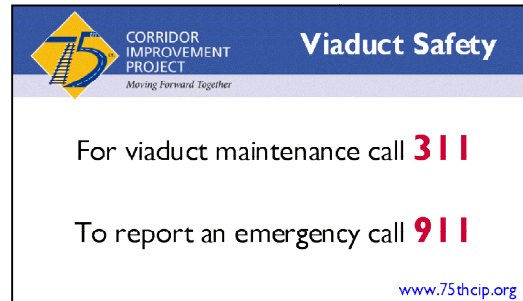
The property owner listing includes approximately 1,800 entries, and consists of owners and residents of parcels adjacent to or near the railroad right-of-way. The parcels included in the listing were those with structures having a direct line-of-sight to the railroad tracks, in addition to any vacant parcels between these parcels and the railroad tracks.

A general project mailing list was also developed that includes property owners; interested 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 general public. The list is coded to enable the study team to create targeted mailings to groups such as CAG members or elected officials. The list was updated regularly with new names of those asking to be put on the mailing list via the website and names collected at public meetings. Over 700 names are on the list. This list was used to announce CAG meetings, Public Information Meetings; and the Public Hearing.



#### 4.1.7.5 Viaduct Safety Magnet

Throughout the project, the study team heard a great deal from stakeholders about their concerns and issues relative to the condition of the existing viaducts and railroad property. They consistently voiced frustration with not knowing which entity to contact when an incident occurred or to report maintenance of property concerns. The team produced a magnet for participants that listed the correct telephone numbers to use to report maintenance or emergency issues.



## 4.2 Agency Coordination

On January 29, 2010, IDOT provided the Notification of Project Initiation to the Federal Highway Administration to officially begin the EIS. FHWA then published a Notice of Intent to prepare an EIS in the Federal Register on May 7, 2010. Refer to Appendix C for a copy of the Notice of Intent.

### 4.2.1 Cooperating and Participating Agencies

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), in Section 6002, requires that the EIS lead agencies provide other governmental agencies an opportunity to take part in EIS preparation process by serving as cooperating or participating agencies. For the 75<sup>th</sup> Street CIP, FHWA and IDOT are serving as the joint lead agencies.

On June 22, 2010, FHWA and IDOT invited six other federal agencies to serve as cooperating agencies due to their jurisdiction by law or their special expertise with respect to potential environmental impacts of the project. Invitations were also sent to five state agencies to serve as participating agencies in the study. Participating agencies are those with a potential interest in the project. As defined in Section 6002, all cooperating agencies are also considered participating agencies. Table 4-3 lists cooperating and participating agencies for the study, as well as those declining the invitation to participate.

**Table 4-3: Cooperating and Participating Agencies**

| Cooperating Agencies                      | Participating Agencies                   | Agencies Invited but Declined Cooperating or Participating Status or Did Not Respond |
|---|--|--|
| U.S. Environmental Protection Agency      | Illinois Department of Natural Resources | U.S. Army Corps of Engineers   |
| U.S. DOT, Federal Railroad Administration | Illinois Historic Preservation Agency    | U.S. DOI, Fish & Wildlife Service  |
| U.S. DOT, Federal Transit Administration  |  | U.S. DOI, National Park Service  |
|   |  | U.S. DOI, Natural Resources Management Team  |
|   |  | Illinois Department of Agriculture   |
|   |  | Illinois Environmental Protection Agency   |
|   |  | Illinois State Museum  |

The responsibilities of cooperating agencies are to:

- ◆ Provide meaningful and early input on defining the purpose and need, determining the Range of Alternatives to be carried forward, and the methodologies and level of detail required in the alternatives analysis.
- ◆ Participate in coordination meetings and joint field reviews, as appropriate.
- ◆ Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of the agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Federally-recognized Native American Tribes with an interest in the project can also serve as participating agencies. On March 3, 2011, FHWA and IDOT invited 10 Native American tribes with historic connections to the project area to serve as participating agencies and as consulting parties in the Section 106 process. None of the tribes responded, and they are considered to have declined the invitation to participate. The invited tribes are listed in Table 4-4.

**Table 4-4: Native American Tribes Invited as Participating Agencies**

| Native American Tribes Invited as Participating Agencies and as Sec. 106 Consulting Parties |  |
|---|--|
| 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 |



## 4.2.2 NEPA/404 Merger Process

Within the State of Illinois, FHWA, IDOT, and other federal resource agencies have executed a Statewide Implementation Agreement (SIA) for National Environmental Policy Act (NEPA) and Clean Water Act Section 404 Concurrent NEPA/404 Processes for Transportation Projects in Illinois. Other federal agencies signing the agreement are the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, the U.S. Environmental Protection Agency, and the U.S. Coast Guard. The intent of the SIA is to provide a process that will lead to greater agency coordination and better and more efficient project decision-making. The SIA is designed to be consistent with the coordination requirements of SAFETEA-LU Section 6002 and with the principles of CSS.

The SIA is intended primarily for transportation projects requiring both a NEPA environmental assessment or environmental impact statement and an individual permit under Section 404 of the Clean Water Act. Since the 75<sup>th</sup> Street CIP will not involve any impacts to waters of the U.S. and will therefore not require an individual Section 404 permit, the project is not required to be processed under the SIA. However, FHWA and IDOT decided to present the project to the NEPA/404 agencies to facilitate coordination of the project with the agencies, and to seek their input on issues. FHWA generally conducts three regular meetings annually (in February, June, and September) for the NEPA/404 Merger Process.

### 4.2.2.1 NEPA/404 Merger Meeting #1

IDOT first presented the 75<sup>th</sup> Street CIP to the NEPA/404 Merger agencies at their regular June 11, 2010 meeting in Schaumburg, IL. The IDOT invitation letter of May 17, 2010, noted that this meeting would serve as the agency scoping meeting for the project. This invitation letter was sent to all of the federal and state agencies listed in Table 4-3, regardless of whether they had agreed to serve as participating or cooperating agencies or not. Issues raised by the agencies included concern over impacts associated with additional rail traffic, and the need for a strong public outreach program to address possible environmental justice issues. A summary of the meeting is presented in Appendix C. No agency correspondence relative to project scoping was received after the meeting.

### 4.2.2.2 NEPA/404 Merger Meeting #2

The second project meeting with the NEPA/404 Merger agencies was held on June 27, 2011, at the U.S. EPA Region V office in Chicago, IL. The principal purpose of the meeting was to present to the agencies details of the project Purpose and Need Statement. A summary of the meeting is included in Appendix C. No agency comments on the project Purpose and Need Statement were received.

### 4.2.2.3 NEPA/404 Merger Meeting #3

The third project meeting with the NEPA/404 Merger agencies was held on January 13, 2012, at the Federal Transit Administration office in Chicago, IL. The purpose of the presentation was to present to the agencies the Range of Alternatives considered and to describe the process used to arrive at the recommendation of a Preferred Alternative. A summary of this meeting is included in Appendix C.

There were several agency questions to clarify details of the alternates investigated for the SWS Line connection to the RID Line, but no agency comments on the Range of Alternatives

### 4.2.3 Other Agency Coordination

In addition to the meetings with resource agencies through the NEPA/404 Merger process, the study team met with other concerned agencies and organizations throughout the course of the study. Table 4-5 presents a chronological listing of these meetings and the principal subjects of the meetings. Agency comments on the DEIS and responses to those comments are presented in Appendix J-3, Table J-3-1.

**Table 4-5: Coordination Meetings with Agencies and Other Organizations**

| Date              | Participating Agencies and/or Organizations   | Principal Topics Addressed   |
|-------------------|---|--|
| <u>7/16/2004</u>  | <u>Chicago Department of Water Management</u> | <u>Project drainage requirements</u>   |
| 6/29/2011         | CDOT  | Viaduct maintenance and repair needs   |
| 6/30/2011         | Chicago Park District                         | CPD input on possible alternatives near or through Hamilton Park   |
| 7/18/2011         | CDOT  | Viaduct conditions and maintenance requirements  |
| 8/16/2011         | CDOT  | 71 <sup>st</sup> Street grade separation   |
| 8/31/2011         | IHPA  | Sec. 106 process for potential impacts to Hamilton Park  |
| 12/12/2011        | Chicago Park District                         | Coordination with CPD on potential impacts to Hamilton Park and possible need for construction permit or easement  |
| <u>1/27/2012</u>  | <u>Chicago Department of Water Management</u> | <u>Proposed drainage improvements for the 75<sup>th</sup> Street CIP</u>   |
| 2/9/2012          | CMAQ  | Update on CREATE air quality analysis  |
| 02/14/2012        | IHPA  | Sec. 106 process – concurrence in determination of no adverse effect on Hamilton Park                              |
| <u>02/14/2012</u> | <u>Chicago Department of Buildings</u>        | <u>Proposed drainage improvements for the 75<sup>th</sup> Street CIP</u>   |
| <u>02/11/2014</u> | <u>Chicago Department of Buildings</u>        | <u>Preliminary drainage design and the applicable City of Chicago Stormwater Management Ordinance requirements</u> |

### 4.2.4 Project Working Groups

Two types of project working groups were established for this study. The first working group type, the CAGs, were described in Section 4.1.3. The second type of working group established was the Project Study Group (PSG), an interdisciplinary group charged with developing the overall 75<sup>th</sup> Street CIP study and making the ultimate recommendations to the leadership of FHWA and IDOT.

#### 4.2.4.1 Community Advisory Groups

As explained in Section 4.1.3, two advisory groups were formed to reach out to individuals and organizations from the neighborhoods surrounding the 75<sup>th</sup> Street CIP study area. Because of the large size of the study area, it was determined that two groups (instead of one) would provide the



team with more specific information and allow for more substantive input in the early months of the project. The study team met with the groups separately as well as in joint meetings, depending on the purpose of the meeting. For both groups, invitations to participate were sent to residents and representatives from businesses, police and fire districts, not-for-profits, churches, schools, and other stakeholders who work daily for the benefit of their communities.

Table 4-6 lists the groups and organizations invited to participate in the CAGs for the 75th Street CIP. A total of 46 organizations were invited to attend. Table 4-7 presents the organizations that actually participated in one or more of the several CAG meetings. All local elected officials were notified of the CAG meetings but were not members as the focus of the CAGs were on resident and local community leader input.

**Table 4-6: Groups and Organizations Invited to Participate in the CAGs**

| West CAG Invited Groups/Organizations  | East CAG Invited Groups/Organizations          |
|--|--|
| 2nd Mt. Calvary Missionary Baptist Church                                      | 1st Corinthian Missionary Baptist Church       |
| 76 <sup>th</sup> , 77 <sup>th</sup> , 78 <sup>th</sup> , & Hamilton Block Club | Beacon Light MB Church                         |
| Abundant Life Missionary Baptist Church  | Black Contractors United                       |
| Aldi   | Callahan Funeral Home                          |
| Ashburn Community Elementary   | Central Heating & Air Cooling                  |
| Assemblers   | Chicago Fire Department, District 5, Engine 54 |
| Chicago Fire Department, District 5, Engine 101 and Engine 15                  | Chicago Fire Department, Engine 73             |
| Chicago Police Department, Sixth District                                      | Chicago Park District                          |
| Chicago Police Department, Seventh District                                    | Chicago Police Department, Seventh District    |
| Chicago Police Department, Eighth District                                     | Chicago Police Department, Sixth District      |
| First Church of Love and Faith   | ECCC   |
| Kraft Foods  | Employment Resource Center                     |
| Mac Auto Body and Paint Center   | I Care Christian Center Ministries             |
| Neighborhood Housing Service – West Englewood                                  | Leo High School                                |
| Randolph Elementary School   | Neighborhood Housing Service - Auburn Gresham  |
| Southside Learning Academy   | New Birth Church of God in Christ              |
| The Monument Of Faith Evangelistic Church                                      | Pleasant Green Missionary Baptist Church       |
| Wrightwood Improvement Association   | SOS Children's Village Chicago                 |
|  | St. Sabina Faith Community                     |
|  | Street Simeon High School                      |
|  | Stagg Elementary School                        |
|  | Stewart Business Center                        |
|  | The Greater Auburn-Gresham Development Corp.   |
|  | The Johnsson Group                             |
|  | Westcott Elementary                            |



The following groups or organizations attended at least one CAG meeting. Local elected officials representing the 17th Ward, the 18th Ward, and the State Representative District 31 either attended or sent a representative.

**Table 4-7: Member Groups and Organizations Participating in CAG Meetings**

| West CAG Participating Groups/Organizations    | East CAG Participating Groups/Organizations                    |
|--|--|
| The Monument of Faith Evangelistic Church      | Neighborhood Housing Service/AmeriCorps VISTA - Auburn Gresham |
| Triple Street Block Club                       | Chicago Police Department, District 6                          |
| 76th, 77th, 78th & Hamilton Block Clubs        | Neighborhood Housing Service – Auburn Gresham                  |
| Wrightwood Improvement Association             | Black Contractors United                                       |
| Greater Auburn Gresham Development Corp.       | Pleasant Green Missionary Baptist Church                       |
| Chicago Police Department, District 7          | New Birth Church of God in Christ                              |
| Chicago Fire Department, District 5, Engine 54 | I Care Christian Center Ministries                             |
|  | First Corinthian Missionary Baptist Church                     |
|  | Chicago Park District  |
|  | Block Club & CAPS – 6th District                               |
|  | 7700 Hermitage Block Club & CAPS – District 6                  |
|  | SOS Children's Village   |
|  | Stewart Business Center  |
|  | Leo High School  |

Table 4-8 provides a summary of the CAG meetings held and the purpose of each meeting. Most of the meetings were formatted as workshops with the study team presenting information at the start of the meeting and then the participants divided into smaller groups to discuss and provide input on the specific topics.

**Table 4-8: CAG Meetings Held**

| Date     | CAG Area          | Purpose of Meeting   |
|----------|-------------------|--|
| 4/19/11  | West CAG          | Obtain input on Purpose and Need Statement and conduct Community Context Audit by discussing transportation-related issues within their community and provide information about the project. |
| 4/20/11  | East CAG          | Obtain input on Purpose and Need Statement and conduct Community Context Audit by discussing transportation-related issues within their community and provide information about the project. |
| 8/26/11  | Joint CAG Meeting | Discuss a Range of Alternates.   |
| 9/16/11  | Joint CAG Meeting | Discuss and gather input on the Range of Alternates and review viaduct survey results, including potential capital and maintenance costs for viaduct improvements.                           |
| 1/12/12  | Joint CAG Meeting | Present the Preferred Alternative and obtain input.  |
| 12/12/13 | Joint CAG Meeting | Review the Preferred Alternative. Discuss benefits, impacts, and recommended mitigation measures for the Preferred Alternative. Obtain input.  |



### April 19 and 20, 2011 East and West CAG Meetings -

On April 19 and 20, 2011, the study team held its first CAG meetings with community leaders from the west and east sides of the 75<sup>th</sup> Street CIP study area, respectively. During these meetings, the study team provided an overview of the 75<sup>th</sup> Street CIP and asked attendees to share their thoughts about the project. The meetings included visioning sessions and break-out discussions to help gather information for the Community Context Audit. Meeting attendees worked with study team members to mark transportation issues on large aerial maps of the community. This input validated the transportation infrastructure problems previously identified by the study team and elected officials and their input was used to develop the Purpose and Need Statement for the project.

Within the 75<sup>th</sup> Street corridor study area, the rail lines create barriers to vehicular, bicycle and pedestrian transportation. There are a total of 48 underpasses in the project study area, two of which are expressways and one is over a private street. The impediments to local mobility caused by the physical conditions at the viaducts were identified by the members of the community and elected officials as a primary issue that they wanted to be addressed by the project. In these first meetings with the Community Advisory Groups, the viaducts were the source of much of the discussion. Based on the consistent stakeholder input received on this issue, the study team included improving local mobility in the Purpose and Need Statement for the project. See the minutes of this meeting in Appendix C.



**August 26, 2011 Joint CAG Meeting** - On August 26, 2011, the study team held a Joint CAG meeting to present the improvement area alternates to the community and get their input on a range of build alternatives so they could be further developed and presented at a public meeting tentatively scheduled for September 27, 2011. At the meeting, the Joint CAG asked to continue discussing conditions at study area viaducts rather than discuss alternates. They requested results from the viaduct inspections and cost estimates for maintenance and possible improvements. They stated that they would use these cost estimates as they identify other funding sources for viaduct work. The Joint CAG said that they would comment on alternates after they had the information they requested. They also asked to meet with representatives from the railroads. The public involvement team and

the Joint CAG agreed to meet again on September 16, 2011, at which time the study team would present a summary of viaduct inspection results and cost estimates for maintenance and capital improvements for pavement, sidewalk, ADA ramps, lighting, drainage, and bridge concrete. The public involvement team agreed that representatives from the railroads would attend the next meeting. The Joint CAG agreed to then discuss improvement area alternates. See the minutes of this meeting in Appendix C.

**September 16, 2011 Joint CAG Meeting** - At the Joint CAG meeting on September 16, 2011, the study team provided the CAGs with the information they requested (i.e., the results of the viaduct inspections and preliminary estimates of the costs of maintenance and capital improvements). At the time of the meeting, the City of Chicago had cleared vegetation from the pedestrian viaduct on the east side of Hamilton Park at 73<sup>rd</sup> Street. (During the meeting, crews were at work at that viaduct installing lights and repainting the viaduct. As a result of CAG input, the City of Chicago replaced 108 light fixtures at 26 viaducts in the project study area.) The Joint CAG then provided the study team with their input on the alternates for the improvement areas, and the public involvement team was able to reschedule the Range of Alternatives Public Meeting for October 27, 2011. See the minutes of this CAG meeting in Appendix C.

**January 12, 2012 Joint CAG Meeting** - A Joint CAG was convened January 12, 2012 to present and obtain input on the Recommended Preferred Alternative that the team determined following the Public Meeting on October 27, 2011. The CAG members were told at the January meeting that as a result of their comments and coordination, the study team had included the viaducts in the Recommended Preferred Alternative.

**December 12, 2013 Joint CAG Meeting** - A Joint CAG was convened to review the Preferred Alternative and present the potential benefits and environmental impacts of that alternative. The study team also presented the recommended mitigation measures and additional mitigation measures that were under consideration. The Joint CAG provided the study team with their input on the benefits, impacts, and mitigation measures associated with the Preferred Alternative. No new concerns were identified. The Joint CAG was in general agreement with the recommended mitigation measures to be presented in the Draft EIS.

#### **4.2.4.2 Project Study Group**

The Project Study Group (PSG) consists of representatives from FHWA, IDOT, CDOT, AAR and member railroads, and the project consultants. The private railroad companies have been included as members of the PSG because they meet the requirements of a project sponsor per 23 USC §139, and, along with IDOT, are seeking Federal approval for the project. The PSG ultimately made project recommendations to the leadership of FHWA and IDOT. This group met throughout the study process, generally on a monthly basis, to provide technical oversight and expertise in key areas including study process, agency procedures and standards, and technical approaches. The railroads are responsible for design oversight and approval.



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

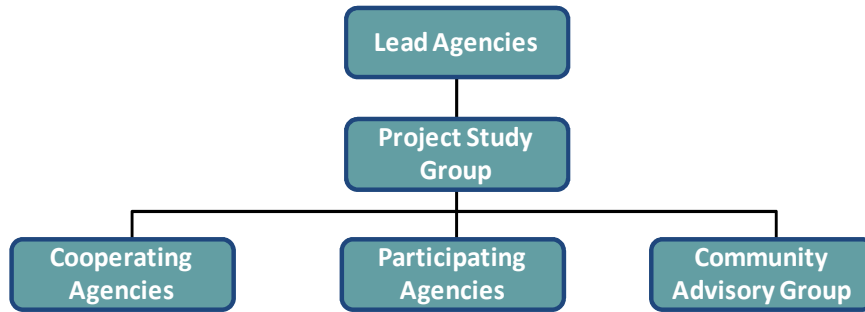


Figure 4-1: EIS Project Management Structure

The PSG has primary responsibility for ensuring compliance with the Stakeholder Involvement Plan (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.