



Appendix C Public Involvement and Agency Coordination

C5 FACT SHEETS



The Project Team

The 75th St. CIP is being developed by a public-private partnership that includes the Illinois Department of Transportation, the Federal Highway Administration, the Association of American Railroads, and the Chicago Department of Transportation.



The Environmental Impact Statement (EIS) Process

INTRODUCTION

The 75th Street Corridor Improvement Project (75th St. CIP) addresses rail and roadway conflicts in four Chicago neighborhoods: Auburn Gresham, Englewood, Ashburn, and West Chatham. 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 EIS for the 75th St. CIP. 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 was found to best address the transportation issues and then detail how that decision was made. 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 will explain why the project is needed. It will include information about train and vehicle traffic in the area, future traffic demands, safety issues, and the condition of the existing tracks and roads. It will explain the needs for the project and the transportation problems that the project would solve. 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 will then 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 input from the communities surrounding the project.

Environmental Consequences: 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 our responses to those comments. This section also explains the resource and regulatory agency coordination that took place, any comments received, and how we addressed agency comments.

EIS Process

The following describes the formal EIS process. Please visit www.75thcip.org for additional information.

- The process formally begins with a **Notice of Intent**.
- The Draft **Purpose and Need** is prepared.
- Public input on the Purpose and Need is gathered at a **Public Meeting**.
- A Range of **Alternatives** is developed.
- The public provides input on the Range of Alternatives at a second **Public Meeting**.
- **Alternatives** are evaluated.
- The findings of the technical studies; impacts and benefits; avoidance, minimization and mitigation measures; 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.
- Based on comments and review of the Draft EIS, a Preferred Alternative for the project is included in the **Final EIS**.
- The project is officially approved in the **Record of Decision**.





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Community Involvement and Context Sensitive Solutions

MOVING FORWARD TOGETHER

What do the words “moving forward together” mean? They mean that the 75th Street Corridor Improvement Project (75th St. CIP) team is committed to working with the community to find transportation solutions that exist in harmony with these unique surroundings.

The project team is using the Context Sensitive Solutions process to develop the 75th St. CIP. This process engages all project stakeholders, including neighborhood residents, elected officials and community leaders, business people, interest groups, other government agencies, and anybody who interacts with the railroads and roadways in the 75th St. CIP study area. The intent is to identify and have a clear understanding of the community’s transportation concerns.

Your vital input will help shape a solution for the 75th St. CIP that best balances the transportation needs of this project with the concerns and values of your community.

COMMUNITY INVOLVEMENT ACTIVITIES

Here are some of the community involvement activities that will occur in the months and years ahead.

Community Research: To better understand the neighborhoods surrounding the 75th St. CIP, we are assessing the physical condition of the train tracks and roads in the area and identifying community resources like schools, police and fire stations, hospitals, parks, businesses, and churches. We are also studying traffic patterns and demographic information to learn more about your community.

Meetings with aldermen, state legislators, and community leaders: Throughout the project, we will continue to meet with elected officials and community leaders to share information and incorporate their concerns. These leaders will help us identify community issues and assist in relaying information to you.

Community Advisory Groups: Two Community Advisory Groups have been formed, one for neighborhoods near the eastern part of the 75th St. CIP and one for those near the western part. These groups of community leaders will meet periodically to discuss the community’s thoughts and ideas about the project.

Public Meetings: Prior to key project decisions, public meetings will be held. During these meetings, the public will have an opportunity to learn about the 75th St. CIP, speak with project representatives, and provide their input on the project.



Public Hearing: A public *hearing* will be held when the Draft Environmental Impact Statement (EIS) is published. This meeting will be similar to previous public meetings, but will have a more formal process for recording comments and discussion.

Public Comment: Throughout the project, all comments are encouraged and welcomed. At public meetings, there will be comment sheets available for attendees to fill out there or to mail back to the project team. The public can also provide comment via the website and through the project email. When the Draft EIS is published, a formal 45-day public comment period will be held, which will include the public hearing.

Newsletters, Fact Sheets, and Brochures: Printed materials will be provided to the public that will explain the 75th St. CIP and describe how to get involved.

www.75thcip.org: The website provides information about the 75th St. CIP and gives visitors a chance to sign up for updates. There is also a place for you to comment about the project.

HOW YOU CAN HELP

If you live in the neighborhoods surrounding the 75th St. CIP, you might notice that trains sit on the tracks while waiting for railroad crossings to clear. You might also notice that certain viaducts are in bad condition or that you have to wait for trains to cross at local intersections. You might even know about a problem that hasn't been identified yet. Throughout the project, we need you to help us identify these issues and better understand the concerns and values of your community.

Visit us at www.75thcip.org to send a message to our project team and sign up for project updates. You can also email us at info@75thcip.org or write to:

75th St. CIP
525 W. Monroe, Suite 200
Chicago, IL 60661
Attn: Gretchen Wahl

Thank you for your interest in the 75th St. CIP. We look forward to seeing you at future public meetings, and we welcome your comments and questions at any time.



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.

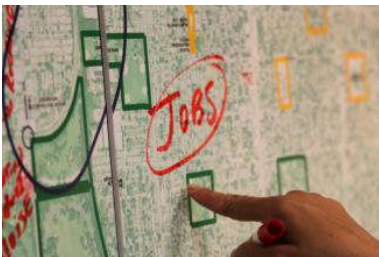
JOBS IN THE RAILROAD INDUSTRY

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:

Amtrak	Go to www.amtrak.com , scroll to the bottom of the page and click on "Careers"
BNSF	Go to www.bnsf.com and click on "Careers"
BRC	Go to www.belrailway.com and click on "Employment"
CN	Go to www.cn.ca , select "Careers" and click on "Search and Apply for Jobs"
Canadian Pacific	Go to www.cpr.ca , select "English" and click on "Jobs"
CSX Corporation	Go to www.csx.com and click on "Working at CSX"
Metra	Go to http://metrarail.com and click on "Employment"
Norfolk Southern	Go to www.nscorp.com and click on "Job Seekers"
Union Pacific	Go to www.up.com 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.

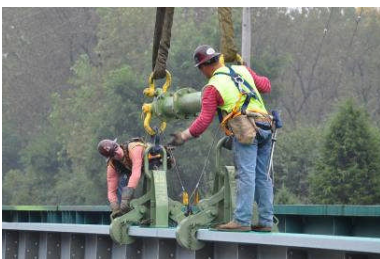
How do I apply for construction jobs with the railroads?

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) offers information about training programs and tips to prepare you for the workplace.



CREATE Website

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 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.



Appendix C

Public Involvement and Agency Coordination

C6 PROJECT EMAILS

75th Street CIP – Emails Received Requiring Responses
Names and addresses of private individuals have been removed

DATE	EMAIL RECEIVED	RESPONSE
8/3/2010	According to how I read the proposed schedule, construction on the 75th St. CREATE project cannot begin until after the first quarter of 2013? Is that so?	<p>Dear _____,</p> <p>You are basically correct. Construction cannot begin until the FHWA issues a record of decision (ROD) regarding the environmental impact statement (EIS) that is currently in progress. The ROD is anticipated to be issued in the first quarter of 2013 as you stated, but could occur earlier or later depending on the progress of the preliminary engineering phase of the project.</p> <p>Would you like to be added to the project mailing list to receive future updates?</p>
8/4/2010	Lawrence, Will there bid a request for design services RFP sometime in the future? Or will the affected railroads do the design work in house? Thanks	<p>Dear _____,</p> <p>Thank you for your inquiry. Some work will be completed by the railroads in-house, but there will also be a request for design services RFP at some point in the future. The project is currently in the preliminary engineering phase.</p> <p>Would you like to be added to the mailing list to receive future information about the project? If so, please send your preferred mailing address. I already have your phone number and e-mail from this message.</p>
8/4/10	I have been a passenger on the Metra Southwest Service since 1982 & I have waited for the day when something is done about the train delays along this corridor mostly caused by freight traffic. It has been very frustrating & this project has the potential benefit of solving this long term problem. I'd be glad to help out where I can. I am familiar with the EIS process as I have worked for the EPA for the past 38 years & I an an Registered Professional Engineer in the State of Illinois.	<p>Dear _____,</p> <p>We're glad to hear that you're excited about the project. Would you like to be added to the mailing list to receive future information?</p>
8/10/10	During the next 3 years what is the expected cost factor of this CREATE project. What will the inital start date be and how many jobs will it create?	<p>Dear Alderwoman Lane,</p> <p>For the next three years, the Environmental Impact Statement (EIS) process will be underway, followed by the completion of preliminary (30%) engineering. The remaining budget for these activities is approximately \$4.7 million. Construction cannot begin until after the approval of the EIS by the Federal Highway Administration. Their approval consists of the issuance of a Record of Decision (ROD). A ROD is anticipated to be issued in March, 2013. After that point preliminary engineering can proceed to completion,</p>

75th Street CIP – Emails Received Requiring Responses
Names and addresses of private individuals have been removed

		<p>followed by final design. Construction will most likely not proceed until late 2014 or 2015, and will be contingent on funding being available. The alternatives development phase of the project has not yet begun. The number and types of jobs created will depend on the alternatives selected. We will continue to communicate with you as the study progresses to keep you up to date on the value of construction and the number and types of jobs that might be anticipated. Please feel free to contact me at this e-mail address if you have any further questions. Sincerely, Lawrence Wilson Illinois Department of Transportation</p>
<p>8/18/10</p>	<p>I have received information on the CREATE 75th Street Corridor Improvement Project Web Site, as well as the CREATE Bid Announcement Advertisement. We are glad to see that the process is moving forward. However, Bertel Smith, Director Catholic Charities Veterans Employment Program and I would like to know more about how the announcement for employment process will function once sub contractors have been selected and identified. Any information that you provide will be greatly appreciated.</p> <p>Thank you,</p> <p>Caesar</p> <p>Caesar Hill Community Liaison St. Leo Campus for Veterans</p>	<p>Dear Mr. Hill,</p> <p>Thank you for your inquiry regarding employment opportunities with the CREATE program. Construction for CREATE projects will be completed by private contractors as well as the partner railroads. As you noted, bid advertisements for contractors and award notices are posted on the CREATE program website¹. Community members seeking jobs with winning contractors should inquire with the companies directly. The CREATE program web site also contains information about job opportunities with the partner railroads².</p> <p>Specifically regarding the 75th Street Corridor Improvement Project (CIP), construction cannot begin until after the approval of the Environmental Impact Statement (EIS) by the Federal Highway Administration, which is anticipated in March, 2013. After that point preliminary engineering can proceed to completion, followed by final design. Construction will most likely not proceed until late 2014 or 2015, and will be contingent on funding being available.</p> <p>IDOT is working to develop a comprehensive outreach and employment plan that will engage the community surrounding the CREATE 75th Street Corridor Improvement Project. More details will be forthcoming. Please feel free to contact me if you have any additional questions or concerns.</p> <p>Sincerely, Lawrence Wilson</p>

75th Street CIP – Emails Received Requiring Responses
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		<p>Illinois Department of Transportation</p> <p>1: http://www.createprogram.org/business.html 2: http://www.createprogram.org/employment.html</p>
<p>10/6/10</p>	<p>I see the trouble with the current layout (as shown in the picture at http://www.75thcip.org/envstudies.html) I was trying to figure out how to sort the trains for their final destinations with a minimum of infrastructure, as I haven't seen a description of such a plan. I assume the construction of the CSX grade separation and the Metra flyover to connect to the Rock Island line.</p> <p>This is what I came up with:</p> <p>(1) running Union Pacific over the existing Norfolk Southern flyover (on its west side, in the disused trackbeds). This is apparently the old \"C&W Passenger Dolton\" route.</p> <p>(2) running Landers Yard-bound Norfolk Southern service under that same flyover (south of the Belt Railway, moving the Belt to the north side of the underpass formation), taking over UP tracks further north where the formation gets too narrow. This is apparently approximately the old \"C&W Freight State Line\" route. This would also require</p> <p>(3) reconfiguration of 80th St. Junction, to connect the Belt to the new UP tracks on the east as well as to the NS tracks</p> <p>(4) a junction for Amtrak's Cardinal (and possibly UP freights) between the tracks heading north to Union Station and the new UP tracks, probably part of 80th St. junction</p> <p>(5) a new NS junction east of the Dan Ryan near 90th St for the Landers-bound trains to enter the new tracks in the Belt ROW.</p> <p>It seems like this would eliminate most of the conflicts, sorting trains into the \"right order\" on the tracks. The existing NS tracks over the flyover would be used mainly for transfers between the NS Lake Division and the NS Dearborn Division, and for traffic from NS to Clearing Yard.</p> <p>It looks like most of the 75th St. corridor bridges can fit exactly five tracks. I imagine these as, from north to south:</p> <ul style="list-style-type: none"> - 1 Belt mainly for UP and other traffic heading up Western Avenue; - 2 mainly for Belt traffic; - 2 NS mainly for Metra and NS Landers traffic 	<p>Dear _____,</p> <p>IDOT greatly appreciates your thoughtful comments regarding the configuration of the 75th Street Corridor. Your suggestions have been shared with the 75th Street Corridor Improvement Project (CIP) technical team and will be considered as we begin evaluating alternatives.</p> <p>As you may know, the project team is currently in the early stages of drafting an environmental impact statement (EIS). Part of this process will involve developing and evaluating corridor alternatives with input from the community and other project stakeholders. The final corridor alternatives will then be subject to a comprehensive environmental review that will culminate in the publication of the EIS. Please note, detailed design and construction will not commence until the EIS has been approved.</p> <p>Throughout the EIS process, IDOT will be hosting several public meetings and providing various other opportunities for public input. The public will be able to discuss corridor alternative ideas with technical experts and make a real mark on the project. I strongly encourage you to take advantage of these opportunities and regularly visit the project website (http://www.75thcip.org) for up-to-date information on how to get involved.</p> <p>Additionally, I would be happy to add you to our mailing list if you would like to remain informed of the project's progress. If you are interested, please respond to this email with your name, email address and mailing address, or visit the mailing list section of the project website at https://www.75thcip.org/maillinglist.php.</p> <p>Thank you, Lawrence Wilson CREATE Program Manager</p>

75th Street CIP – Emails Received Requiring Responses
Names and addresses of private individuals have been removed

	<p>The Metra flyover to connect to the Rock Island line would start fairly far west, somewhere with room for more than five tracks, so that it could fly over the Belt tracks where they curve from west to south.</p> <p>It appears that, along with the planned grade separation of CSX, this would sort all the trains.</p> <p>I hope these are the lines along which the designers are thinking.</p>	<p>Illinois Department of Transportation</p>
<p>4/25/11</p>	<p>After starting repeatedly at the picture of traffic flows and conflicts, I saw a way to eliminate many of the conflicts without building new bridges. Probably you have seen it too, but I thought it worth describing in case you hadn't.</p> <p>It starts at the south end of the site. Redirect the UP line coming from the south over the bridge currently used by the NS lines; this gets it onto the correct side of the alignment for traffic heading north onto CSX at Forest Hill Junction.</p> <p>Redirect the NS line coming from the southeast under the bridge, parallel to the Belt Railway line -- there's enough room for both -- and this puts it on the correct side of the alignment to reach NS's Landers Yard. Retain an NS route over the bridge on the east side of the new UP route for traffic flows north in the Union Station direction. This eliminates the majority of conflicts, with the exception of Metra Southwest Service and the CSX north-south route. The CSX north-south route simply has to be grade-separated at Forest Hill Junction.</p> <p>This implies that the new connection from the Rock Island line for Southwest Service should fly over the north-south line at the wye, and land in the middle of the 75th Street Corridor. The tracks along the 75th Street Corridor would then line up as follows from north to south: UP, Belt, Metra, NS</p> <p>On the north-south part of the corridor in the vicinity of the current 80th Street Junction, they would line up as follows from east to west: NS (bound towards Union Station)</p>	<p>Dear _____</p> <p>IDOT greatly appreciates your thoughtful comments regarding the configuration of the 75th Street Corridor. We previously tried to reply to your October e-mail, but received a message informing us that the e-mail address was invalid and we had no other way to contact you.</p> <p>Your suggestions have been shared with the 75th Street Corridor Improvement Project (CIP) technical team and will be considered as we evaluate alternatives. As you may know, the project team is currently in the early stages of drafting an environmental impact statement (EIS). Part of this process will involve developing and evaluating corridor alternatives with input from the community and other project stakeholders. The final corridor alternatives will then be subject to a comprehensive environmental review that will culminate in the publication of the EIS. Please note, detailed design and construction will not commence until the EIS has been approved. Throughout the EIS process, IDOT will be hosting several public meetings and providing various other opportunities for public input. The public will be able to discuss corridor alternative ideas with technical experts and make a real mark on the project. I strongly encourage you to take advantage of these opportunities and regularly visit the project website (http://www.75thcip.org) for up-to-date information on how to get involved. Additionally, I would be happy to add you to our mailing list if you would like to remain informed of the project's progress. If you are interested, please respond to this email with your mailing address, or visit the mailing list section of the project website at</p>

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	<p>UP, Belt, NS (bound towards Landers Yard)</p> <p>The exact number of tracks for each and the locations of switches to enter or exit the Belt is not obvious to me, but the general track rearrangement seems about as elegant as is possible, so on the off chance you had not already figured it out, I thought I would mention it and advise that it be considered in the EIS. Even though it clearly involves ownership swaps.</p>	<p>https://www.75thcip.org/maillinglist.php.</p> <p>Thank you, Lawrence Wilson CREATE Program Manager Illinois Department of Transportation</p>
6/7/11	<p>I would be in favor of re-routing the Metra service to the other station if it allowed for more frequent train service. We still have limited service, like no train from 2:40 pm to 4:30 pm on weekdays. There is no Pace bus to supplement it either. If you have to leave work early, there is a 2 hour gap. Metra built new stations along the line. There is increased ridership from southwest Chicago area and the suburbs. This Metra line could and should be of a higher standard, but freight traffic has first priority. Good luck with your project!</p>	<p>Thank you for your comments about the project. They will be recorded in the documentation for our Environmental Impact Statement (EIS). You have also been added to the project mailing list.</p>
6/9/11	<p>I would love to know when this project going to start. Thank you!!!</p>	<p>Thanks for your interest in the 75th Street CIP. You have been added to the mailing list.</p> <p>As for the start date, it's probably a minimum of a few years away. No work can begin until funding is secured, which cannot happen until a record of decision (ROD) is issued by the FHWA. The ROD will follow the completion of the environmental impact statement (what we are doing now), which is scheduled for early 2013. After that, the project will go into the final engineering design stage for one to two years and IDOT could simultaneously begin property negotiations (if necessary). So it would be a 2014 start at the earliest, and that assumes funding would become available.</p>
6/15/11	<p>What factors are you considering when deciding the value of a home. i.e.recent improvements, hardscaping, features, or is it solely location</p>	<p>Dear _____,</p> <p>Regarding your question about property values, under federal law, any agency that acquires right of way for a federally-funded project must provide "just compensation" to the property owner. This amount can never be less than the fair market value as determined by a formal appraisal of your property that the agency will obtain. The appraisal considers all factors contributing to the current value of the property, including any and all improvements you may have made to the property. The</p>

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		<p>appraisal takes into account any existing conditions affecting the value of the property, but will not reduce the value due to possible effects of the future public project. Please let us know if you have any additional questions.</p> <p>Sincerely, The 75th Street CIP Team</p>
6/27/11	<p>Our house is located in front of the tracks off 75th Street and adding tracks closer to our home would be a major issue. While I understand the concerns, the fact that many homeowners will be inconvenienced should be of more concern.</p>	<p>Dear _____,</p> <p>Thank you for your comment. You have been added to the mailing list. Your comment about the project will also be recorded.</p> <p>Sincerely, The 75th Street CIP Project Team</p>
6/27/11	<p>We are having our annual block club party which is well attended by area residents and friends. we would like to disseminate the literature along with contact information and person... We are presently is discussion on having a representative come out to speak with residents. Our block club party is scheduled for Saturday, July 30, we would like to have info in hand for our next meeting before that date. Minimum literature for 50, more if possible.</p> <p>leave a message</p>	<p>Dear _____,</p> <p>Thank you for your interest in the project. I have added you to the mailing list and forwarded your e-mail to the project team so they can consider sending you the project information you requested.</p> <p>(Note: A telephone conversation took place with commenter and project team member about the block party).</p>
7/1/11	<p>As a SW Srvs rider my concerns are two-fold. First, I choose the SW over the Rock b/c it arrives @ Union St. If both of the trains lines arrive @ the same location, my loyalties will lie in the service that gets me downtown consistantly on schedule and I will abandon the other altogether. Second, the plan seems to eliminate only one backup point on the SW and creates a bottleneck @ or near the Lasalle St station. It appears the only benefit to Metra w/d be the elimination of the Amtrak traffic and rent. The riders could see no significant improvements to service. Have there been studies? Has Metra truly thought about efficiency or is this simple a matter of economics for them?</p>	<p>Dear _____,</p> <p>Thank you for your comments and questions about the 75th Street Corridor Improvement Project (75th St. CIP). Our project study team - led by the Federal Highway Administration and the Illinois Department of Transportation - is currently developing an environmental impact statement (EIS) for the 75th St. CIP. Your input has been shared with our team (including Metra), will be considered as we develop project alternatives, and will be documented in the EIS.</p> <p>We understand your concerns about the relocation of Metra's SouthWest Service (SWS) line from Union Station to LaSalle Street Station. As part of this process, we are studying and documenting the benefits and impacts of the project - including benefits and impacts to Metra efficiency - to Metra's SWS riders. Also, Metra has undertaken studies to assess conflicts between SWS trains and</p>

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		<p>freight trains.</p> <p>There are several locations where alternatives are being developed to address conflicts between SWS trains and freight trains:</p> <ul style="list-style-type: none"> -There is a single-track section from Ashburn to a point just east of Western Avenue. This section could be double-tracked so Metra SWS trains going in one direction would not have to wait for trains moving in the other direction. -There is a conflict between Metra's SWS and freight railroad lines at Forest Hill Junction (2200 W / 7500 S). We are developing alternatives that include building a bridge to eliminate this conflict. -There is a conflict between Metra's SWS and multiple freight railroad lines at Belt Junction (1400 W / 7500 S). We are developing alternatives that include reconfiguring the railroad tracks and building a bridge to eliminate this conflict. -Conflicts between Metra trains and freight trains presently exist near 47th Street. The option of SWS trains terminating at LaSalle Street Station would avoid this conflict. -Although it is not a specific purpose of the project, moving Metra's SWS to LaSalle Street station would also make more space available at Union Station that could be used to increase train service in the future. There is currently available capacity at LaSalle Street Station. <p>We encourage you to continue checking the 75th St. CIP website (www.75thCIP.org) and attend future public meetings to learn more about the project and the alternatives being considered. Also, we have added you to our email list so you'll receive project updates and notifications of upcoming public meetings. Thank you for taking the time to provide us your input. We look forward to seeing you at future 75th St. CIP public meetings.</p> <p>Sincerely, The 75th Street CIP Team</p>
8/2/11	<p>I am writing on behalf of the Wrightwood Improvement Organization (WIA). We were wondering if it would be possible to have someone give our organization a brief overview of the 75th St. CIP. We meet once a month on the 3rd Thursday. We meet at St Thomas Moore Church in the Quigley rm. on 81st and Mozart at 7:30. Could you please let me know if</p>	<p>Your e-mail has been received and forwarded to the appropriate people on the project team. A response to your request will be sent to you soon. Thank you for your interest in the 75th CIP.</p> <p>(Note: Project team members met with Club on February 16, 2012)</p>

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	<p>this would be possible? The September meeting would be great. I can be reached on _____ or at the email address above. Thanking you in advance for your assistance. Deborah J. Echols, Recording Secretary</p>	
<p>8/25/11</p>	<p>I will like to know how can I apply for either construction job training programs or a apprenticeship training program to be able to work on one of the up coming construction projects for the city. I will like to become involved in anyway that I can.</p>	<p>Dear _____, Sorry for taking so long to get back to you. I was recently reviewing our e-mails related to the project and saw that we still owed you a response to your question.</p> <p>I have attached an employment fact sheet for your review. I hope this can help provide some answers. Please let me know if you have any other questions.</p> <p>Sincerely, The 75th Street Corridor Improvement Project Team</p>
<p>9/3/11</p>	<p>I attended the meeting at the library for the Advisory board.</p> <p>Have representatives from the other stakeholders confirmed their presence for the Sept. 16 Advisory Board meeting?</p> <p>Can an actual track ride-along be arranged? rail and bus</p> <p>I would like a more in depth handout. One that is similar to the power point presentation for our break-out sessions.</p> <p>More pictures (Photographs) of the areas, fewer arial of google map Video, vitual illustration rather than the inanimated drawings.</p> <p>Time at the begining of the meeting for introductions, better table arrangement, procedures - rules (protocol) or facilitator to secure the floor for questions and comments during general meeting. We would all like to be heard in a timely manner.</p> <p>Hopefully,you understand, my intentions are to assist in this life changing venture for my community and the suggestions were written with the same purpose.....helping.</p>	<p>Gretchen Wahl of the project team called commenter to discuss</p>

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	<p>Is there a way a copy of this letter can be forwarded to me? I have been on other sites where a letter such as this is printable before sending. (for my records)</p> <p>respectfully submitted,</p>	
10/10/11	<p>send any information pertaining to this project</p>	<p>Mr. _____,</p> <p>I think the best place to go for the most current information is the project website. We have an overview of the project, a description of existing conditions, a project timeline, exhibits used at public meetings, and comment forms. If you are looking to distribute information to others (let us know), we can send you hard copies of a brochure that will be published shortly.</p> <p>We are also having a public informational meeting on October 27 at the Freedom Temple Church of God in Christ (1459 W. 74th Street) from 4:00 PM to 7:30 PM. This is a great opportunity to learn more about the project and share your comments. You have been added to the e-mail list and will receive invitations to the public meeting.</p> <p>Thanks, The 75th CIP Project Team</p>
10/11/11	<p>I WOULD LIKE TO KNOW IF MY STREET ADDRESS IS ONE THAT POSSIBLY MIGHT BE DISPLACED</p>	<p>Dear _____,</p> <p>Thank you for your inquiry. None of the alternatives evaluated as a part of the 75th Street Corridor Improvement Project (CIP) included any property acquisition in your neighborhood. However, there are recommended changes to the height and location of rail tracks behind your property. You may wish to attend the upcoming public meeting to learn more. I have attached a postcard with the meeting information and have added you to the mailing list for future information.</p> <p>Sincerely, The 75th Street CIP Team</p>
10/14/11	<p>I would like information on how the project will affect my mothers home.</p>	<p>Thank you for your interest in the 75th Street Corridor Improvement Project (CIP). You have been added to the mailing list. I have also attached a postcard with information about our upcoming public</p>

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		<p>meeting about the range of alternatives for the project.</p> <p>Please let me know if I can answer any additional questions.</p> <p>Sincerely, The 75th CIP Team</p> <p>Note: Writer attended public meeting on 10/27/11</p>
10/17/11	i'm interesting in what streets will this project be coming through will this be were i'm living [Address: ____ w 73rd Place chicago IL 60636]	<p>Dear _____,</p> <p>Thank you for your interest in the 75th Street Corridor Improvement Project (CIP). You have been added to the mailing list.</p> <p>To answer your question, property acquisition is not proposed at ____ W. 73rd Pl. The only area where property acquisition is a possibility is the neighborhood immediately south of Hamilton Park (parts of Parnell Ave and Normal Ave between 74th St and 75th St). I would encourage you to come to the public meeting on October 27 to learn more about the project. I have attached information about the meeting time and location.</p> <p>Sincerely, The 75th Street CIP Team</p>
10/18/11	Of course the concept of improved rail service is AWESOME! But I will contact every elected official and appointed board member to stress the importance of direct access to and from Union Station for residents of the South and Southwest areas of Chicagoland. If you disconnect all of our public transportation rail lines from Union Station we no longer have this access which is enjoyed by the Western areas of Chicagoland and the North and Northwestern aress of Chicagoland. I want the Metra SWS and Heritage Corridor lines to continue access to and from Union Station for daily commuter convenience and for access to Amtrak service. The ruse of the \"fly-over\" as a project which solves all evils of the habitually delayed Metra SWS and Heritage Corridor service is wrong.	<p>Dear _____,</p> <p>Thank you for your interest in the 75th Street Corridor Improvement Project (CIP). Your comment will be forwarded to the appropriate project team members and added to the project documentation. I would encourage you to come to the public meeting on October 27 to learn more about the project and express your opinions there as well. You have also been added to the mailing list.</p> <p>Sincerely, The 75th Street CIP Team</p>
10/19/11	Thanks for the reply cannot make at meeting ar that time as i work downtown until 4:30 and am a SWS commuter out of Union Station. You need to have a meeting at Union Station after 5 pm	<p>Thank you for the suggestion. I'll let the project manager know</p>

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<p>10/23/11</p>	<p>Who are the members of the Community Advisory Group? and how can I become a member?</p> <p>Once this project is approved what is the projected date of completion? How many construction phases are anticipated and what are their individual timelines?</p>	<p>Dear _____,</p> <p>The current schedule expects a Record of Decision (ROD) from the Federal Highway Administration (FHWA) in May, 2013. If the project is recommended, it can advance to final design (if there is funding for design). Assuming final design takes about a 1.5 years, the project could advance to the construction phase as soon as 2015 if funding is secured. It is important to note that there is currently no dedicated funding for the construction phase of the project.</p> <p>The number and timing of construction phases remains to be determined. We have just started to discuss this issue, but more details should be available in January when the Draft Environmental Impact Statement (DEIS) is published. Even then though, it is just a preliminary estimate. The final construction phasing will be determined during the final design phase of the project.</p> <p>I have forwarded your other e-mail about the Community Advisory Group (CAG) to the appropriate members of the project team. You should receive a separate response soon.</p> <p>I have also added you to the project mailing list, so you will be notified of upcoming meetings. As you are probably aware, there is a meeting scheduled for this Thursday, October 27 from 4:00 PM to 7:30 PM at the Freedom Temple Church of God in Christ. It is an open house format. You can come and go as you please. However, there will be a formal presentation at 6:00 PM. Please see the website for more details: http://www.75thcip.org/getinvolved.php</p> <p>Sincerely, The 75th Street CIP Team</p>
<p>10/24/11</p>	<p>Because the meeting that has been scheduled for Thurs., Oct. 27, is not convenient for me to attend, I would like to make you aware of my feelings on this project. The reason I am riding the SouthWest line from Oak Lawn is because this train pulls into Union Station, making it much easier for me to get to work. Relocating this train line to LaSalle Street Station would make it much more difficult and possibly more expensive</p>	<p>Dear _____,</p> <p>Thank you for your e-mail about the 75th Street Corridor Improvement Project (CIP). We recognize that moving the Metra SouthWest Service (SWS) terminal from Union Station to LaSalle Street Station would add time and cost to the commutes of some passengers. We have heard similar concerns from other passengers.</p>

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	<p>to commute downtown for any of your passengers who work on the north end of downtown Chicago. With the proposed fare increases, does Metra really want to increase travel expenses even more for their passengers? Please let me know why this is being considered.</p>	<p>Your comment will be added to the official record of public input for the project.</p> <p>To answer your question, the purpose of the 75th Street CIP is to address rail and highway conflicts within the project area that cause congestion and delays for passenger and freight rail service as well as the motoring public. There are currently four conflict points in the study area that negatively affect Metra SWS travel times and reliability. The proposed connection to the Metra Rock Island District (RID) would address two of those conflicts:</p> <ul style="list-style-type: none"> -The first is at a point called Belt Junction, where the five east-west tracks in the 75th Street Corridor are narrowed to just two tracks. Metra and Norfolk Southern (NS) trains must cross paths with Belt Railway of Chicago (BRC) and Union Pacific (UP) trains at this location. -The second conflict point is along the north-south rail line between the project area and Union Station near the NS's rail yard at 47th Street. The RID connection would eliminate conflicts between Metra SWS trains and other freight and Amtrak trains on this line. <p>Thank again for your comment. I hope you can attend a future public meeting. Please let us know if you have any other questions.</p> <p>Sincerely, The 75th Street CIP Team</p>
<p>10/26/11</p>	<p>I need information because we have not been given any information about the redevelopment in our area. I was also told that the property on 70th Wallace will be torn down. Please provide me information about this my property is ____ S Wallace. My number is _____.</p>	<p>Dear _____,</p> <p>Thank you for your interest in the 75th Street Corridor Improvement Project (CIP). The area where property could be acquired as a part of the project is directly south of Hamilton Park. Your property at ____ S. Wallace is not included in the area of potential acquisition. If you would like to learn more about the 75th Street CIP, I would encourage you to come to tonight's public meeting at Freedom Temple Church of God in Christ (1459 W. 74th Street) anytime between 4:00 PM and 7:30 PM. More details are also available on the project website. http://www.75thcip.org/getinvolved.php</p>

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		Sincerely, The 75th Street CIP Team
10/27/11	trains sitting-box cars being broke into-hazardous materials sitting behind my house that require two mile evacuation noisy refrigerator cars trains coming around curb picking up speed to fast 83rd 87th slamming (startup & stoping) trees on railroad property	Dear _____, Thank you for your comment. One of the goals of the project is to reduce the amount of time trains are stopped and idling. I hope this addresses your concerns. Would you like to be added to the project mailing list? Sincerely, The 75th Street CIP Team
10/28/11	I have another building located at _____ s eberhart chicago, ill will either of my properties interfere with your improvements, May St. or Eberhart locations.	Dear _____, I'm happy to let you know that neither of your buildings are in the area where property acquisition could be acquired for the 75th Street CIP. Would you like to be added to our project mailing list to receive notifications about future meetings? Sincerely, The 75th Street CIP Study Team
10/30/11	Dear Sirs, Would it be possible for me to get a copy of the statement I made to the Court Reporter at your public meeting on the 27th of October. I believe I was near the top of the sign in list for statements. Hopefully that will make it easy to find. Respectfully,	Dear _____, We can provide this to you, but the reporter needs to be prepared the transcript first, and then it needs to be checked for accuracy. This will take approximately two weeks. We will contact you when it is ready. We hope you found the public meeting to be informative. Sincerely, The 75th Street CIP Team
11/1/11	info. about the project and when will it transpire	Dear _____, Thank you for your interest in the 75th Street Corridor Improvement Project (CIP). You have been added to the project mailing list. The best overview of the project would probably be in the brochure posted on the project website: http://www.75thcip.org/newsletters/75thCIP_Brochure_6_1_11.pdf

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		<p>The project is currently in the preliminary design phase. This is expected to be completed in mid-2013. If the Federal Highway Administration (FHWA) issues a Record of Decision (ROD) approving the environmental impact statement (EIS), then final engineering can move forward. That will likely take one to two years. Construction can begin after final engineering if funding is secured. There is currently no dedicated funding for the construction phase of the project. So construction could begin in 2015 at the earliest, probably later.</p> <p>We hope this helps answer your questions. Please let us know if you want additional information.</p> <p>Sincerely, The 75th Street CIP Team</p>
11/3/11	What a perfectly absurd idea.	<p>Dear _____,</p> <p>Thank you for your comment, which we will document as part of the project record. Would you like to be added to the project mailing list to be informed about future meetings?</p> <p>Sincerely, The 75th Street Corridor Improvement Project Team</p>
11/5/11	<p>I attended the most recent public hearing during which similar questions were asked & answered instead of a variety covering all aspects of the project. I live in the 89th block of Eggleston and over the past 8 years the number of sitting trains has increased and although there is a section of track that has no houses in front of it at 90th, the trains idle at terrible hours (one just left at 3:00 am) right behind my house in the middle of the block. Will the 80th St Junction project address this and if not, can the idling location of the conductor car be addressed with the railroad companies to target sections of the track, just a few feet forward that are not directly behind residences?</p>	<p>Dear _____,</p> <p>Thank you for your interest in the 75th Street Corridor Improvement Project (CIP). You have been added to our mailing list.</p> <p>Thank you also for your input about train operations. This project is definitely intended to reduce train idling throughout the study area, including near 89th Street & Eggleston Avenue. If the full project is implemented, the vast majority of freight and passenger trains will be able to proceed through the study area without stopping. We are currently working on a conceptual construction phasing approach for the project and believe the issues at 80th Street Junction would be one of the first two components completed. This should reduce or eliminate the idling near 8900 S Eggleston. In the meantime, we will coordinate with the appropriate freight railroads to determine the feasibility of stopping their locomotives in the area you suggested near 90th Street.</p>

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		Sincerely, The 75th Street CIP Team
11/27/11	Question: When you click on this link on your web page 75th Street Corridor Improvement Project ... A very nasty virus wants to infect one's computer. have someone look into this matter...	Dear _____, Thank you for informing us about the security issue with the 75th Street Corridor Improvement Project website. We were informed by Google about the problem yesterday and it was corrected. You should not have any problems now. Sincerely, The 75th CIP Team
11/30/11	To the 75th St. CIP Team: This project will involve spending millions of dollars for needed improvements. A small percentage should be set aside for related streetscape improvements....better pedestrian and bicycle facilities, landscaping, attractive retaining walls and pavement, etc. Is this being addressed as part of the project with a professional design firm? Thank you.	Dear _____ Thank you for contacting the 75th St. CIP team. Throughout this planning phase of the project, the team is using IDOT's Context Sensitive Solutions process to engage project stakeholders, including neighborhood residents, elected officials, community leaders, business people, interest groups, other government agencies, and anybody who interacts with the railroads and roadways in the 75th St. CIP study area. I am attaching a fact sheet that describes the process. The Context Sensitive Solutions process helps us identify and understand the community's transportation concerns. We have received a great deal of input from the community regarding landscaping, maintenance, and appearance of rail property and facilities, especially viaducts. We heard from area residents that viaducts are particularly uninviting for pedestrians and cyclists. Because of community input, the condition of the viaducts was added to the Purpose and Need for the project. The purpose of this phase is to determine the preferred alternative. During the preliminary and final design phases of the project, specific design aesthetics will be considered. That is still a few years away. Again, thank you for contacting us. We look forward to hearing from you as the project progresses. Please let us know if you would like

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		to be added to the project mailing list to be notified of future meetings. Sincerely, The 75th Street CIP Team
12/15/11	Please share proposed boundaries of project thus far. I did not attend previous meetings. Thank you.	Dear _____, Thank you for your interest in the 75th Street CIP. I will send a brochure as a separate e-mail due to the file size. The brochure has information about the project, including maps with study area boundaries. Please let me know if you have any questions. Sincerely, The 75th Street CIP Team
1/2/12	I would like to know when is your next general meeting for this area?	Dear _____, The next public meeting will be held sometime in the summer of this year (2012). An exact date has not been set. At that meeting, we will present the Draft Environmental Impact Statement (EIS) that is currently being prepared. The Draft EIS will include the results of the technical studies we've undertaken and will document stakeholder input. As always, public comments will be welcome. Sincerely, The 75th Street CIP Team
1/5/12	Comment: when is the next scheduled public meeting?	Dear _____, A Public Hearing will be held sometime in the summer of this year (2012). An exact date has not been set. At that meeting, we will present the Draft Environmental Impact Statement (EIS) that is currently being prepared. The Draft EIS will include the results of the technical studies we have undertaken and will document stakeholder input. As always, public comments will be welcome. Sincerely, The 75th Street CIP Team
2/1/2012	Comment: I would like to be informed of any plans. I am a property owner and have not been informed of this plan regarding the railroad, until Jan 26, 2012.	Dear _____, Thank you for your interest in the 75th Street Corridor Improvement Project (CIP). A good overview of the project can be found on the web site, and also a description of the most recent public meeting discussing alternatives considered for the project. http://www.75thcip.org/overview2.html

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		<p>Please let us know if you have any specific questions about this material that we can help answer.</p> <p>Sincerely, The 75th Street CIP Team</p>
3/10/2012	<p>Comment: My company has an interest in B2B procurement opportunities. Please add to email for future public meetings.</p>	<p>Thank you for your interest in the 75th Street Corridor Improvement Project (CIP). You have been added to the project's mailing list.</p> <p>Sincerely, The 75th Street CIP Team</p>
3/10/2012	<p>Can provide immediate alternative funding for 75th St. CIP contractors, vendors and suppliers needing to address working capital and growth requirements</p>	<p>Dear _____,</p> <p>First, thank you for your interest in the 75th Street Corridor Improvement Project. You have been added to the project's mailing list.</p> <p>Second, I'm trying to determine if your offer for alternative funding should be passed along. Could you provide more detail about your proposal, who you think it would benefit, and how?</p> <p>Sincerely, The 75th Street CIP Team</p>
3/21/2012	<p>To whom it may concern, would you please give us a contact number to speak to someone concerning the 75th Street Corridor Improvement Project.</p> <p>Eric Daniel, Staff Assistant 17th Ward</p>	<p>Hello, Eric,</p> <p>You can call or email me today, or any time you have a question about the 75th St. CIP. My contact information is below. If I don't have the information you need, I can find out who does. Another contact you might find handy is Jakita Trotter. She is IDOT's CREATE Public Outreach Administrator. I cc'd her on this email as well.</p> <p>I look forward to talking to you.</p> <p>Gretchen</p>
3/25/2012	<p>What is the plan for establishing businesses and new construction in the area of the flyover project?</p>	<p>Dear _____,</p> <p>We are not aware of any new development planned in the area of the proposed rail flyover that would connect the Metra SouthWest Service to the Rock Island District Line. Please also note that the proposed alignment for the rail flyover still has to be approved by the Federal Highway Administration before it is eligible for federal</p>

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		<p>funds. Funding for the project has not yet been identified, so construction is likely at least several years away. We hope this answers your question. Please let us know if you would like any additional information.</p> <p>Sincerely,</p> <p>The 75th Street CIP Team</p>
4/10/2012	<p>I haven't received any information or response to my previous registration. Please advise me of the next public hearing.</p>	<p>Dear _____,</p> <p>We attempted to contact you on 3/12, but the e-mail sent to your return address (_____) was returned as undeliverable. We are adding the _____ e-mail address to our mailing list.</p> <p>The next public hearing has not been scheduled. It is anticipated to occur in early September, 2012.</p> <p>In your previous e-mail, you also wrote, "Can provide immediate alternative funding for 75th St.CIP contractors, vendors and suppliers needing to address working capital and growth requirements." Could you provide more detail about your funding proposal, who you think it would benefit, and how?</p> <p>Sincerely,</p> <p>The 75th Street CIP Team</p>
5/2/2012	<p>Dear 75th Street CIP Team:</p> <p>Please accept my apology for not responding sooner. I just returned from travel, and this is my first opportunity to respond.</p> <p>I have been retained by American Prudential Capital as a small business consultant to develop the Chicago market and provide alternative funding for small and medium size businesses (SMB). Similarly, Community Economic Development Strategies, Inc., which is a black, woman-owned business, has also enlisted my services to enhance its capacity to serve disadvantaged and SMBs.</p> <p>Let me begin by stating that "alternative funding" is not lending. It is a</p>	<p>Dear _____,</p> <p>Thank you for the reply. It sounds like your services could potentially be of use to small contractors, particularly during the construction phase. This does not apply to my organization, but I will forward your e-mail along to the project manager to make him aware of your information.</p> <p>Sincerely,</p> <p>John Wirtz Jacobs Engineering</p>

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	<p>financing tool that allows a business to speed up its cashflow and thereby meet its working capital and/or growth requirements without taking on debt.</p> <p>Alternative funding, more widely known as factoring, has a long and respected history in the development of the U.S. economy and enables a business to convert its invoices into immediate cash at a small discount.</p> <p>Other benefits are:</p> <ol style="list-style-type: none">1) no application fee2) no audit fee3) no interest or points above prime4) no processing fee5) no termination fee6) no minimum monthly fee <p>Further, clients are not required to factor all of their receivables, nor are they required to factor on the day the invoices are created. Clients factor only as they actually need money.</p> <p>Our only fee is the flat discount off the invoice which is based on how many days from funding it takes to collect payment from the client's debtor. Similarly, we do not hold a "standing cash reserve" against our client's money.</p> <p>Meanwhile, the benefits we can offer the CIP Team are as equally compelling:</p> <ol style="list-style-type: none">1) no cost or expense2) elimination of demands on the CIP Team's cashflow and administrative resources which are appropriated for emergency funding requests from its vendors, suppliers and contractors3) enhanced supply chain performance and goodwill. <p>I welcome the opportunity to visit and further acquaint your team with our capability to contribute to the success of the project.</p> <p>Best regard,</p>	
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5/21/2012	Please share by e-mail or U.S. mails any environmental studies connected to this project. Thank you.	<p>Dear _____,</p> <p>Thank you for your interest in the 75th Street Corridor Improvement Project. We are working now on the Draft Environmental Impact Statement (DEIS). It should be published late this summer, but there are still a couple of issues on which we are coordinating with the CREATE partners. We will be having a public hearing after the publication of the DEIS. We will add you to the project mailing list, so that you will be informed of these milestones.</p> <p>Sincerely, The 75th Street CIP Team</p>
6/22/2012	<p>Over the pass month we have been overrun with raccoons, possums, and rats due to the heavy construction of pounding in the back of my house and all my neighbor's. Construction has distrubed their habitat. In the past three weeks,we know that six raccoons have been captured. At earlier meeting this problem was forseen at the public meeting and was assured by 75th St. CIP that the problem would be addressed when it occurred. We are in need of traps immeditately. These are addresses where raccoons,possoms,and rats are sighted day and night.</p> <p>_____.</p>	<p>Dear _____,</p> <p>We definitely heard about the nuisance species concerns at the public meeting and are sorry to hear you are currently having troubles. However, the 75th Street CIP is still in the planning stage of the project. No construction has started yet and likely will not for several years. However, if you could tell me more about what kind of construction work is taking place and where it is being completed, we may be able to help forward your e-mail to the appropriate person.</p> <p>Is work being done on railroad tracks? If so, which railroad; the north-south CSX tracks or the east-west tracks? Has there been clearing of vegetation?</p> <p>You may also want to call 311 to inform the City of Chicago of the issues. The City forwards requests to railroads when necessary.</p> <p>Sincerely, The 75th Street CIP Team</p>
6/25/2012	<p>When will the public hearing to collect input from stakeholders be held? When will all owners of property adjacent to the project receive notices of all public meetings and hearings for year 2012?</p>	<p>Dear _____,</p> <p>Thank you for your question about the date of the Public Hearing at the 75th St. Corridor Improvement Project website. The Public Hearing is currently planned for this fall; however, the project team is still working to complete the Draft Environmental Impact Statement which will be presented at the hearing. The Community</p>

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		<p>Advisory Group-members and other stakeholders will be informed as soon as a date and location for the Public Hearing is finalized.</p> <p>The Public Hearing will be publicized in the same manner as the previous public meetings, including the following outreach methods:</p> <ul style="list-style-type: none"> • advertisements in newspapers (at least 30 days before public hearing date); • postcards to property owners and the mailing list; • door hangers in target neighborhoods; • postings on the project website; • an email to the email list; • posters at Metra stations; and • distribution of materials to elected officials and community organizations. <p>Separate letters will be sent to the owners of properties that may be acquired at least 30 days before the hearing by registered mail.</p> <p>Please let me know if you have any additional questions, and thanks again for your interest in the 75th St. Corridor Improvement Project.</p> <p>Sincerely,</p> <p>The 75th Street CIP Team</p>
1/4/2013	I am a member of I Care Ministries located 75th Parnell. When will there be another meeting with updated information?	<p>Dear _____,</p> <p>Thank you for checking on the status of the project. We still intend to have additional meetings about the project, but have been delayed due to some additional analysis. I don't have projected dates yet for the next meetings, but there may be a Community Advisory Group meeting sometime in the next couple of months and a Public Hearing sometime in the summer. We will keep you posted.</p> <p>Thank you,</p> <p>The 75th Street CIP Team</p>

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<p>1/2/2013</p>	<p>Good Morning,</p> <p>I am a nearly 10 year homeowner at ____ S Eggleston. Over this year, more trains have idled on the tracks parallel with my block, than during any time past. I have contacted you multiple times in the past and am contacting you again about trains idling directly behind my home, which is in the middle of the block, at hours that jeopardize sleep.</p> <p>The trains that run parallel with Eggleston often idle right behind my house though there is a parcel of land at 90th where no homes are located. I was told, in a reply to my emails, that trains would idle at 90th by an open field instead of behind homes, but they have inconsistently done this. There is one that has been idling since early this morning (it's now only 8:10 am) right directly across from my yard.</p> <p>When will the consistency be enforced? Further, why should I, as a resident in an area of planned construction, believe what you say regarding the CIP when what you've told me regarding this situation hasn't held true?</p> <p>I am looking forward to your prompt and detailed reply. I sent this through your website, but also sent this email as a record to accompany my prior documentation.</p> <p>Sincerely, _____</p> <p>[email from same address on same day]</p> <p>I have contacted you multiple times in the past and am contacting you again about trains idling directly behind my home, which is in the middle of the block, at hours that jeopardize sleep. The trains that run parallel with Eggleston often idle right behind my house though there is a parcel of land at 90th where no homes are located. I was told, in a reply from this email address, that trains would idle at 90th by an open field instead of behind homes, but they have inconsistently done this. There is one that has been idling since early this morning (it's now only 8:10 am) right</p>	<p>Dear _____,</p> <p>Thank you for your e-mail. We are sorry to hear that train engines continue to idle behind your home and disrupt your sleep. As our previous e-mail noted, one of the goals of the 75th Street Corridor Improvement Project (CIP) is to reduce train idling throughout the study area. However, the 75th Street CIP is still in the planning phase. In the best case scenario, it will be several years before the project can proceed through the final design phase, secure funding, and begin construction.</p> <p>In the short term, we will ask the appropriate freight railroads to contact you about this issue. Only the operating railroads will be able to determine the feasibility of having their locomotives idle at alternative locations. They would also be responsible for any enforcement of their own policies. You can also call 911 to report emergency situations concerning the railroads or 311 to report non-emergency issues (see attachment).</p> <p>Sincerely,</p> <p>The 75th Street CIP Team</p>
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	across from my yard. When will the consistency be enforced and why should residents believe what you say regarding this project when what you've told me regarding this situation hasn't held true?	
7/13/2013	Any new Newsletters or Update information.	Hello _____, Please be assured that you are still on your mailing list. We are hoping to have a CAG meeting sometime this fall. Stay tuned for details. Sincerely, The 75th Street CIP Team
7/17/2013	I'm trying to find out the status of this project. The residents were told that acquisitions would begin in March of 2013, and I'm not sure if the project is moving forward or not.	Dear _____, Thank you for contacting us regarding the status of the 75th Street Corridor Improvement Project. The project team is still in the process of preparing an Environmental Impact Statement (EIS) as part of the initial planning phase. We will hold a public hearing to receive comments after a draft version of the EIS is published. We are targeting late this calendar year or early 2014 for a public hearing. Changes will be made to the EIS based on the results of the public hearing. The final EIS will be reviewed at the federal level and will receive an official Record of Decision (ROD). If the ROD is favorable and funding is available for the project, land acquisition could begin at that time. As you can see, there are still several steps to take and much uncertainty, so it is difficult to say when the land acquisition would begin. Mid-2014 would be the earliest it could happen and most likely it would be later because of the need to secure funding. I hope this helps answer your question. Sincerely, The 75th Street CIP Team
R 8/28/2013	I am a homeowner in the area. Would like more updated information	Hello _____, Thank you for your interest in the 75th Street Corridor Improvement Project. You have been added to the project mailing list. We are currently planning to have a public meeting early in 2014. In the meantime, please see the project web site for details about the project Sincerely, The 75th Street CIP Team

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<p>8/27/2013</p>	<p>Joe,</p> <p>Lane is a significant civil contractor working across the US. We are # 6 in transportation in the country according to ENR. I'd like an update on the 75th Street CIP.</p> <p>Please call me and/or let me know where I can find current information about this project. Is there a Preliminary EIS as yet? Has some funding been identified. Is there any thought to what kind of construction contract could accelerate this project once it gets through the permit process? What is the sense of timing now (website lists ROD in 2013).</p> <p>Thanks for your consideration!!</p> <p>Regards,</p> <p>_____</p>	<p>Hello _____,</p> <p>The 75th Street CIP study team is in the process of finalizing the Draft EIS and updating our project schedule. We are currently planning to have a public hearing in early 2014 with a ROD at the end of 2014. No construction funding has been identified yet. We will post the updated schedule on the website when it has been reviewed and approved. Thank you for your interest in the project.</p> <p>Sincerely, The 75th Street CIP Team</p>
<p>10/13/2013</p>	<p>I own a home at 65th and Ross Avenue, Chicago, IL. I've noticed that the street is nearly cut-off/shut down. As you may know the homes on this block have been negatively affected. Who is the contact person for this area of construction? What is going to happen to this particular block?</p>	<p>Dear _____,</p> <p>Thank you for your question about construction near 65th Street and Ross Avenue. The 75th Street Corridor Improvement Project (CIP) is currently in the planning phase, so any construction at this time must be related to a different project. I have forwarded your e-mail along to the managers for the overall CREATE Program, as they may be able to answer your question.</p> <p>Thank you,</p> <p>The 75th Street CIP Study Team</p>
<p>10/23/2013</p>	<p>When is the next public meeting? We have not heard any updates.</p>	<p>Dear _____,</p> <p>Thank you for contacting the 75th Street CIP project team. We are working to complete the Draft Environmental Impact Statement (DEIS), and will have a Public Hearing on the DEIS in 2014. Prior to the Public Hearing, we will hold a Joint Community Advisory Group (CAG) meeting, which is tentatively scheduled for December. As a</p>

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		<p>member of the CAG, you will receive an invitation.</p> <p>We appreciate your work with the Community Advisory Group and your interest in the 75th St. CIP and look forward to seeing you soon. Please let us know if you have additional questions.</p> <p>Thank you,</p> <p>The 75th Street CIP Project Team</p>
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