



## **Appendix J DEIS Public Comment Period and Public Hearing Summary**

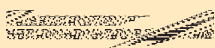
### **J1 PUBLIC HEARING MATERIAL, NOA, NOTICES, AND EMPLOYMENT AND PROPERTY BROCHURES**


**CREATE Program:**

*The 75th Street Corridor Improvement Project (75th St. CIP) is part of the Chicago Region Environmental and Transportation Efficiency (CREATE) Program. A program of regional and national significance, CREATE was developed to increase the efficiency of the region's rail infrastructure.*

**Project Team:**

*The development of the Environmental Impact Statement for the 75th St. CIP is being led by the Federal Highway Administration and the Illinois Department of Transportation, in coordination with the Chicago Department of Transportation, Metra, Amtrak and Association of American Railroads.*


**CDOT**  
CHICAGO DEPARTMENT  
OF TRANSPORTATION


## PUBLIC COMMENT SOUGHT ON THE PREFERRED ALTERNATIVE

The 75th Street Corridor Improvement Project (75th St. CIP) Team has worked with local residents, elected officials, community leaders and other stakeholders to find solutions to transportation problems in the Chicago neighborhoods of Ashburn, Englewood, Auburn Gresham, and West Chatham. The 75th St. CIP Project Team and the community together identified the following transportation problems:

- ◆ Delays at rail junctions
- ◆ Rail junctions too close together
- ◆ Delays for motorists and pedestrians at the 71st Street rail-roadway crossing
- ◆ Poor conditions at viaducts
- ◆ Limits on Metra's SouthWest Service line reliability
- ◆ Metra conflicts with freight trains

Working with the community, including a Joint Community Advisory Group formed for the project, the 75th St. CIP Project Team developed a Preferred Alternative to address these transportation problems. The Preferred Alternative is described in the following pages.



### Public Comment Period—March 28–May 22, 2014

The Project Team is asking community members and other stakeholders to comment on the Preferred Alternative and the Draft Environmental Impact Statement (DEIS) for the 75th St. CIP.

The DEIS describes how the Project Team—with the help of the local community—developed the Preferred Alternative for the project area. It compares the Preferred Alternative with taking no action to solve these problems – the “No-Build” alternative. It describes the benefits and impacts the build alternative would have on the natural and human environments, and the actions the Project Team are recommending to mitigate adverse impacts associated with the Preferred Alternative.

**The Public Comment Period for the 75th St. CIP DEIS is open from March 28 until May 22, 2014.** An official Public Hearing is being held on **April 22, 2014** to gather citizen's comments. All comments received from both the public and government agencies during the Public Comment Period will be addressed in the Final Environmental Impact Statement.

The last page of this brochure explains how you can provide your comments on the Preferred Alternative and the Draft Environmental Impact Statement. **With your valuable input, we will keep the 75th St. CIP “Moving Forward Together.”**

# PROJECT PURPOSE AND NEED

The Project Team and the community together developed the 75th St. CIP's Purpose and Need.

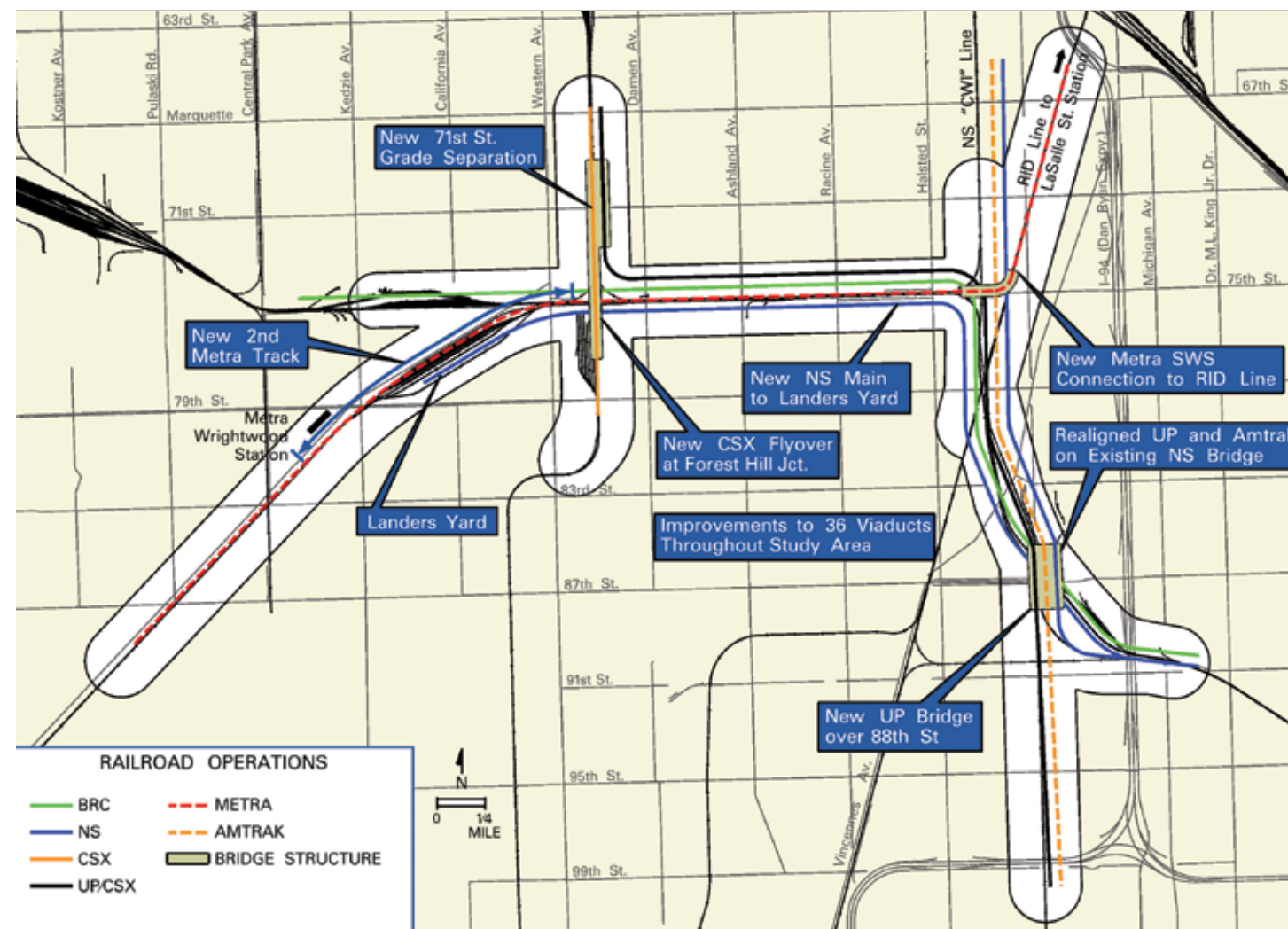
PROJECT PURPOSE: ♦ To improve mobility for rail passengers, freight and motorists

- PROJECT NEEDS:
- ♦ Reduce rail-rail crossing conflicts
  - ♦ Reduce road-rail crossing conflicts
  - ♦ Improved passenger train service reliability
  - ♦ Reduce local mobility problems

Early in the project, the 75th St. CIP team identified five "improvement areas" where opportunities existed to address the project's Purpose and Need. Several preliminary alternates for each area were developed, evaluated, and screened. Public input was sought throughout the process and ultimately the "best solution" for each area was combined into one Build Alternative. This is the **Preferred Alternative**.



## 75TH STREET PREFERRED ALTERNATIVE



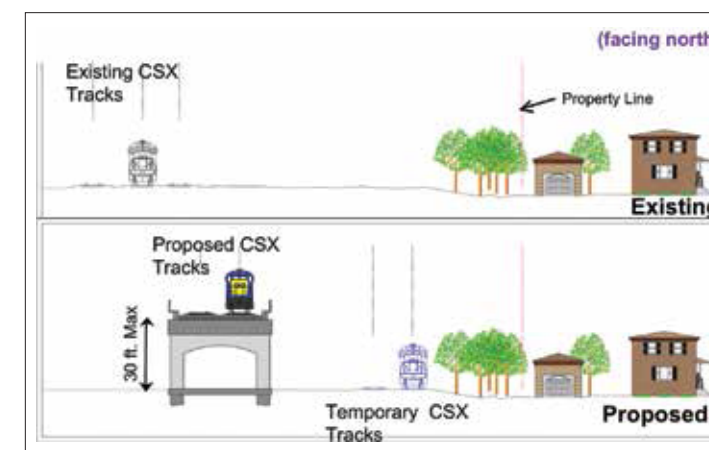
# THE 75TH STREET CIP PREFERRED ALTERNATIVE

## Forest Hill Junction and 71st Street Crossing

At Forest Hill Junction, the Preferred Alternative would provide a new elevated structure to carry north-south train traffic over east-west train traffic and over the existing highway-rail grade crossing at 71st Street near Bell Avenue.

PURPOSE AND NEED ELEMENTS ADDRESSED:

- ♦ Rail-rail conflicts at Forest Hill Junction
- ♦ Highway-rail crossing problems at the 71st Street grade crossing
- ♦ Passenger service reliability on the Metra SouthWest Service (SWS) line



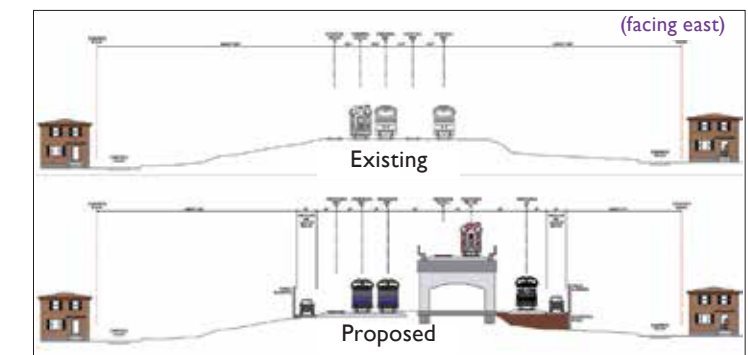
North-south tracks over east-west tracks near 75th Street

## Metra SouthWest Service Line (SWS) Connection to Rock Island District Line

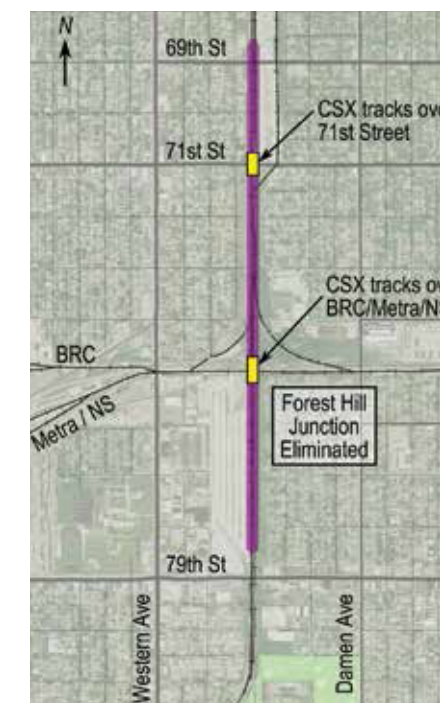
Metra's SWS line shares its tracks with freight traffic along the 75th Street corridor and north to Union Station. The Preferred Alternative would connect the SWS tracks to Metra's Rock Island District Line (RID) via a new flyover connection from the existing tracks in the 75th Street corridor to the existing RID tracks. The new connection would be located entirely on a structure through the residential neighborhood immediately south of Hamilton Park. Metra's SWS service would arrive in downtown Chicago at LaSalle Street Station instead of Union Station.

PURPOSE AND NEED ELEMENTS ADDRESSED:

- ♦ Rail-rail conflicts at Belt Junction
- ♦ Passenger service reliability on the Metra SWS Line
- ♦ Rail-rail conflicts for train traffic
- ♦ Passenger service reliability on the Amtrak *Cardinal/ Hoosier State* route



Metra SWS line would use a new structure



Location of new elevated structure



Metra flyover south of Hamilton Park



### Metra along Columbus Avenue

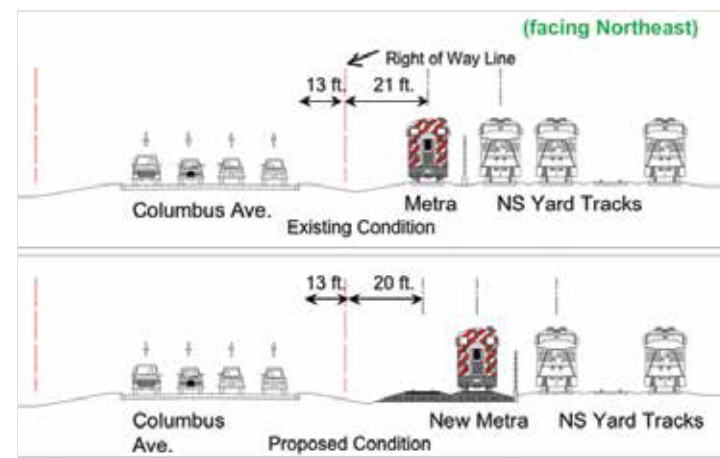
Metra's SWS trains run on only one track from just north of the Ashburn Metra Station to Western Avenue. Along Columbus Avenue, a new second track would be constructed along the west side of Landers Yard.

PURPOSE AND NEED ELEMENTS ADDRESSED:

- ◆ Passenger service reliability on the Metra SWS Line



Second track location



New Metra track allows for two-way travel

### 80th Street Junction

Six tracks used by five different railroads narrow to three tracks at this junction. The Preferred Alternative would realign existing tracks and provide additional new tracks to reduce this bottleneck.

PURPOSE AND NEED ELEMENTS ADDRESSED:

- ◆ Rail-rail conflicts at 80th Street Junction
- ◆ Passenger service reliability for Amtrak
- ◆ Rail-rail conflicts at Belt Junction

### Local Mobility and Viaduct Conditions

The community expressed concerns related to the safety and physical condition of railroad viaducts. Community members emphasized the following issues:

- ◆ Low visibility due to lighting conditions
- ◆ Poor drainage
- ◆ Crumbling concrete
- ◆ Poor roadway and sidewalk pavement conditions

**Viaduct work would be included and funded as part of the 75th St. CIP if the Preferred Alternative is selected.** This work could begin once the environmental and design phases are complete (2015 at the earliest, depending on funding). The work would include street resurfacing, drainage improvements, lighting replacement, sidewalk repair, and ADA-compliant curb ramps.

Routine maintenance to viaducts is not eligible for 75th St. CIP federal funds and is considered separate from the project itself. However, in response to community concerns expressed to the 75th St. CIP Project Team, CDOT, IDOT, and the railroads have begun addressing some of the known maintenance issues through separate funding sources.

PURPOSE AND NEED ELEMENTS ADDRESSED:

- ◆ Local mobility problems at viaducts due to poor visibility, drainage, pavement and structural conditions



Viaduct improvement locations

## THE NO BUILD ALTERNATIVE

Under the No-Build Alternative, none of the proposed work would be undertaken and railroads and roadways in the study area would not be changed. Consideration of a No-Build Alternative is required by the Environmental Impact Statement (EIS) process and serves as a baseline for comparison against Build Alternatives. The future conditions under the No-Build Alternative have been compared to the Preferred Alternative.

## BENEFITS, IMPACTS AND MITIGATION MEASURES

The DEIS explains how the 75th St. CIP would both benefit and impact the natural and human environments, and explores ways that negative impacts could be mitigated. The most significant project benefits, impacts, and mitigations measures are described in the following pages.

### Project Benefits

The DEIS documents that construction of the Preferred Alternative for the 75th St. CIP would result in real benefits to those who live in and travel through the project area.

**Decreased Train Idling:** At several locations in the 75th St. CIP project area, trains idle while waiting for clearance to proceed. The elimination of rail-rail conflicts at Forest Hill Junction, Belt Junction, and 80th St. Junction would reduce the amount of time trains spend idling in the project area.

**Decreased Air Emissions from Locomotives:** The reduction in train idling means that train fuel consumption would be reduced by approximately 20%. This would result in reductions of locomotive emissions compared to the emissions expected with the No-Build Alternative.

**Decreased Noise at Forest Hill Junction:** The rail-rail crossing at Forest Hill Junction causes a loud banging noise each time that train wheels go over it – hundreds of times for a single train. That banging noise will disappear with the elimination of this crossing.

**Elimination of the At-Grade Rail Crossing at 71st Street:** At the 71st Street crossing of the rail tracks, motorists, cyclists and pedestrians must wait for trains to cross. This presents a safety risk, especially when motorists or pedestrians become impatient or try to beat the train to the crossing. Elevating the tracks over 71st Street would eliminate these road delays and safety concerns.

**Improved Rail Passenger Service:** Both Metra and Amtrak service would improve in speed and reliability under the Preferred Alternative.

**Improvements at 36 Viaducts in the Project Area:** Viaduct improvements would help alleviate a number of issues that limit mobility, safety, and security for motorists, pedestrians, and cyclists, and would also provide substantial improvements to the appearance of viaducts for everyone who lives in and travels through the project area.

### Noise Impacts

Noise is a part of any urban environment, and in the neighborhoods of the 75th St. CIP, that includes train noise. The tracks in the neighborhood, some as much as 150 years old, are traversed by freight and passenger trains every day. Noise is one of the major concerns of the people who live in the project area.

Train traffic in the region will grow, whether the 75th St. CIP is constructed or not. That is why the Project Team compared existing noise levels to the noise levels that are predicted to exist if the 75th St. CIP is built (the Preferred Alternative) and if it is not built (the No-Build Alternative).

The CREATE Program uses a specific methodology following Federal Transit Administration (FTA) guidelines to analyze potential noise impacts that would result from all of its projects. The 75th St. CIP team used the same method to determine if residences or institutional facilities (e.g., schools) were above FTA's moderate or severe impact thresholds, a key factor in determining mitigation needs.



Train idling would be reduced



71st Street road-rail crossing would be eliminated



Metra service would be improved



**Noise Impacts** CONTINUED

It was determined that the number of residences and institutional facilities that would experience noise levels above the moderate or severe impact threshold went up for both the Build and No-Build Alternatives. However, if the Preferred Alternative were built, the number of residences and facilities above FTA moderate and severe impact thresholds would be higher, as seen in the chart.

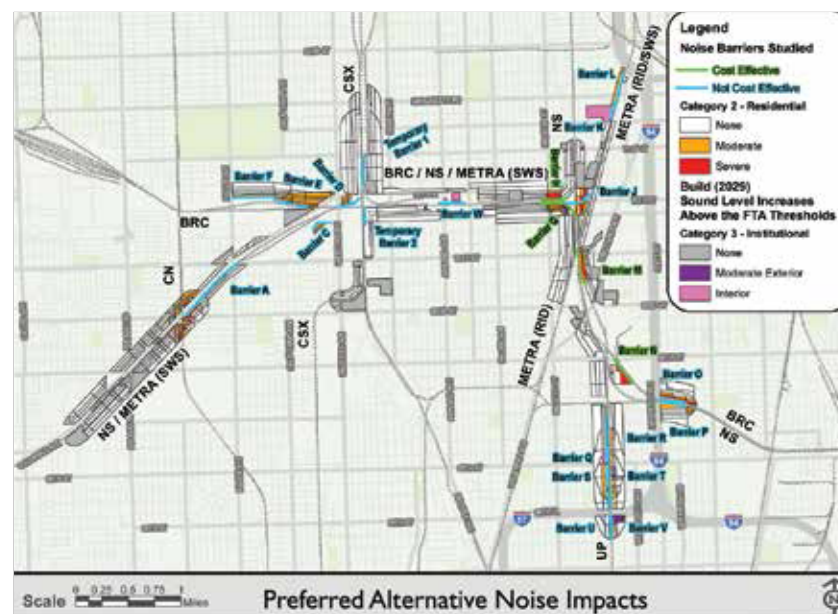
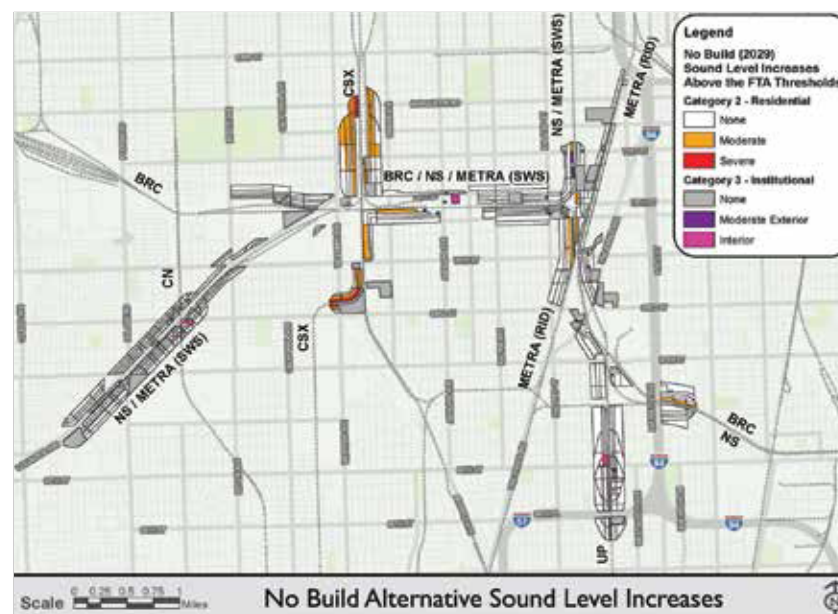
| Comparisons to Existing Noise Levels                         |                       |                      |            |
|--|-----------------------|----------------------|------------|
|  | Preferred Alternative | No-Build Alternative | Difference |
| Residences above the FTA moderate impact threshold           | 1,092                 | 1,009                | 83         |
| Residences above the FTA severe impact threshold             | 267                   | 90                   | 177        |
| Institutional facilities above FTA moderate impact threshold | 3                     | 1                    | 2          |
| Institutional facilities above FTA interior impact threshold | 7                     | 7                    | 0          |

**Noise levels vary according to location.**

Some locations would experience lower sound levels under the Preferred Alternative. To see how a specific location could be impacted, please consult the DEIS (available at [www.75thcip.org](http://www.75thcip.org) or the locations listed on the back page) or see the exhibits at the Public Hearing on April 22, 2014 (see back page for details).

**Noise Impact Mitigation Measures**

The Project Team considered noise mitigation for the areas that are predicted to experience noise impacts. Noise mitigation measures considered included noise barriers and buffer zones. Buffer zones would require additional property acquisition and result in additional displacements, and were therefore not determined to be an acceptable mitigation option. Generally, the most practical noise mitigation option is a noise barrier (see photo).



The Project Team evaluated 23 noise barriers to determine if they provide the necessary noise reduction benefit and could be constructed (whether building the barrier would be feasible), and whether the predicted noise reduction benefit would be worth the cost of building the wall (whether the barrier would be *cost-effective*).

Preliminary evaluation has shown that four feasible noise barriers (Barriers G, H, M, and N) are cost-effective. The maps on this page show the locations of Barriers G, H, M, and N, and the impacted areas that the barriers would benefit. These barriers would benefit 189 residences and Leland Giants Park.

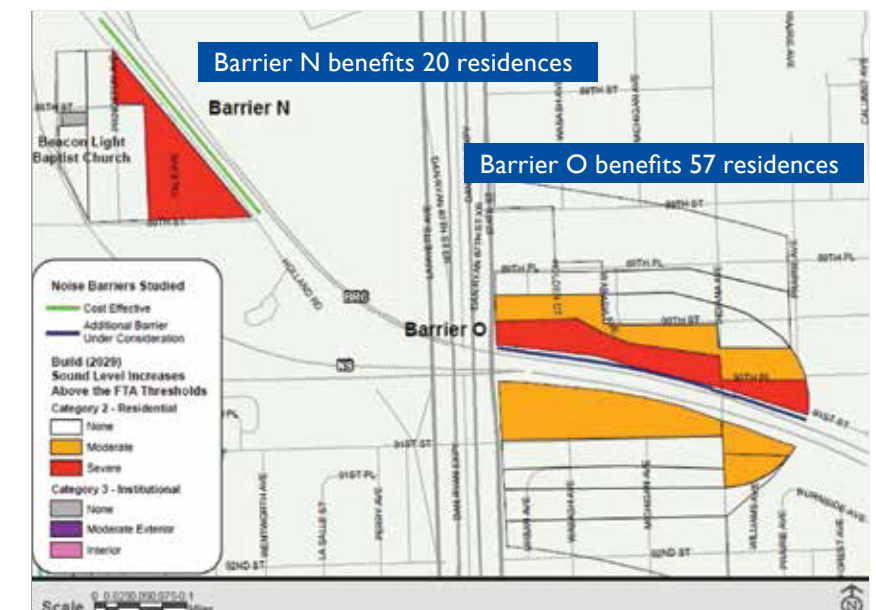
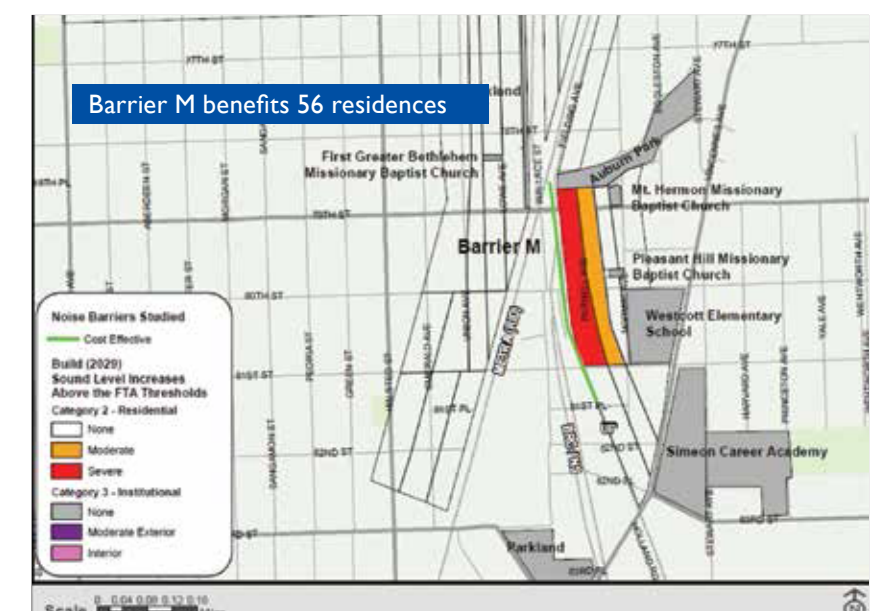
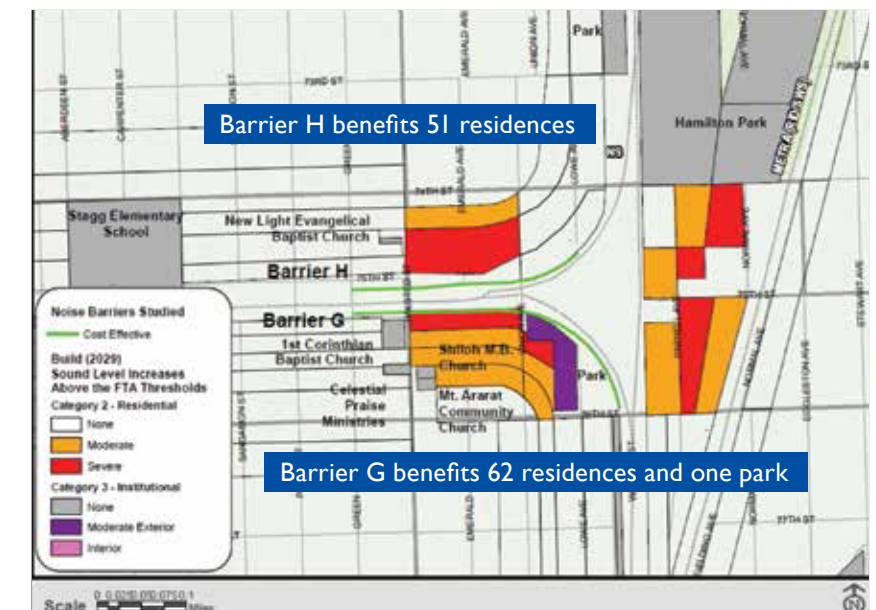
A fifth barrier, Barrier O, was close to meeting the cost-effectiveness criteria. The Project Team recommends that this noise barrier be constructed under the Preferred Alternative (see map).

Residents and property owners who would benefit from the implementation of Barriers G, H, M, N, and O will be consulted to make sure that their viewpoints are considered before the barriers are built. The final decision on implementing noise mitigation measures will be made upon the completion of the project design and public involvement process.

**Other Mitigation Measures Still Under Investigation: Quiet Zones**

Train horn noise was cited as a community concern by both CAG members and attendees at public meetings. As a result of ongoing coordination between the Project Team, CDOT evaluated the feasibility of implementing Quiet Zones in several corridors within the 75th Street CIP study area. These studies indicated that a Quiet Zone was feasible in only one corridor. A portion of this corridor, from 95th Street to 101st Street, overlaps with the 75th St. CIP study area. CDOT recommended this Quiet Zone for implementation.

If the City's approval for this Quiet Zone is granted by the Federal Railroad Administration, the Project Team has recommended that the 75th St. CIP commit to funding the capital costs of Quiet Zone implementation for the three crossings within the study area: 95th Street, 97th Street, and 101st Street. Quiet Zones were found to not be feasible in other corridors.





### Vibration

Vibration impacts are caused by the rolling of train wheels over the rails. The community surrounding the 75th St. CIP has expressed concern about vibration to the Project Team.

Vibration is measured at two levels: ground-borne vibration is the noticeable movement of building floors, rattling of windows, and shaking of items on walls or shelves. Ground-borne noise is the low frequency rumbling noise caused by the vibration of floors, walls, or ceilings.

Train traffic in the region will grow, whether the 75th St. CIP is constructed or not. That is why the Project Team compared existing vibration levels to the vibration levels that are predicted to exist if the 75th St. CIP is built (the Preferred Alternative) and if it is not built (the No-Build Alternative).

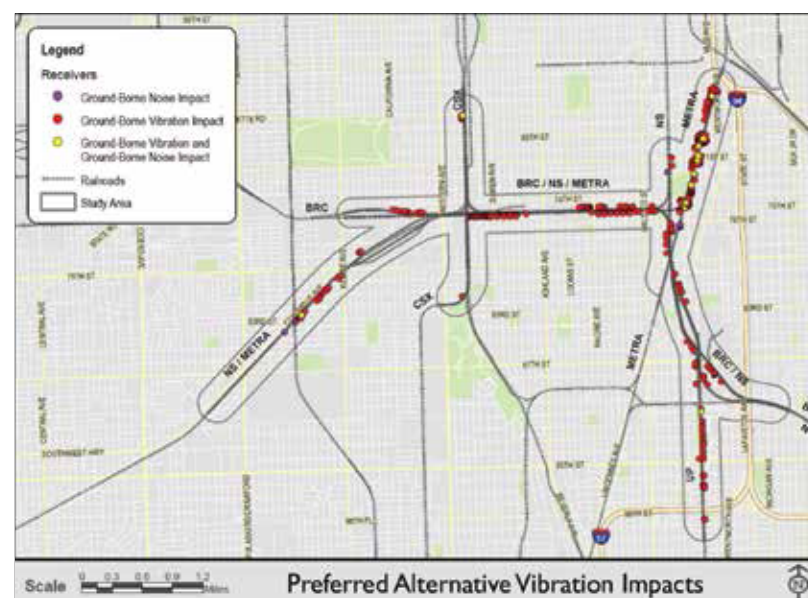
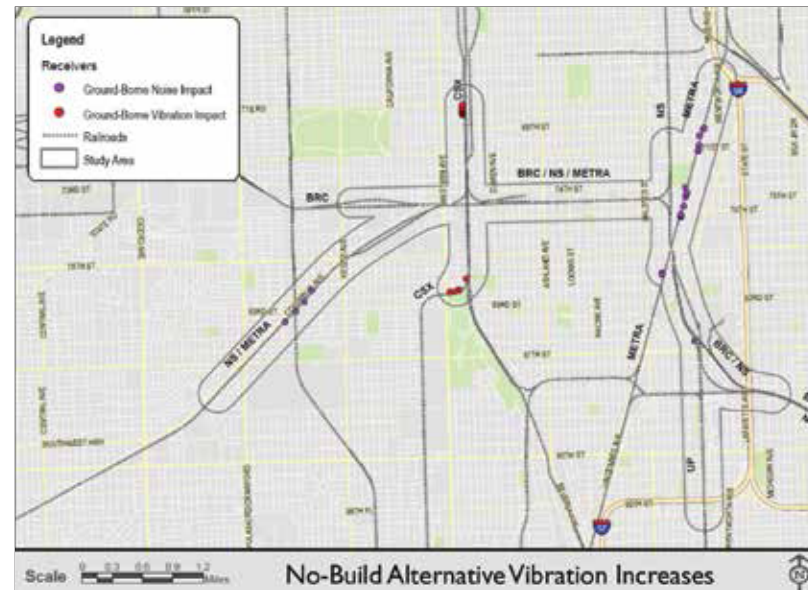
It was determined that the number of residences and institutional facilities that would experience vibration levels above the FTA thresholds went up for both the Build and No-Build Alternatives. However, if the Preferred Alternative were built, the number of properties above FTA thresholds would be higher, as seen in the chart.

| Comparisons to Vibration Levels                                       |                       |                      |            |
|---|-----------------------|----------------------|------------|
|   | Preferred Alternative | No-Build Alternative | Difference |
| Properties with ground-borne vibration levels above the FTA threshold | 755                   | 28                   | 727        |
| Properties with ground-borne noise levels above the FTA threshold     | 77                    | 58                   | 19         |

#### VIBRATION AND STRUCTURES

Many people in the community surrounding the 75th St. CIP have expressed concern that vibration from trains may cause damage to their homes. However, the level of vibration that would cause damage to a building is far greater than the level that causes annoyance, or even discomfort, to a person.

Humans start to feel vibrations between 65-70 VdB (vibration decibels). This is the point where you start to feel that very low frequency rumble and may be annoyed by it. Minor cosmetic damage to structures (such as cracks in plaster) starts to occur when vibration is 1000 times greater than that.



#### Vibration Mitigation Measures

The Project Team studied ways to reduce the vibration impacts of the Preferred Alternative. The mitigation strategies evaluated included buffer zones, planning and design of special track work, and maintenance practices. The acquisition of additional properties for the purpose of establishing buffer zones would create additional community impacts and was therefore not considered a feasible mitigation measure. With the exception of welded rail joints, which are standard railroad policy, special track work is not considered viable for vibration mitigation in the 75th St. CIP study area. Maintenance programs, including regularly-scheduled rail grinding, wheel truing, vehicle reconditioning, and use of wheel-flat detectors, will continue to be used by railroads in the study area, but would not completely eliminate the predicted vibration impacts.

### Property Acquisition

The 75th St. CIP Project Team has made every effort to minimize the need to acquire property. It has worked closely with the community, including the Joint Community Advisory Group, to minimize this impact.

Property impacts associated with the Preferred Alternative would occur near 80th Street Junction, Union Avenue, Forest Hill Junction, and in the neighborhood south of Hamilton Park, where the structure connecting the Metra SWS Line to the RID Line would be built. The location of the structure was coordinated with the neighborhood. The proposed alignment received their overwhelming support, and was selected to be part of the Preferred Alternative.

Total required property acquisition for the Preferred Alternative would be:

- ◆ Private right-of-way to be acquired (15.4 acres)
- ◆ Public right-of-way to be used (1.3 acres)
- ◆ 42 parcels of land to be acquired
- ◆ No businesses or commercial establishments to be displaced

#### PROPERTY ACQUISITION PROCESS

Any necessary property acquisition will follow the federal *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970* and the *IDOT Land Acquisition Manual*. This will ensure that:

- Owners are fairly compensated for the value of their property
- Renters and owners receive relocation assistance, including moving expenses
- Other costs associated with comparable replacement housing are covered
- Residents are given the opportunity to relocate within the community, if possible

In addition, some property owners are concerned about the value they would receive for their property, especially if they owe more money on their mortgage than the fair market value of their property (negative equity). The 75th St. CIP could assist some residential property owners settle their mortgage balance. Opportunities to assist home owners would be evaluated on a case-by-case basis when appropriately justified.

The property acquisition process could begin after the Federal Highway Administration issues a Record of Decision. The current schedule anticipates a Record of Decision in Fall 2014.

For more information regarding your legal rights, contact the study team or call IDOT's landowner information center at 1-847-705-4321.





### Visual Impacts

The 75th St. CIP Project Team has determined that two project elements in the Preferred Alternative would have a high negative impact on visual resources in the study area. These are the Metra SWS connection to the RID line, which introduces a new rail structure in the neighborhood south of Hamilton Park, and the Forest Hill Junction Flyover, which elevates an existing rail line from approximately 78th Street to 69th Street. Retaining walls may also have a negative visual impact in the project area. These impacts will be mitigated through landscaping and aesthetic treatments on retaining walls. These mitigation measures will be developed with the input of local stakeholders during final design.

Many public comments were received, however, regarding the appearance of *existing* railroad viaducts. While improving aesthetics is not a specific goal of the project, several new bridges and bridge extensions would improve appearances at several locations. In addition, the Preferred Alternative would also improve the appearance and condition of 36 viaducts, resulting in positive impacts on visual resources within the study area.



Artist's rendering of the Forest Hill Junction Flyover



Artist's rendering of the Metra SWS connection to the RID line

### Temporary Construction Impacts

The 75th St. CIP Project Team studied not only the permanent benefits and impacts that the project would have on the community, but also the temporary impacts of project construction. Working with the community, the Project Team identified four major concerns for project construction, and developed the following strategies to mitigate them.

**Traffic during construction:** Traffic Management Plans would be required for each major construction contract.

**Noise and vibration during construction:** All construction activities would adhere to all applicable City of Chicago ordinances for noise and vibration. The 75th St. CIP would coordinate with local schools to schedule pile driving activities so as to not interfere with State of Illinois mandated testing periods.

**Control of nuisance species, such as rodents:** Contractors would control nuisance species, such as rodents, during the initial land-clearing phase of the work and as needed through the completion of construction in order to protect adjacent residential areas. Contractors would be required to comply with City of Chicago ordinance requiring contractors to complete rodent surveys, and abatement where applicable, in order to obtain a permit for the demolition of any building or structure.

**Working on Chicago Park District Land (Hamilton Park and Leland Giants Park):** Even though none of the finished construction for the 75th St. CIP would be on park land, construction of retaining walls near park property would require construction work to access part of the parks. Permits would be obtained from the Chicago Park District to allow for construction of the new retaining walls near park property.

A landscaping plan to restore the affected areas of the parks would be required.

### Additional Mitigation Measures Still Under Investigation

To mitigate project impacts, a full range of measures under IDOT and CREATE Program policies were investigated. Some of these measures, such as noise barriers, were found to be effective, and those have been recommended for implementation as part of the Preferred Alternative. Additional practicable mitigation and enhancement measures that could provide offsetting benefits are still under investigation. These additional measures are presented in the Draft EIS and will be discussed at the public hearing. Practicable mitigation measures with merit and support could be included in the Final EIS. The Project Team invites community members to share their opinion about the following additional mitigation measures and offsetting benefits. The Project Team is continuing to investigate these measures, and we look forward to your comments.

| Additional Mitigation Measures and Benefits Still Under Investigation<br>Additional Planning and Public Input Required |  |
|--|--|
| Possible Mitigation Measure or Benefit   | Description  |
| Job Training and Educational Programs  | In addition to publicizing current IDOT strategies to encourage small and disadvantaged businesses, the Project Team will consider job training and educational programs                   |
| Bus Stop Improvements  | 1. Upgrade 20 busiest bus stops near project limits<br>2. Install electronic bus-arrival signs at all 20 stops<br>3. Install bus shelters at the 10 stops that don't have them             |
| Sidewalk Improvements  | Provide funding to the City of Chicago to improve sidewalks, in addition to sidewalk improvements at viaducts  |
| Bicycle Improvements   | Construct bike routes in the project area  |
| Remnant and Vacant Parcel Improvements   | 1. Improve 1.39 acres of project remnant parcels south of Hamilton Park<br>2. Improve other City-owned vacant properties across the study area<br>3. Develop programs with community input |
| Streetscape Improvements   | Add trees, benches, signs, decorative pavement at crosswalks, bike racks, and other amenities  |





### Where can I review the DEIS?

The DEIS will be available for public review until May 22, 2014 at the websites [www.75thcip.org](http://www.75thcip.org), [www.createprogram.org](http://www.createprogram.org), and [www.dot.il.gov](http://www.dot.il.gov) and at the locations listed below.

#### Chicago Public Library:

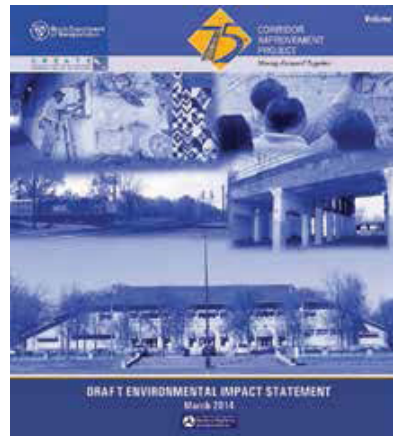
- Wrightwood-Ashburn Branch, 8530 S. Kedzie Avenue
- Thurgood Marshall Branch, 7506 S. Racine Avenue
- West Englewood Branch, 1745 W. 63rd Street
- Sherman Park Branch, 5440 S. Racine Avenue
- Brainerd Branch, 1350 W. 89th Street
- Harold Washington Library Center, 400 S. State Street

#### Hometown Ladwig Library

4331 Southwest Highway #3, Hometown, IL

#### Illinois Department of Transportation

Attn: Jakita Trotter,  
100 W. Randolph St., Suite 6-600, Chicago, IL



### How Can I Provide Comments on the DEIS?

At the April 22, 2014 Public Hearing, you may comment by:

- ◆ Filling out the comment form
- ◆ Providing your comments to the court reporter
- ◆ Offering your comments verbally during the formal session. Due to time constraints, we ask that you limit your comments to three minutes

You may also comment:

- ◆ By email at [info@75thcip.org](mailto:info@75thcip.org)
- ◆ On the project website at [www.75thcip.org/contact.php](http://www.75thcip.org/contact.php)
- ◆ By mail at:  
75th St. Corridor Improvement Project  
525 W. Monroe, Suite 200  
Chicago, IL 60661  
Attn: Tom Underwood

### What will you do with my comments?

Your opinion matters and we encourage you to submit your comments. All comments received during the open Public Comment Period (March 28-May 22, 2014) will be part of the official public record of the project.

## NEXT STEPS

### FEIS Distribution

After the formal comment period, a Final Environmental Impact Statement (FEIS) will be prepared that will document any changes that occurred since the DEIS and may confirm the Preferred Alternative. Copies of the final document are provided to the same state and federal agencies, public officials, and public locations that received the draft.

### Document Approval— Record of Decision (ROD)

The Federal Highway Administration has responsibility for approving the environmental documents for this project. After final versions are circulated, the agency will publish a Record of Decision (ROD). This is the signal that work can move to the next phases of development—design, property acquisition, and construction as funding is available.







**CORRIDOR  
IMPROVEMENT  
PROJECT**

*Moving Forward Together*

75th St. CIP  
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Suite 200  
Chicago, Illinois 60661  
[www.75thcip.org](http://www.75thcip.org) ♦ [info@75thcip.org](mailto:info@75thcip.org)

**DRAFT ENVIRONMENTAL IMPACT STATEMENT  
PUBLIC COMMENT FORM (Please print clearly)**

**NAME (optional):** \_\_\_\_\_

**ADDRESS (optional):** \_\_\_\_\_

All written and transcribed comments made at this hearing and any other written comments received between March 28 and May 22, 2014 will become part of the official public record. Please provide your comments in the space provided below. Place in the comment box at this meeting, hand it to a team member, or mail it to the address above. You may also email comments to [info@75thcip.org](mailto:info@75thcip.org).

**(Use other side or additional paper if needed)**

Please share your opinion about the following additional mitigation measures and offsetting benefits. Your input will help us determine which are included in the Final Environmental Impact Statement. Please rank them in order of importance to you (number 1-6).

Job Training and Educational Programs

Bicycle Improvements

Bus Stop Improvements

Remnant and Vacant Parcel Improvements

Sidewalk Improvements

Streetscape Improvements

The poster features a blue header with the Illinois Department of Transportation logo, the '75th Street' logo, and the text 'CORRIDOR IMPROVEMENT PROJECT' and 'Moving Forward Together'. Below the header, the main text reads: 'Draft Environmental Impact Statement Public Hearing', 'April 22, 2014', '4:00-7:30 p.m.', and 'Freedom Temple Church of God in Christ'. The bottom section contains logos for the Illinois Department of Transportation, CDOT (Chicago Department of Transportation), U.S. Department of Transportation Federal Highway Administration, Association of American Railroads, and Jacobs. A small yellow lightbulb icon is in the bottom right corner.

Thank you for attending today's Public Hearing on the Draft Environmental Impact Statement for the 75<sup>th</sup> Street Corridor Improvement Project.

Welcome from the Project Study Group, made up of:

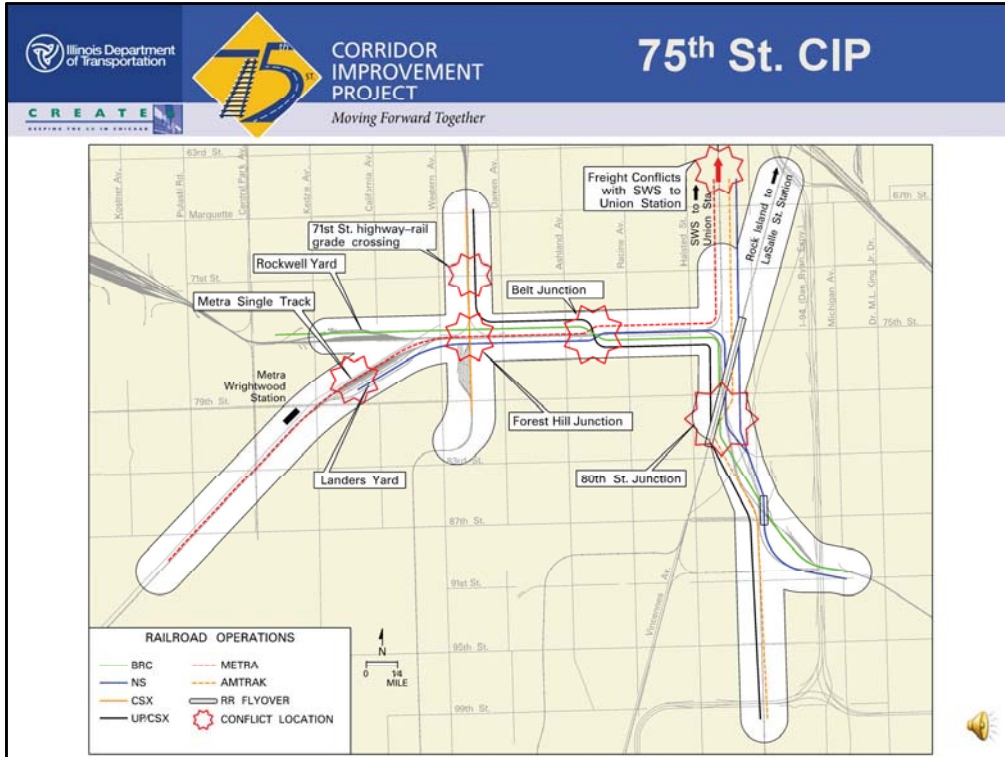
- The Illinois Department of Transportation, the project's lead public agency
- The Chicago Department of Transportation
- The Federal Highway Administration
- The Association of American Railroads, and
- Jacobs, the project consultant, leading a team of subconsultants.

We look forward to your comments.





This project is part of the Chicago Region Environmental and Transportation Efficiency Program, or CREATE. The program was developed to increase the efficiency of the region's rail infrastructure.



The 75<sup>th</sup> St. CIP is working to find solutions to transportation problems in your neighborhoods of Ashburn, Englewood, Auburn Gresham, and West Chatham.

**Previous Public Meetings**

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**June 2011 Public Meetings:**

- Introduced the project
- Reviewed 75<sup>th</sup> St. CIP draft Purpose and Need
- Obtained public input on 75<sup>th</sup> St. CIP and the draft Purpose and Need

**October 2011 Public Meeting:**



- Reviewed the project
- Presented a Range of Alternatives developed to meet the Purpose and Need
- Obtained public input on the Alternatives

Two public meetings were held in June 2011 and one was held in October 2011 to present project information and obtain public feedback.

The Project Team has also met with a Community Advisory Group six times to gain more input on the project.

All of these public outreach activities have helped us develop the Preferred Alternative we are presenting today.



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## Review of Preferred Alternative

**Project Purpose**

- To improve mobility for rail passengers, freight, and motorists

**Project Needs**

- Reduce rail-rail crossing conflicts
- Reduce road-rail crossing conflicts
- Improve passenger rail reliability
- Reduce local mobility problems

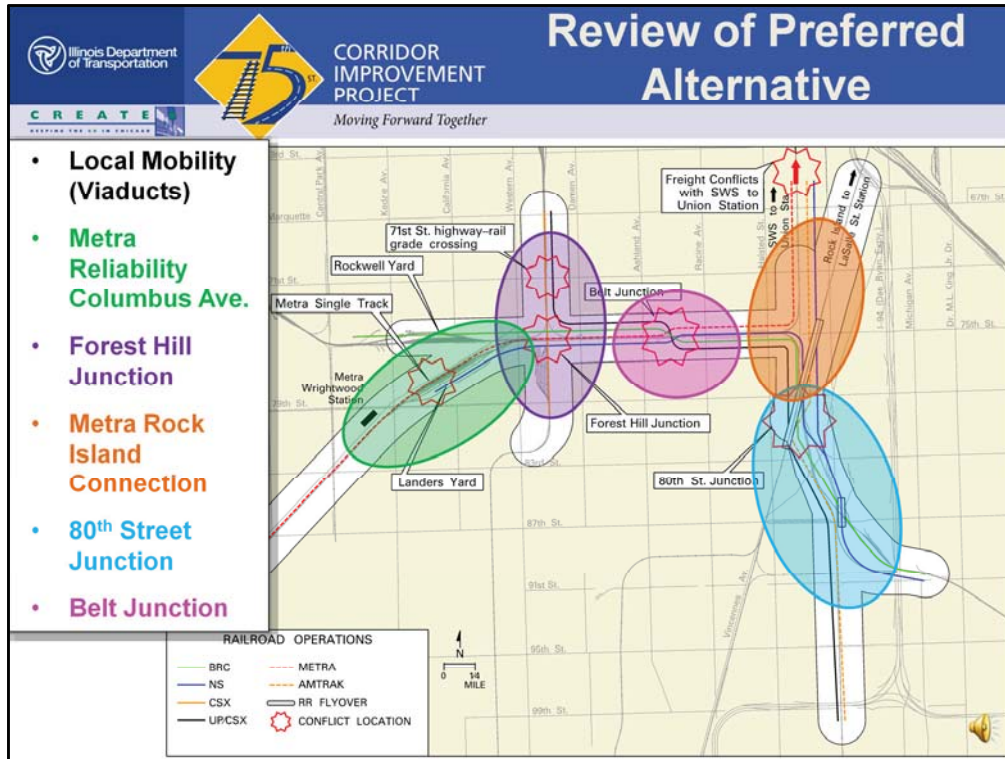


The purpose and need statement states that:

The project's purpose is to improve mobility for rail passengers, freight, and motorists.

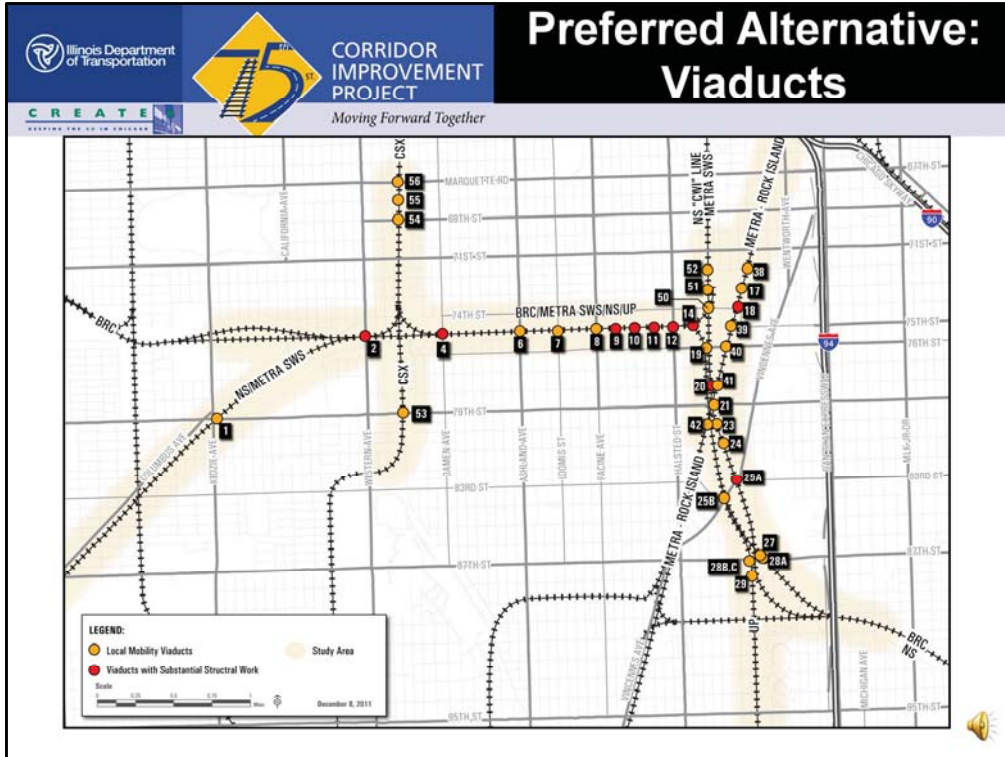
To accomplish that purpose, it was determined that the project must:

- Reduce conflicts at locations where rail lines cross
- Reduce conflicts where roads cross railroads
- Improve passenger rail reliability, and
- Reduce the problems at railroad viaducts that restrict local mobility.



In the following slides we will describe the Preferred Alternative developed to meet this purpose and need.






Elected officials, Community Advisory Group members, and residents said that poor conditions at viaducts cause safety issues for motorists, cyclists, and pedestrians, and make it more difficult to get around.

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## Preferred Alternative: Viaducts

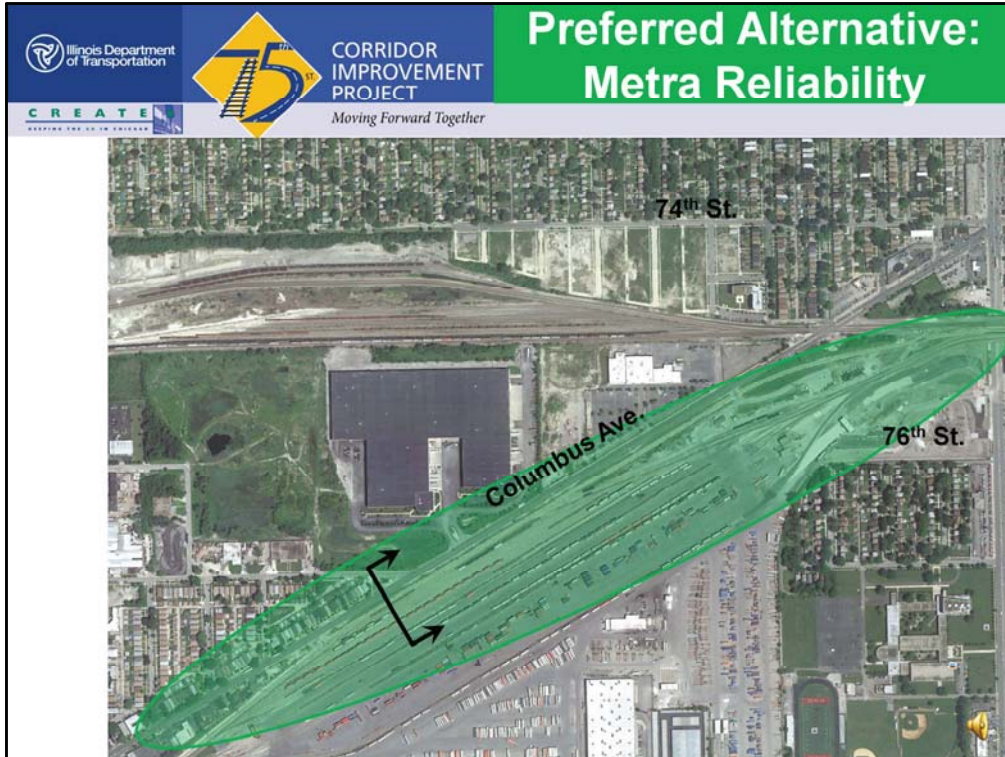
**ALL Viaduct Replacement and Reconstruction included:**

- Reconstruction of streets and sidewalks
- Bridge work
- Waterproofing of bridge decks (at the 10 viaducts requiring track work)
- Replace all lighting

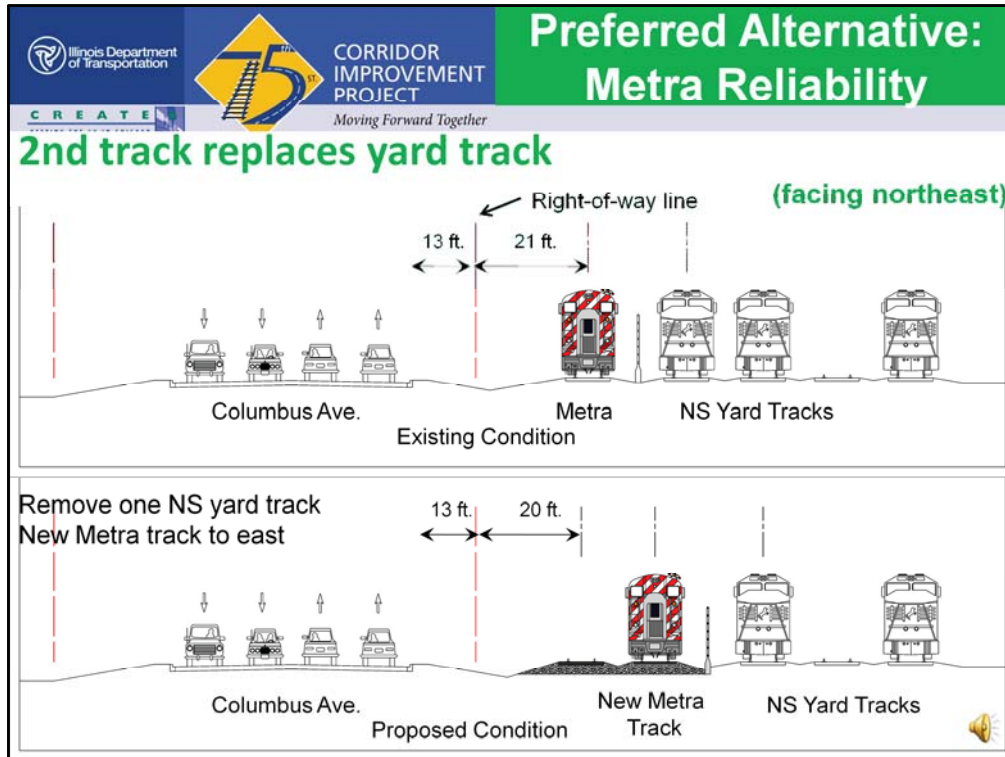


The Project Team added Local Mobility to the Purpose and Need for the 75<sup>th</sup> St. CIP, and inspected 37 viaducts in the project area. One of these viaducts will be closed. At the other 36 viaducts, ALL viaduct replacement and reconstruction work we identified is included in the Preferred Alternative.







Metra's SouthWest Service line only has one track from just north of the Ashburn Metra Station to Western Avenue.



The Preferred Alternative adds a second track east of the existing track along Columbus Avenue. This would increase the reliability and flexibility of Metra service.



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75<sup>TH</sup> STREET

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**Preferred Alternative:  
Forest Hill Junction**

- Elevate north-south CSX tracks over east-west tracks and 71<sup>st</sup> Street
- Bridge extends from 68<sup>th</sup> Street to 79<sup>th</sup> Street
- 1 vacant property to be acquired in this area



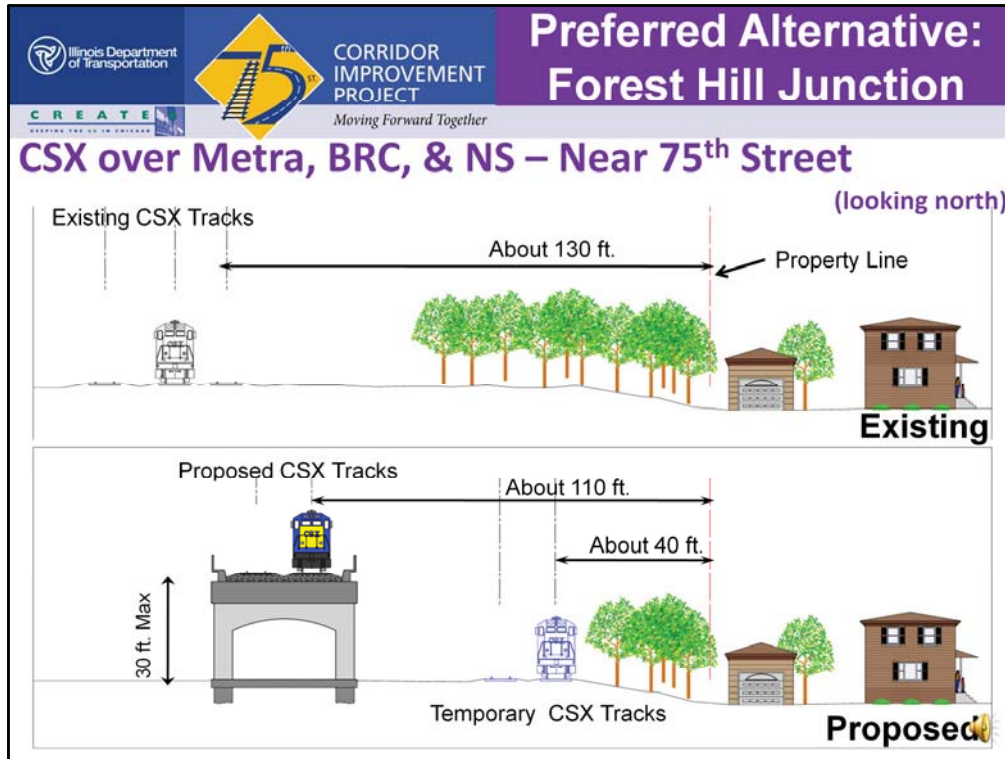
At Forest Hill Junction, the Preferred Alternative provides for a new elevated structure to carry north south train traffic over east west train traffic and to separate road and rail traffic at 71<sup>st</sup> Street.

This eliminates all rail rail conflicts and delays at Forest Hill Junction and the road rail conflicts at 71<sup>st</sup> Street.

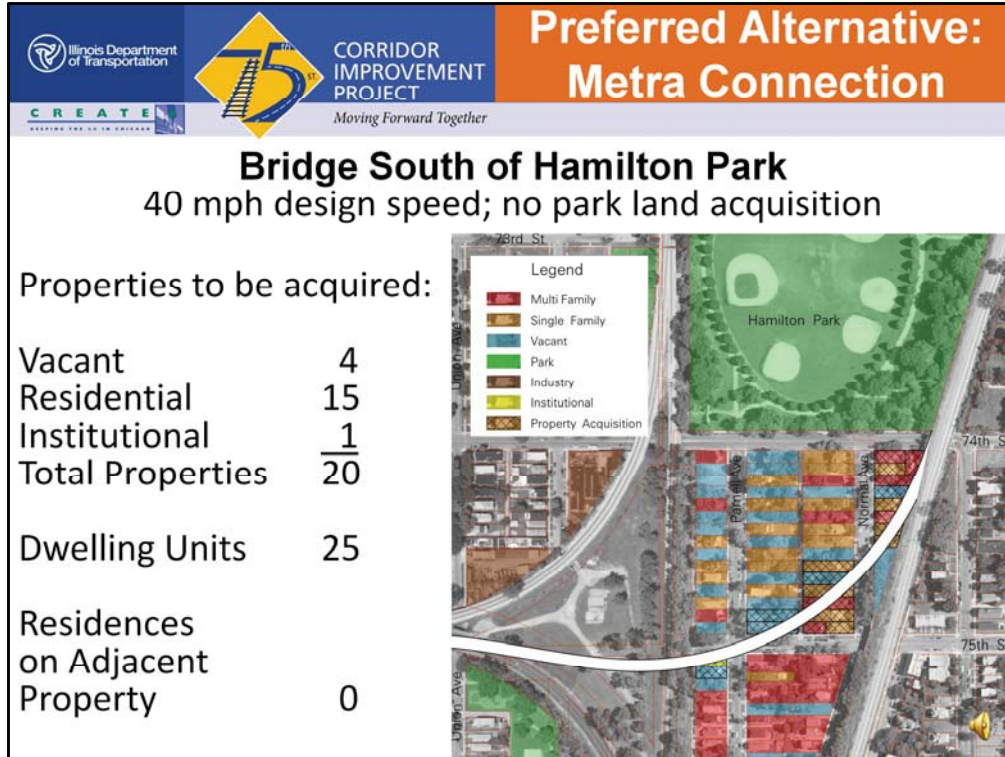
The noise and air pollution from idling trains waiting to cross Forest Hill Junction and the pounding noise from trains crossing Forest Hill Junction would be eliminated.

In addition, motorists, cyclists, and pedestrians would no longer have to wait for trains at 71<sup>st</sup> Street.





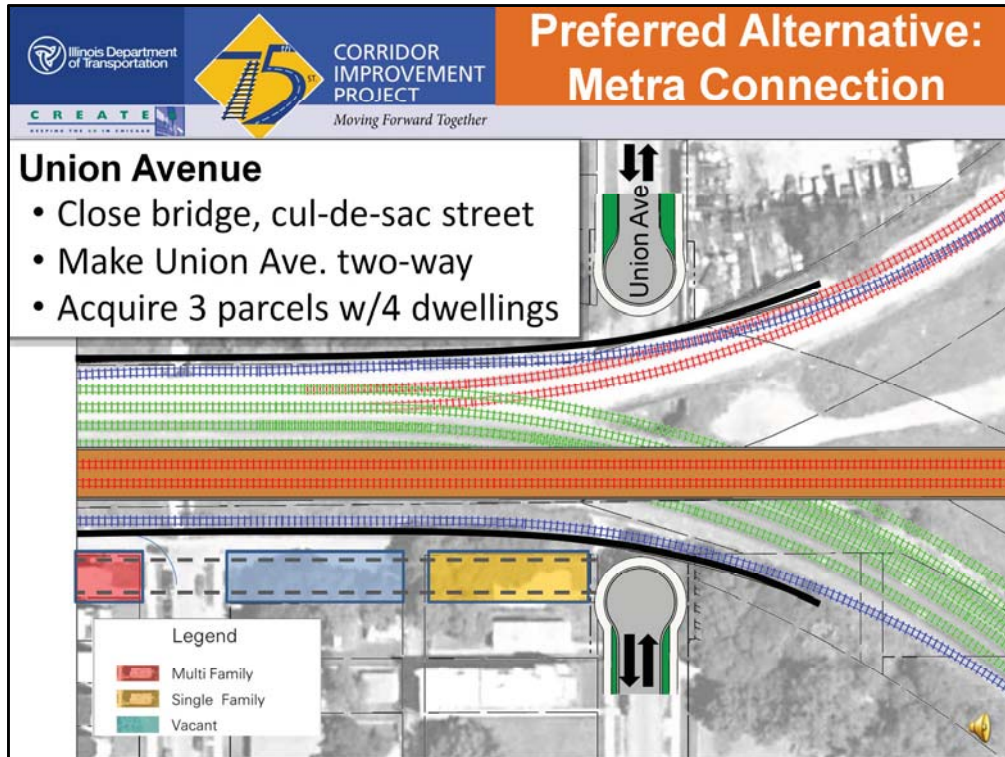
The new elevated tracks would be constructed close to the existing tracks. Temporary tracks built east of the existing tracks would be used for about one year during construction.



Metra’s SouthWest Service line shares its tracks with freight traffic along the 75<sup>th</sup> Street corridor and north to Union Station.


To separate this service from freight traffic, the Preferred Alternative would connect the SouthWest Service line tracks to Metra’s Rock Island District line tracks. This will require a new flyover structure through the residential neighborhood south of Hamilton Park. Metra’s SouthWest Service line would arrive in downtown Chicago at LaSalle Street Station instead of Union Station.

This map shows the new structure and the properties which would be acquired.




In addition, the Union Avenue viaduct would be closed. Union Avenue would become a two way street both north and south of the train tracks. Three residential properties would need to be acquired along the south side of the tracks. The decision to close Union Avenue was made with the concurrence of elected officials, emergency responders, and the community.





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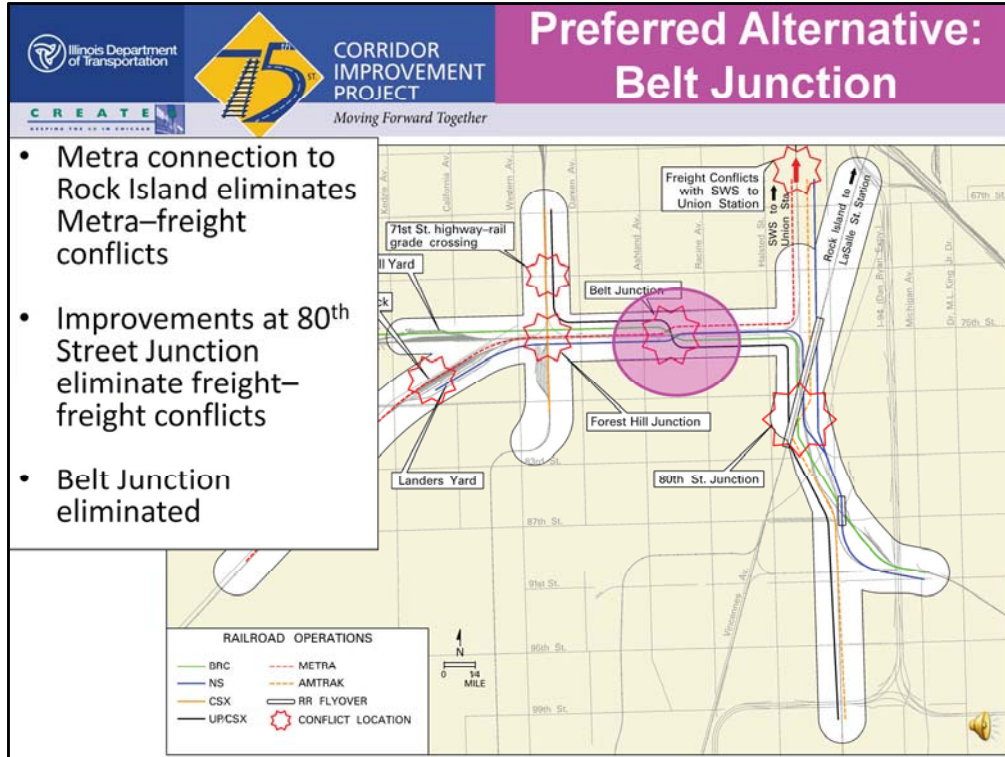
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## Preferred Alternative: 80<sup>th</sup> Street Junction

- Eliminates conflicting rail movements
- All tracks on existing railroad embankments
- 18 vacant properties to be acquired in this area



At 80<sup>th</sup> Street Junction, six tracks used by five different railroads narrow to three tracks. The Preferred Alternative would realign existing tracks and provide additional new tracks to eliminate this bottleneck.



Construction of the Preferred Alternative in other areas would eliminate the conflicts at Belt Junction.

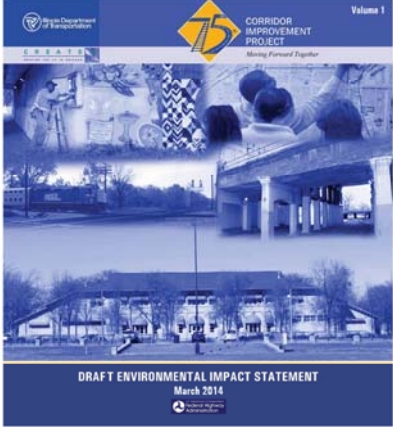

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# Benefits, Impacts and Mitigation

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## Draft Environmental Impact Statement (DEIS)

- Describes alternatives, including the “No-Build” alternative
- Describes benefits and impacts
- Describes mitigation measures
- Will be finalized after Public Hearing and Comment Period

As the Project Team developed the Preferred Alternative, it also prepared the Draft Environmental Impact Statement, or DEIS. This important document describes:

The project alternatives, including the “No Build” alternative, or taking no action

The benefits and impacts of the Preferred Alternative, and

The mitigation measures that will be included in the project as well as some additional ones that are under investigation. Mitigation means avoiding or reducing the negative consequences associated with the project if it is built.




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# Benefits, Impacts and Mitigation

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## Overview

1. Benefits of the Preferred Alternative
2. Impacts of the Preferred Alternative and Mitigation Measures
3. Temporary Construction Impacts and Mitigation Measures
4. Additional Mitigation Measures and Benefits Under Investigation. **Your Input is Needed!**



We will now discuss the benefits and impacts of the Preferred Alternative; mitigation measures developed to address impacts; and temporary construction impacts and mitigation measures to reduce those impacts.

We will also explain additional mitigation measures and benefits still under investigation. Please provide input on these items on the comment sheet that you were provided.





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## Benefits, Impacts and Mitigation

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| Benefits of Meeting Purpose and Need for the 75 <sup>th</sup> St. CIP |   |
|---|---|
| Reduces rail-rail crossing conflicts                                  | <ol style="list-style-type: none"> <li>1. Decreased train idling</li> <li>2. Decreased air emissions from locomotives</li> <li>3. Improved safety and security</li> </ol>   |
| Reduces road-rail crossing conflicts                                  | <ol style="list-style-type: none"> <li>1. Elimination of the at-grade crossing at 71<sup>st</sup> Street and CSX tracks</li> <li>2. Eliminates 3 ½ hours of daily road closure</li> <li>3. Improved safety</li> </ol>                             |
| Improves Rail Passenger Service Reliability                           | Faster and more reliable Metra and Amtrak service   |
| Reduces Local Mobility Problems                                       | <ol style="list-style-type: none"> <li>1. Major improvements at 36 viaducts in the project area</li> <li>2. Improved mobility, safety, and security for drivers, pedestrians, and cyclists</li> <li>3. Improved appearance of viaducts</li> </ol> |



The construction of the Preferred Alternative would meet the Purpose and Need for the 75<sup>th</sup> St. CIP., resulting in real benefits to those who live in and travel through the project area.

The benefits include:

- Decreased train idling
- Decreased air emissions
- Improved safety and security
- Elimination of the at grade crossing at 71<sup>st</sup> Street
- Faster and more reliable Metra and Amtrak service, and
- Replacement and reconstruction of 36 viaducts.

**Benefits, Impacts and Mitigation**

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**Physical Characteristics and Socioeconomics**

| Impacts  | Commitments and Mitigation  |
|--|---|
| <ul style="list-style-type: none"> <li>• 42 parcels of land to be acquired</li> <li>• 15.4 acres of private property</li> <li>• 1.3 acres of public property</li> <li>• No businesses or commercial establishments would need to move</li> </ul> | <ul style="list-style-type: none"> <li>• Federal and Illinois property acquisition and relocation policies followed</li> <li>• Fair market value</li> <li>• Relocation assistance</li> </ul> <p><b>Mitigation Under Investigation</b></p> <ul style="list-style-type: none"> <li>• Some affected residential property owners who owe more on their property than its fair market value (negative equity) could receive assistance in settling their mortgage balance. Opportunities would be evaluated on a case-by-case basis when appropriately justified.</li> </ul> |

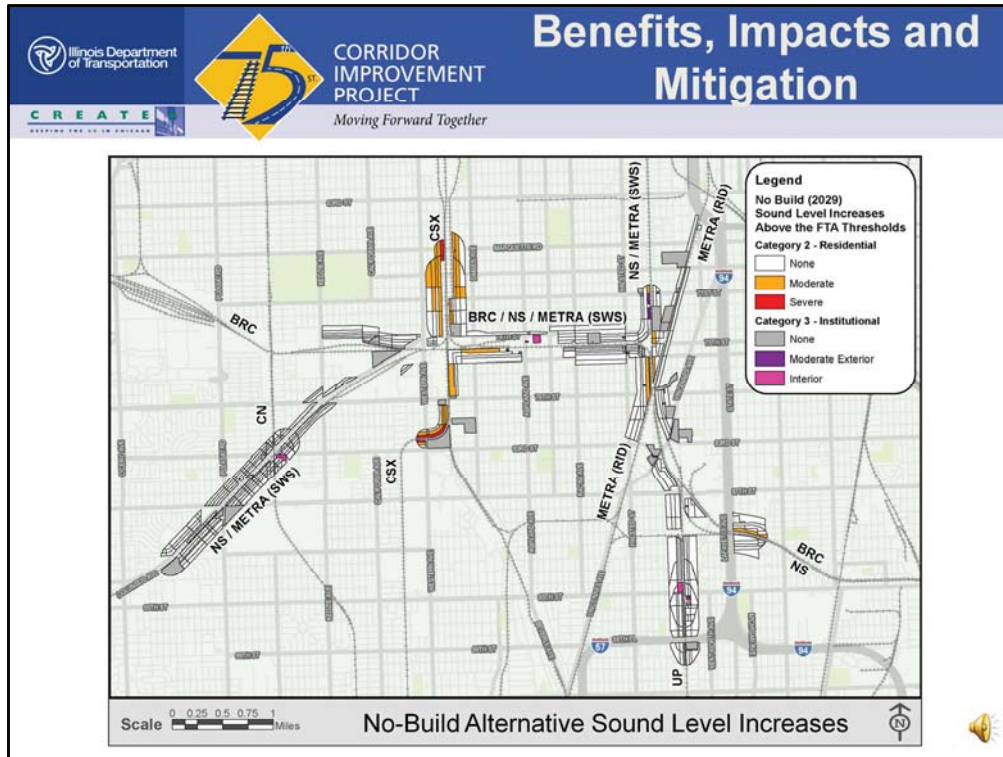
The 75<sup>th</sup> St. CIP Project Team worked hard to minimize the need to acquire property.

Property acquisition would occur near 80<sup>th</sup> Street Junction, Union Avenue, Forest Hill Junction, and in the neighborhood south of Hamilton Park.

No businesses or commercial establishments would need to move.

All property acquisition will follow Federal and Illinois property acquisition and relocation policies. Owners will receive fair market value and relocation assistance would be available for both owners and renters. The project may assist some residential property owners settle their mortgage balance if they owe more money than the fair market value. This would be evaluated on a case by case basis.

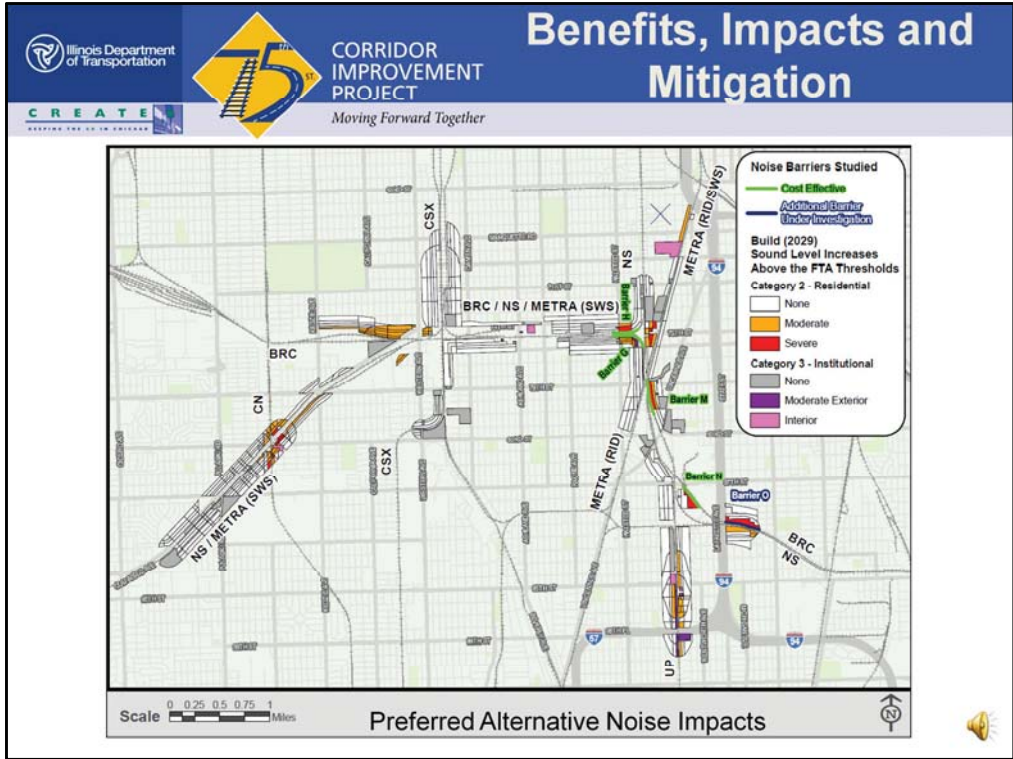






Noise is a major concern of people who live in the project area. Railroad tracks in the project area, some as much as 150 years old, carry freight and passenger trains every day.

Train traffic in the region will grow, whether the project is constructed or not. The Project Team compared existing noise levels to the noise levels that are predicted to exist if the project is built and if it is not built.

This map identifies locations where noise is predicted to increase if the project is not built.



This map identifies locations where noise levels are predicted to increase if the project is built.

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# Benefits, Impacts and Mitigation

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## Comparisons to Existing Noise Levels

|  | Preferred Alternative | No-Build Alternative | Difference |
|--|-----------------------|----------------------|------------|
| Residences above the FTA moderate impact threshold           | 1,092                 | 1,009                | <b>83</b>  |
| Residences above the FTA severe impact threshold             | 267                   | 90                   | <b>177</b> |
| Institutional facilities above FTA moderate impact threshold | 3                     | 1                    | <b>2</b>   |
| Institutional facilities above FTA interior impact threshold | 7                     | 7                    | <b>0</b>   |



If the project is built, a larger number of residences and institutional facilities will experience noise impacts above the Federal Transportation Administration, or FTA, impact thresholds.



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## Benefits, Impacts and Mitigation

### Noise Commitments and Mitigation

Four recommended noise barriers would provide benefits to:


- 66 residences with moderate impacts
- 123 residences with severe impacts
- 1 park with moderate impacts

#### Mitigation Under Investigation

One additional noise barrier would provide benefits to:

- 57 severe impacts

Quiet Zones at three crossings in the area (95<sup>th</sup> Street, 97<sup>th</sup> Street, and 101<sup>st</sup> Street) would reduce horn noise at those locations



The Project Team evaluated 23 potential noise barriers to see if they would be a practical way to mitigate noise impacts. The team found that four noise barriers were feasible to construct and meet the criteria for cost effectiveness and are recommended for the project. These barriers would benefit 189 residences and one park.

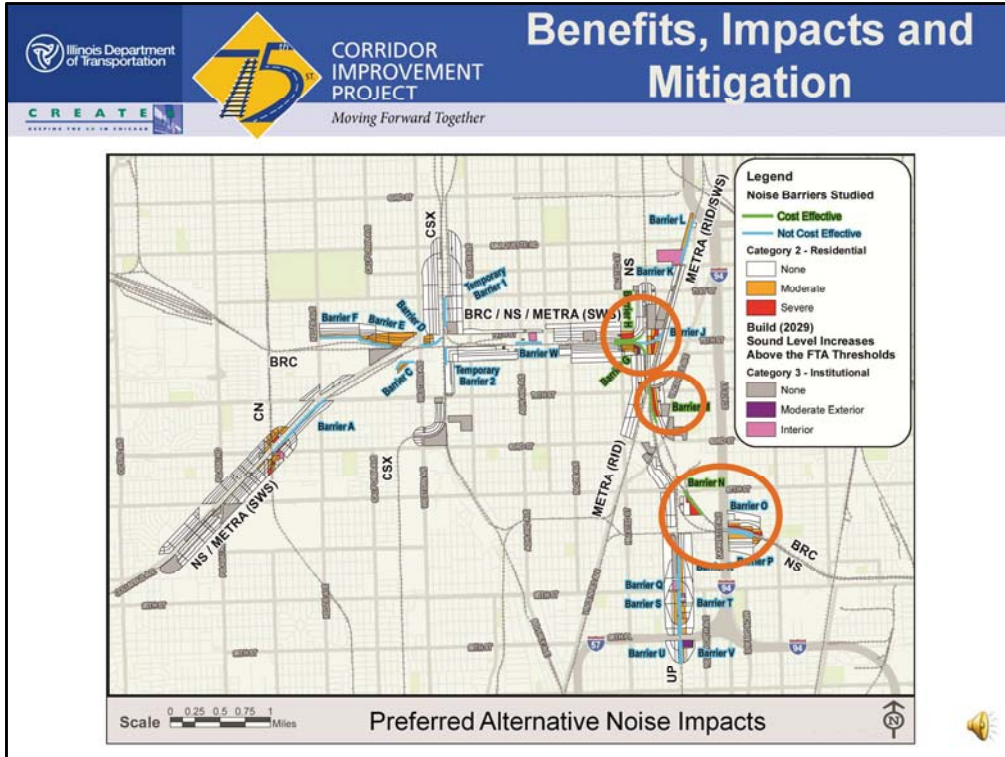
Another noise barrier is close to meeting the cost effectiveness criteria, and the Project Team recommends that this noise barrier also be built. That barrier would benefit 57 residences.

In addition, the 75<sup>th</sup> St. CIP may also commit funding for Quiet Zones at three crossings in the area to reduce train horn noise.



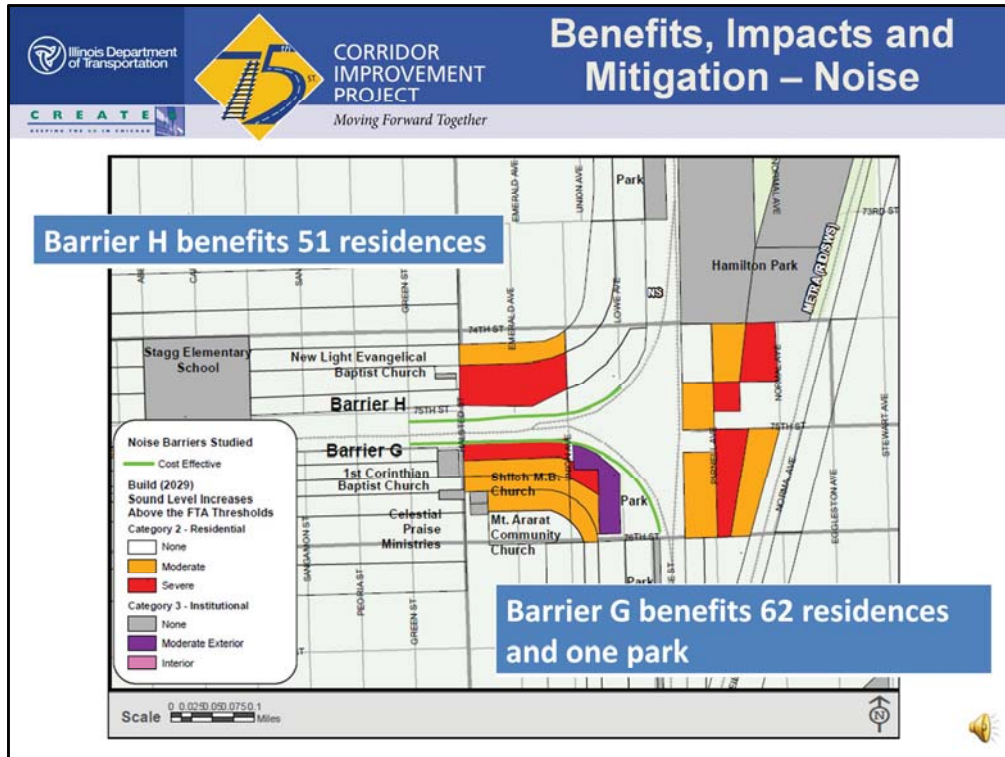
Here are some examples of what a noise barrier could look like.

Those people who would directly benefit from the noise barriers have been identified and asked to tell us if they support or oppose these barriers. Their input will be incorporated into the final decision of whether to build each barrier.

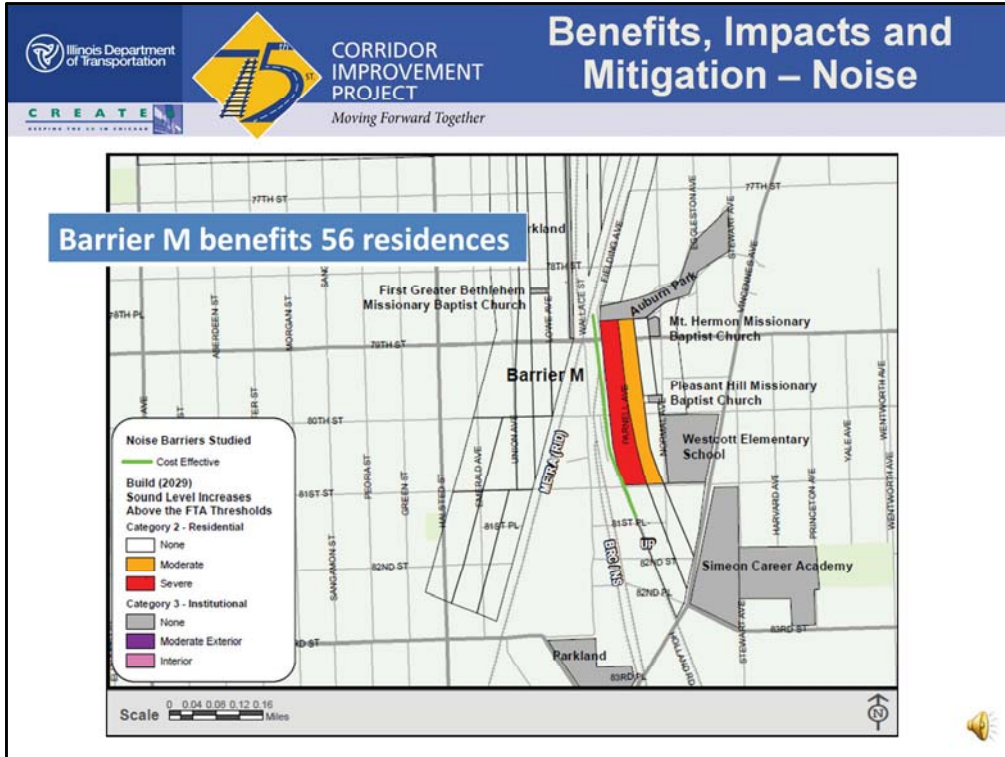


This map shows the locations of the five recommended noise barriers.

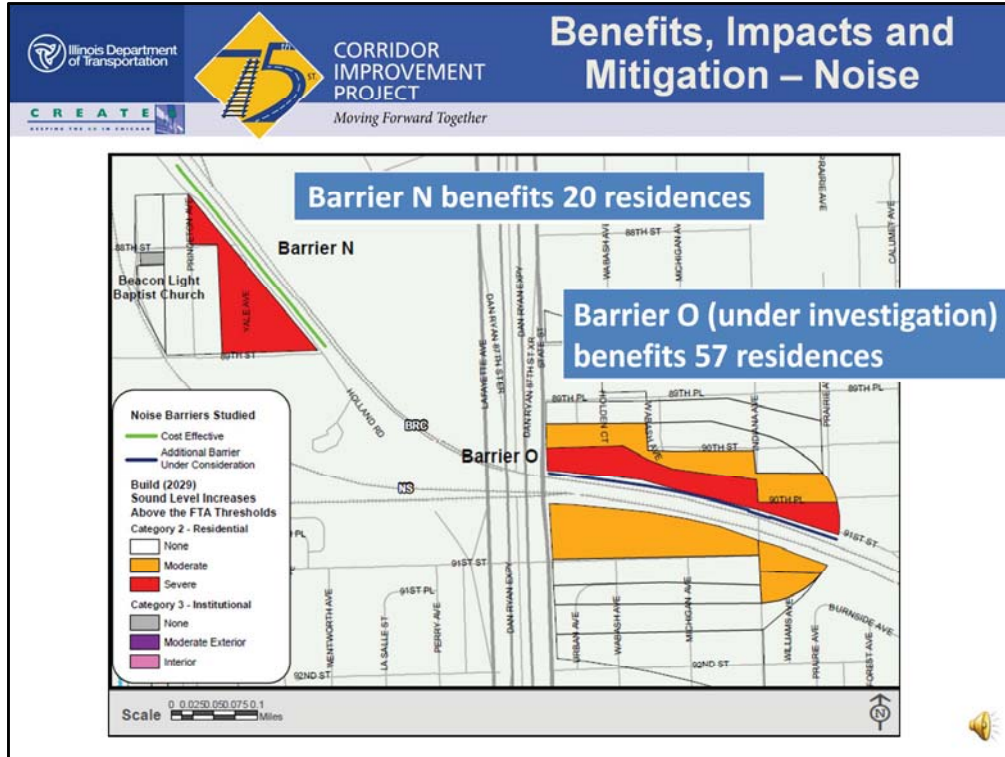




Barriers G and H, depicted in green, would run along the north and south sides of the tracks near 75<sup>th</sup> and Halsted, near the new Metra flyover.





Barrier M would run from north of 79<sup>th</sup> Street to south of 81<sup>st</sup> Place near Normal Avenue.



Barrier N would run from north of 88<sup>th</sup> Street to south of 89<sup>th</sup> Street near South Holland Road. Barrier O, which is still under investigation, would run from near State Street to Prairie Avenue near 91<sup>st</sup> Street.



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## Benefits, Impacts and Mitigation

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| Comparisons to Existing Vibration Levels                              |                       |                      |            |
|---|-----------------------|----------------------|------------|
|   | Preferred Alternative | No-Build Alternative | Difference |
| Properties with ground-borne vibration levels above the FTA threshold | 755                   | 28                   | 727        |
| Properties with ground-borne noise levels above the FTA threshold     | 77                    | 58                   | 19         |

### Vibration Commitments and Mitigation

- Normal maintenance, including
  - Rail grinding
  - Wheel truing
  - Wheel-flat detectors
  - Vehicle reconditioning
- However, they would not completely eliminate the predicted vibration impacts



The community has expressed concerns about vibration from trains. If the Preferred Alternative were built, the number of properties experiencing vibration levels above FTA thresholds would be higher, as seen in the chart.

Maps showing these vibration levels are on display in the exhibit area.

While these levels of vibration are annoying, they are far below levels that would cause damage to structures.

Normal maintenance carried out by the railroads can mitigate some vibration. However, they would not completely eliminate the predicted vibration impacts.

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# Benefits, Impacts and Mitigation

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 SHAPING THE US IN CHARGE

| Energy  |   |
|---|---|
| Impacts   | Commitments and Mitigation  |
| <ul style="list-style-type: none"> <li>Less locomotive idling would result in a 20% reduction in fuel usage compared to the No-Build alternative</li> </ul> | <ul style="list-style-type: none"> <li>Reduction in fuel use is a benefit – no mitigation needed</li> </ul> |



Construction of the project would mean less locomotive idling, resulting in 20% less fuel usage compared to the No Build alternative.

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# Benefits, Impacts and Mitigation

CREATE  
 KEEPING THE GO IN CHARGE

| Air Quality   |  |
|---|--|
| Impacts   | Commitments and Mitigation   |
| <ul style="list-style-type: none"> <li>Less locomotive idling would result in fewer emissions due to reduction in fuel consumption</li> </ul> | <ul style="list-style-type: none"> <li>Reduction in air emissions is a benefit – no mitigation needed</li> </ul> |




Less locomotive idling would also result in fewer air emissions due to the reduction in fuel consumption. These are benefits to the project area.





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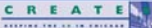
# Benefits, Impacts and Mitigation

**Visual Resources**

| Impacts  | Commitments and Mitigation   |
|--|--|
| Two flyovers: <ul style="list-style-type: none"> <li>• Metra Rock Island flyover south of Hamilton Park</li> <li>• CSX flyover at 71<sup>st</sup> Street/Forest Hill Junction</li> </ul> | <ul style="list-style-type: none"> <li>• Landscaping</li> <li>• Tree planting</li> <li>• Public art</li> </ul> |



The project would include the construction of two rail flyover structures, which would change the way these neighborhoods look. The project would commit to landscaping, tree planting, and public art, which would be developed in coordination with the community.

|     |  |
|---|--|
|    |  |
| <h1>Temporary Construction Impacts</h1>   |  |
| Temporary Construction Impacts  | Mitigation   |
| Traffic   | City of Chicago Traffic Management Plans   |
| Construction noise and vibration  | <ol style="list-style-type: none"> <li>1. City of Chicago ordinances for noise and vibration</li> <li>2. Ongoing coordination/information campaign during construction</li> </ol>                      |
| Rodents   | <ol style="list-style-type: none"> <li>1. City of Chicago ordinances</li> <li>2. Contractors control rodents during the land-clearing and through construction to protect residential areas</li> </ol> |
| Retaining walls near Hamilton Park and Leland Giants Park   | <ol style="list-style-type: none"> <li>1. Permits from Chicago Park District</li> <li>2. Landscaping plan for restoration</li> </ol>   |

The public has expressed concerns about the temporary impacts of project construction.

Traffic Management Plans would be required during construction.

Construction activities would be coordinated with the community and adhere to noise and vibration requirements.

Rodents would be controlled during construction.

The project would obtain access permits from the Chicago Park District and re landscape affected areas. No finished construction will remain on park land.

**Additional Mitigation Measures and Benefits Under Investigation**

|                                       |  |
|---------------------------------------|--|
| Job Training and Educational Programs | Bicycle Improvements                   |
| Bus Stop Improvements                 | Remnant and Vacant Parcel Improvements |
| Sidewalk Improvements                 | Streetscape Improvements               |

**Help us decide! Use your comment form.**

The Project Team developed additional mitigation measures based on feedback received from the community during the public involvement process to address impacts and provide additional benefits to the community. These additional mitigation measures are above and beyond current CREATE Program policies.

These include Job Training and Educational Programs, Bus Stop Improvements, Sidewalk Improvements, Bicycle Improvements, Remnant and Vacant Parcel Improvements, and Streetscape Improvements.

Please share your opinion on these measures when providing your comments. Your input will help us determine the mitigation measures that are included in the Final Environmental Impact Statement.



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**Job Training, Employment, and Small Business Opportunities**

**CREATE**  
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The CREATE Program is committed to helping local residents find out about job opportunities and requirements through:

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

**Railroads are hiring now.** See the CREATE Employment Opportunities handout and visit the railroad websites.

**HCCTP News**  
HIGHWAY CONSTRUCTION CAREERS TRAINING PROGRAM



CONSTRUCTION COURSES OFFERED IN VARIOUS SIZES:

- 10-15 H.A. 10-hour Safety
- First AID/CPR
- Asst. LR
- Fork LR
- Mobile Crane
- Crane Signaling
- Soil Tester



**Chicago Urban League**

**Ready to Launch Your Construction Career?**  
 Join the Chicago Urban League Transportation Construction Apprenticeship Readiness Training Program

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

- IDOT's Highway Construction Careers Training Program
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**Railroads are hiring now.** See the CREATE Employment Opportunities handout and visit the railroad websites.



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Next Steps

### What Happens Next?

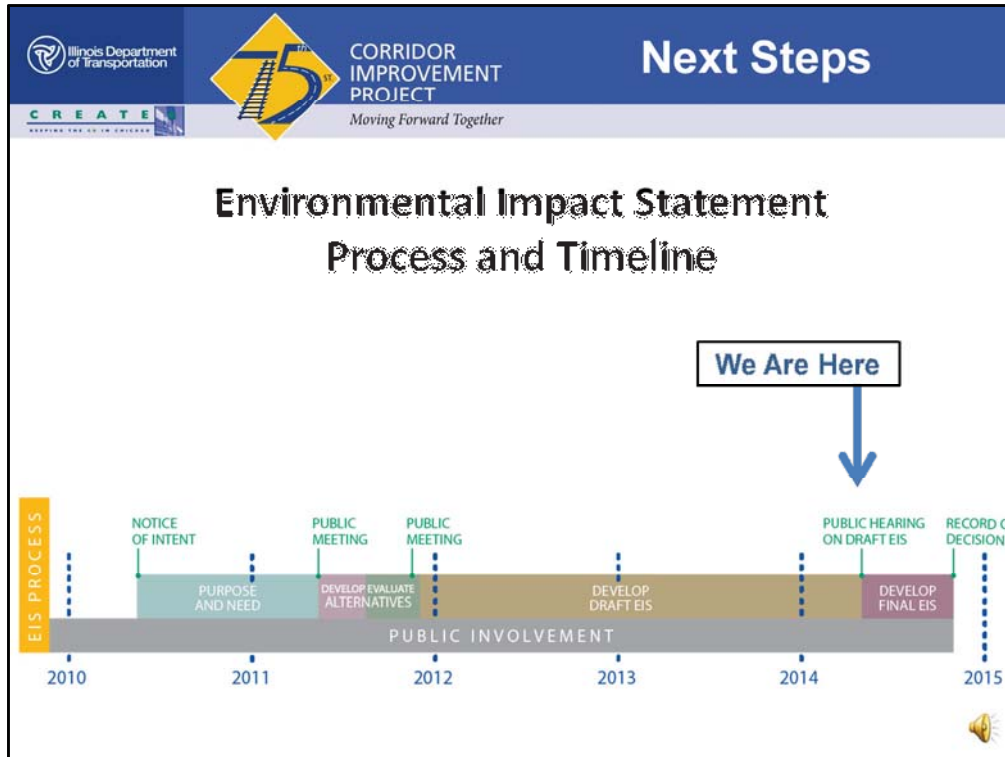
- Public Comment Period on Draft Environmental Impact Statement
  - March 28 – May 22, 2014
  - DEIS available at area libraries and [www.75thcip.org](http://www.75thcip.org)
- Consider agency and public input
- Final Environmental Impact Statement and Record of Decision for the 75<sup>th</sup> St. CIP by October 2014
- 75<sup>th</sup> St. CIP ready for Phase II Design



What happens next?

The Public Comment Period for the Draft Environmental Impact Statement will last until May 22<sup>nd</sup>.

Public and agency comments will be considered as part of the Final Environmental Impact Statement and Record of Decision for the project. These documents will be completed in October 2014. The project will then be ready to move on to Phase II, project design.




On this timeline you can see that we are nearing the completion of the Environmental Impact Statement Process.

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# How to Comment Today

Comment Today on the Draft Environmental Impact Statement

- Submit a written comment
- Give a comment to the court reporter
- Comment in the formal session (6-7 p.m.)
  - Sign in at registration table.
  - If people are waiting to speak, comments limited to 3 minutes in length. Longer statements may be made in writing.



ILLINOIS DEPARTMENT OF TRANSPORTATION  
 CORRIDOR IMPROVEMENT PROJECT  
 Volume 1  
 DRAFT ENVIRONMENTAL IMPACT STATEMENT  
 March 2016



Your comments are important to us, and there are many ways to give us your feedback.

You may submit a written comment and place it in the comment box in the exhibit area.

You may make a statement to the court reporter.

You may comment during the formal session today, which will be held from 6-7 p.m. Please sign in at the registration table if you would like to speak. Comments will be limited to 3 minutes in length.

You may give longer testimony in writing.


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## How to Comment Later


**Comment Later on the Draft Environmental Impact Statement**

- Send an email to [info@75thcip.org](mailto:info@75thcip.org)
- Comment online at [www.75thcip.org](http://www.75thcip.org)
- Mail comments to:  
75<sup>th</sup> St. CIP  
525 W. Monroe, Suite 200  
Chicago, IL 60661  
Attn: Tom Underwood

The public comment period lasts from **March 28 to May 22, 2014.**



Read it online at: [www.75thcip.org](http://www.75thcip.org) or at area libraries.



You may send an email or comment online. You may also mail comments to the address listed in the brochure.

The Draft Environmental Impact Statement is available on EPA, IDOT, and CREATE websites and can be reviewed at local libraries and IDOT's Chicago office.

Comments must be provided by May 22, 2014.





Thank you for attending today's Public Hearing! We look forward to receiving your comments.



# CREATE Program Map







## Goals

- Reduce rail and roadway congestion
- Improve passenger and freight rail service

## Benefits

- Enhance public safety
- Provide national, regional and local economic benefits
- Reduce energy consumption
- Improve regional air quality



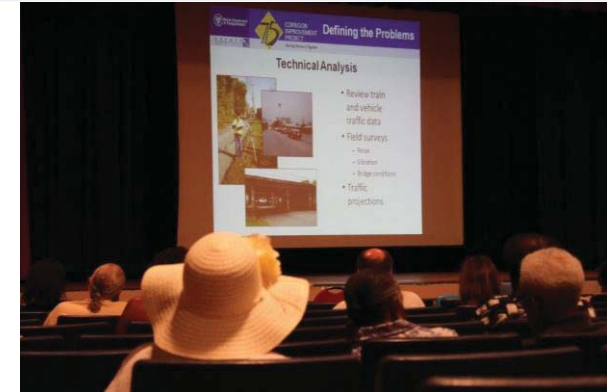


## Project Purpose

To improve mobility for rail passengers, freight, and motorists

## Project Needs

- Reduce rail-rail crossing conflicts
  - Forest Hill Junction
  - 80<sup>th</sup> Street Junction
  - Metra SouthWest Service connection to Metra Rock Island
  - Belt Junction
- Reduce road-rail crossing conflicts
  - 71<sup>st</sup> Street crossing
- Improve rail passenger service reliability
  - Along Columbus Avenue
- Reduce local mobility problems
  - Viaducts

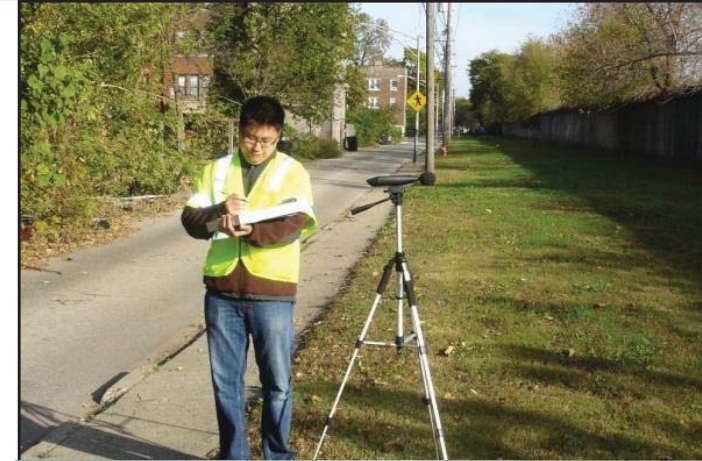






The 75<sup>th</sup> St. CIP Team is preparing an **Environmental Impact Statement (EIS)**, the highest level of federal environmental review. The EIS will:

- Explain why the project is needed: the “Purpose and Need” of the project
- Evaluate reasonable Alternatives
- Describe the potential impacts and benefits from the range of reasonable Alternatives
- Identify the Preferred Alternative that best balances benefits and impacts
- Describe in detail how the decision was made
- Explain how the public was engaged throughout the process



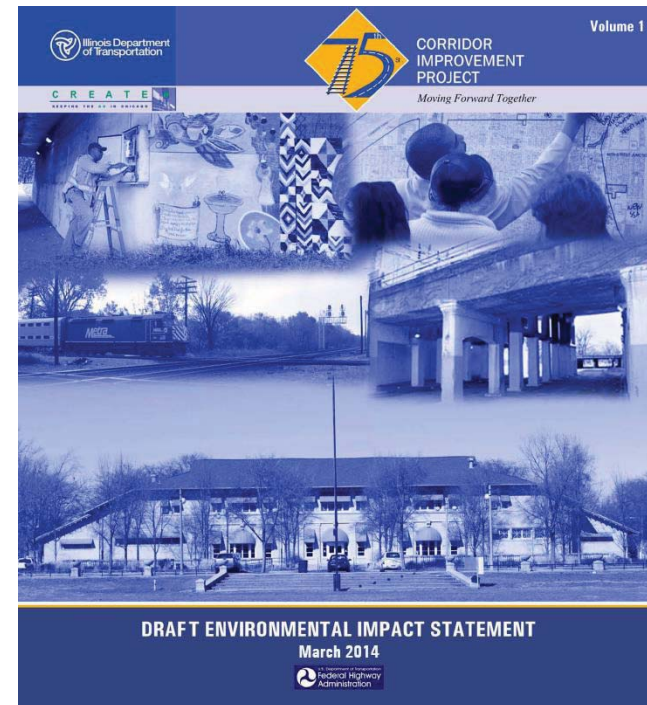


## How to Comment on the Draft Environmental Impact Statement

- Submit a written comment today
- Give a comment to the court reporter
- Comment in the formal session (6-7 p.m.)
- Send an email to [info@75thcip.org](mailto:info@75thcip.org)
- Comment online at [www.75thcip.org](http://www.75thcip.org)
- Mail comments to:

75<sup>th</sup> St. CIP  
525 W. Monroe, Suite 200  
Chicago, IL 60661  
Attn: Tom Underwood

The public comment period is from **March 28 to  
May 22, 2014.**



Read it online at:  
[www.75thcip.org](http://www.75thcip.org)  
or at area libraries.





IDOT is using the **Context Sensitive Solutions** process on this project to:

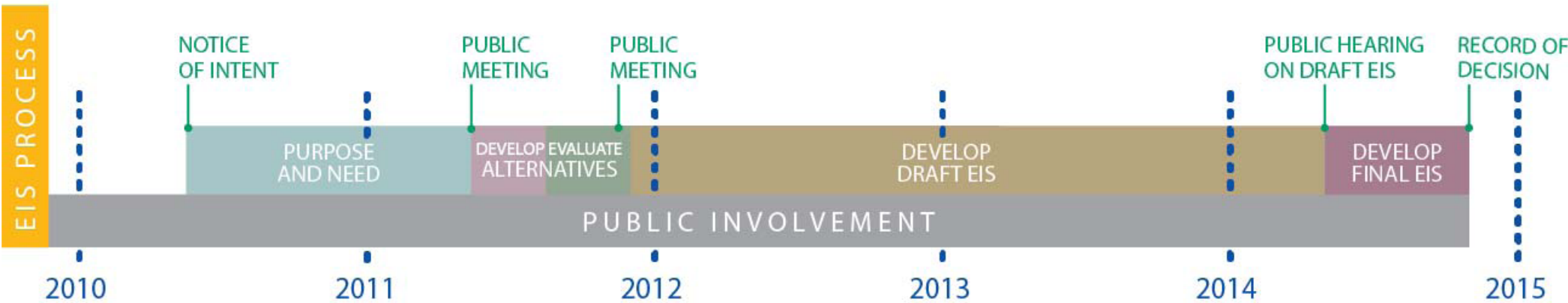
- Work with your community to find transportation solutions that work in coordination with your surroundings
- Engage all stakeholders
- Balance the project's transportation needs with your community's concerns and values





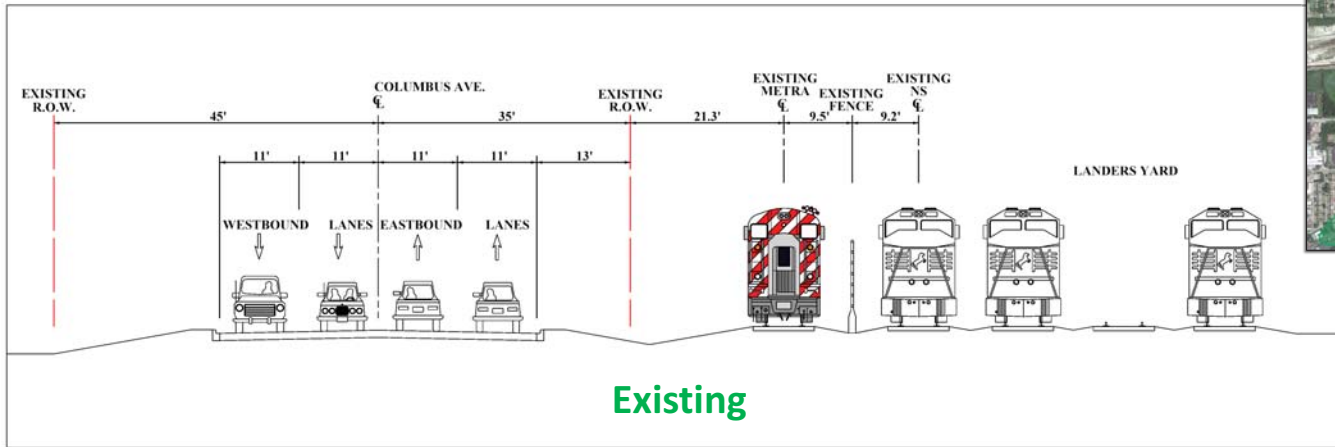
# Environmental Impact Statement Process and Timeline

We Are Here

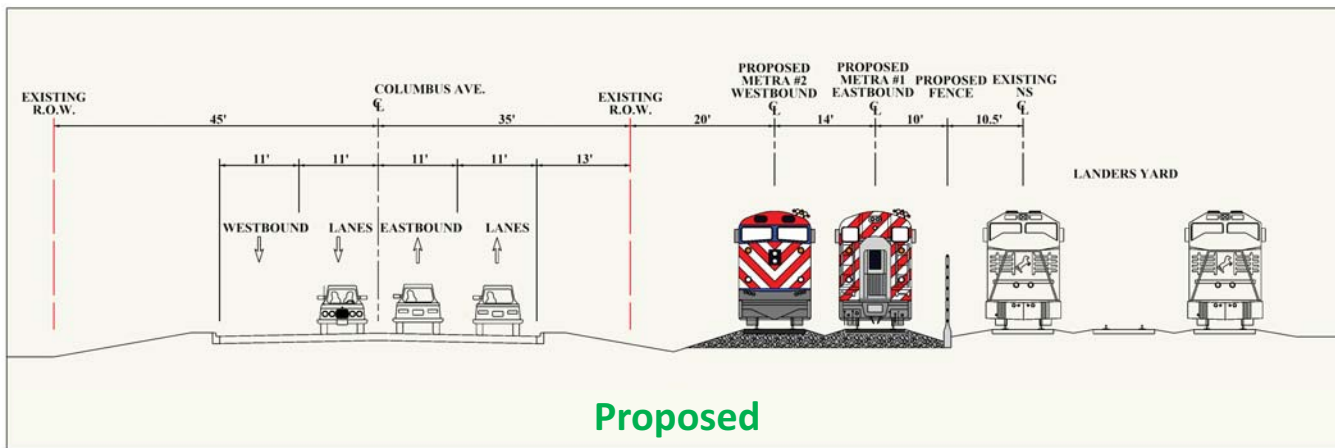




# Improve Metra Reliability



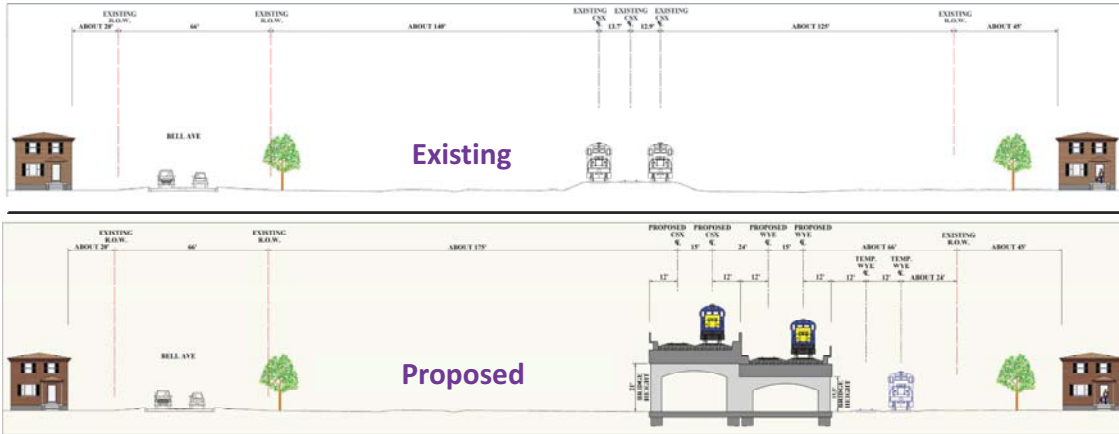
A



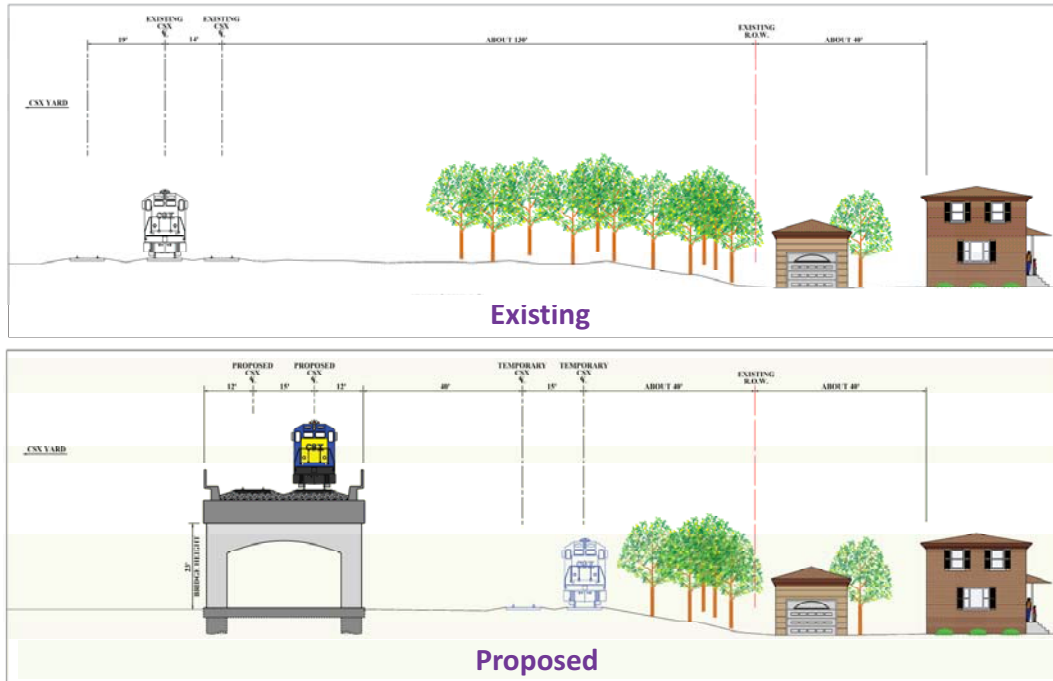
**2<sup>nd</sup> track replaces Landers yard track**

- Track one foot closer to Columbus Ave.
- Train headlights 1' closer to traffic
- Room for road and track maintenance

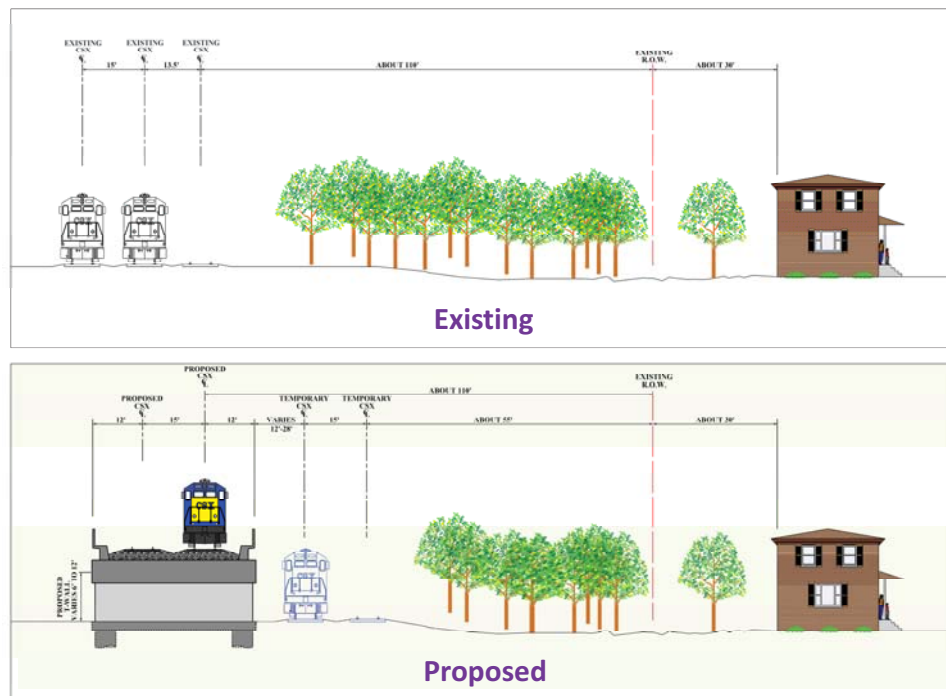
## CSX over Metra, BRC, & NS – Near 72<sup>nd</sup> Street (facing north)



## CSX over Metra, BRC, & NS – South of 75<sup>th</sup> Street (facing north)

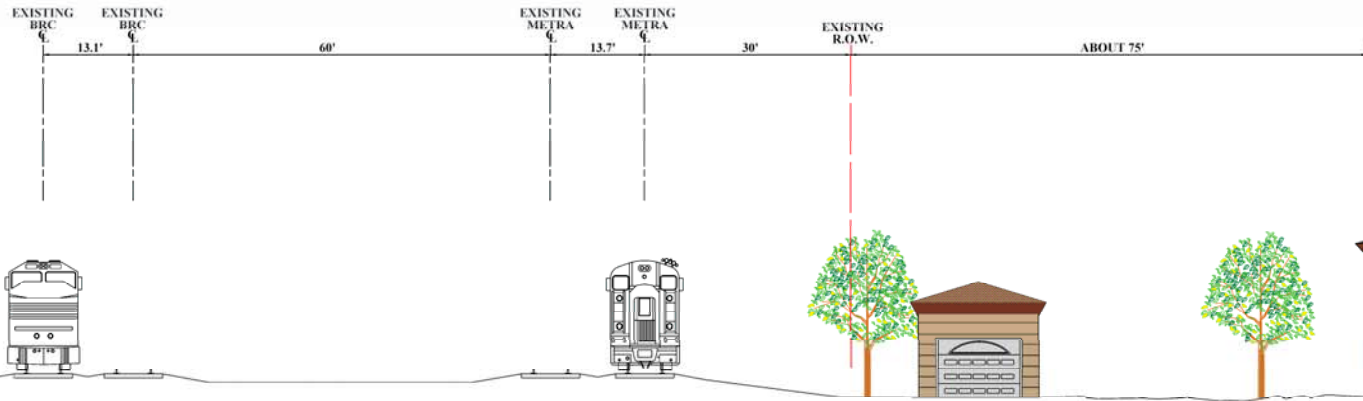
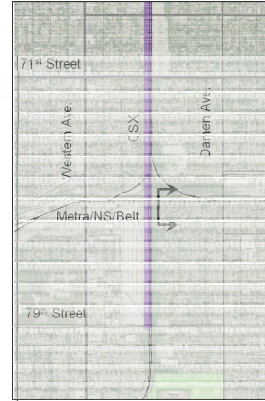


## CSX over Metra, BRC, & NS – Near 77<sup>th</sup> Street (facing north)

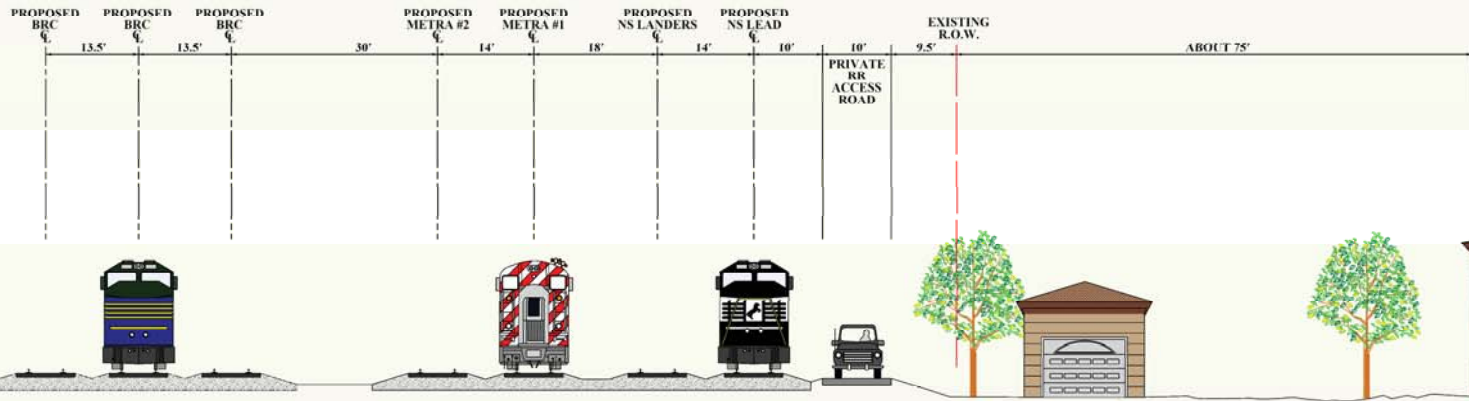




## CSX over Metra, BRC, & NS – 75<sup>th</sup> Street Tracks (facing east)



Existing



Proposed







**CREATE**  
KEEPING THE GO IN CHICAGO



**CORRIDOR  
IMPROVEMENT  
PROJECT**

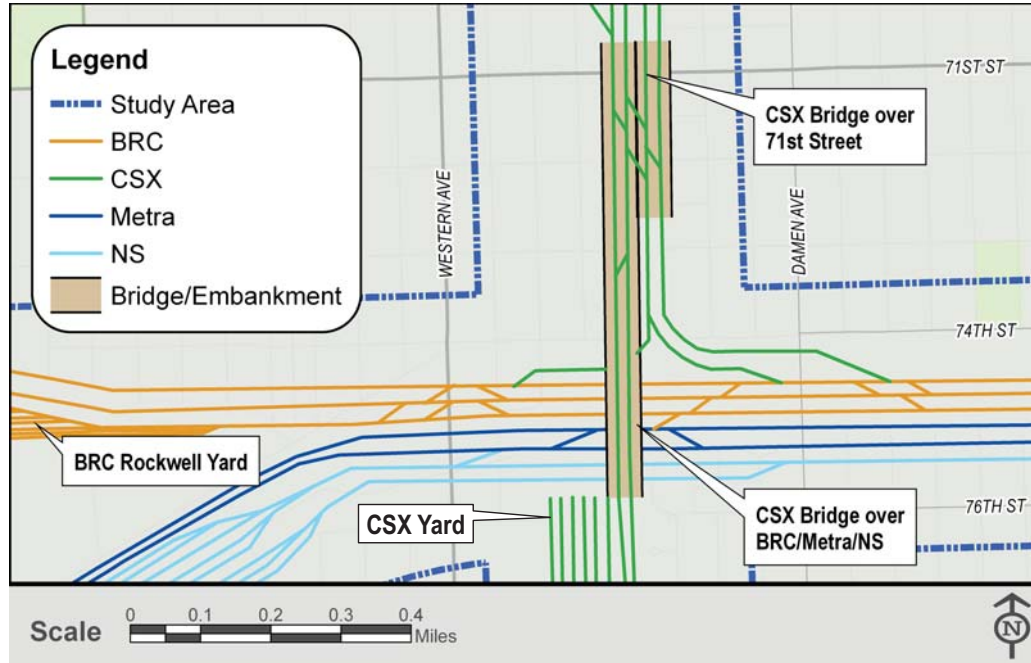
*Moving Forward Together*

# Forest Hill and 71<sup>st</sup> Street

**Artist's rendering of proposed CSX tracks – Hamilton Avenue north of 76<sup>th</sup> Street**







## CSX over railroads and 71<sup>st</sup> St.

- Eliminates all rail conflicts at Forest Hill Junction
- Eliminates noise and pollution from waiting trains at Forest Hill Junction
- Eliminates rail-rail conflicts at 71<sup>st</sup> St.
- Access to 71<sup>st</sup> St. from Bell and Hamilton remains open
- All noise from diamond crossings eliminated





CREATE  
KEEPING THE GO IN CHICAGO



CORRIDOR  
IMPROVEMENT  
PROJECT

*Moving Forward Together*

# Metra Rock Island Connection

**Artist's rendering of flyover – Parnell Avenue south of Hamilton Park**



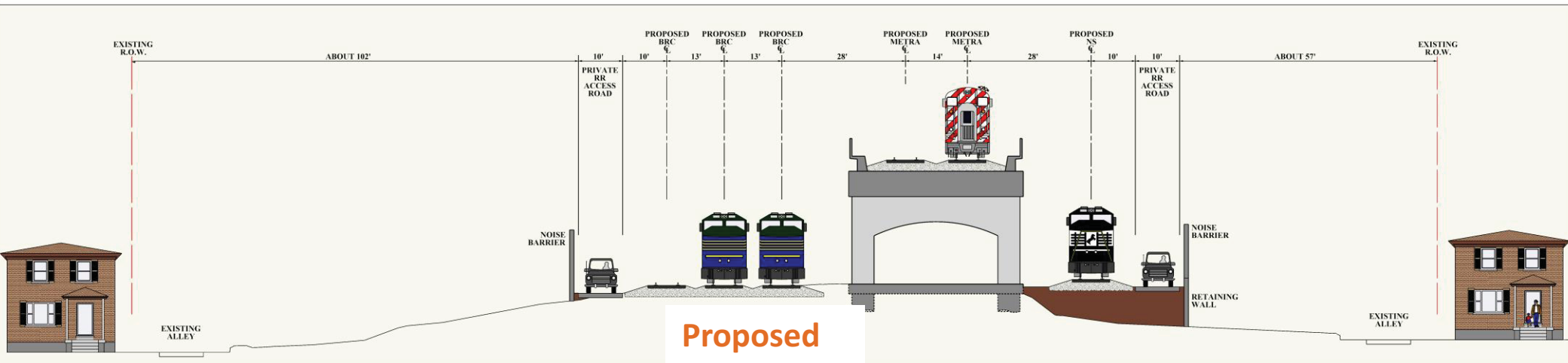
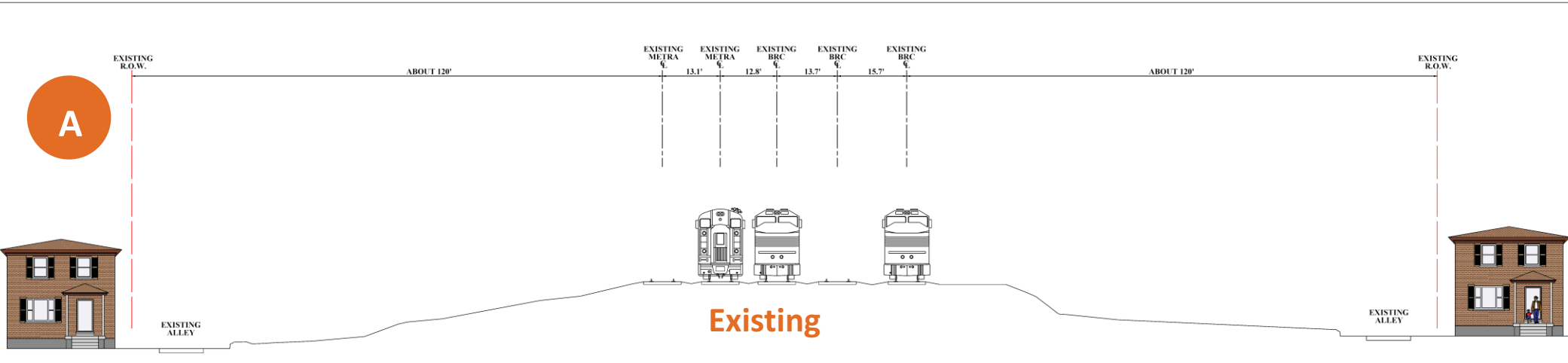
Location will differ.





## Near Halsted, facing east

A





## Bridge South of Hamilton Park

40 mph design speed; no park land acquisition

### Properties to be acquired:

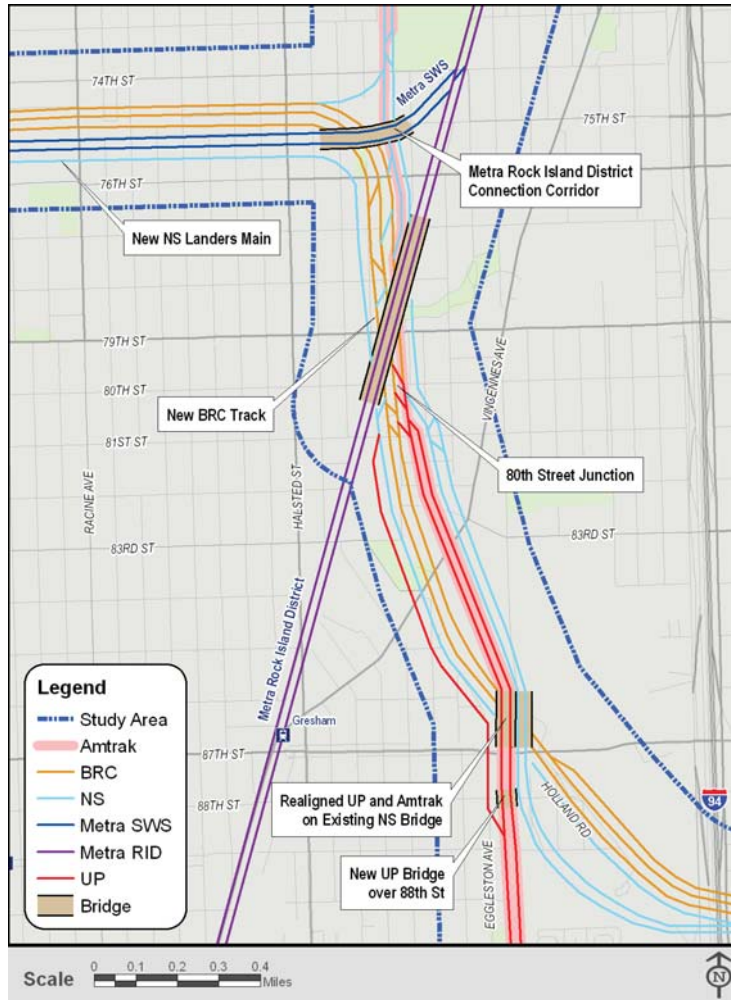
|                                  |    |
|----------------------------------|----|
| Vacant Residential Institutional | 4  |
| Total Properties                 | 15 |
|                                  | 1  |
|                                  | 20 |
| Dwelling Units                   | 25 |
| Residences on Adjacent Property  | 0  |







# 80<sup>th</sup> Street Junction



## Two additional tracks at 80<sup>th</sup> Street Use existing bridge

- Provides additional capacity at 80<sup>th</sup> Street
- Uses existing bridge to allow trains to cross above other freight tracks
- Reduces conflicting movements at 80<sup>th</sup> Street
- Eliminates need for Belt Junction
- All work on existing railroad embankments
- Requires the acquisition of 17 parcels of vacant industrial land and 1 parcel of vacant residential land.



# Reduce Local Mobility Problems: Viaducts

## Inspected 36 project-area viaducts for:

- Lighting
- Drainage
- Roadway pavement
- Sidewalks and ramps
- Bridge façade concrete

## Identified repair types:

**Routine Maintenance** – Not eligible for 75<sup>th</sup> St. CIP funds.

**Replacement/Reconstruction** – Eligible for project funds. Can be part of 75<sup>th</sup> St. CIP.

## Reported maintenance needs to:

**City of Chicago** (lighting, roadway, drainage, sidewalks and ramps)

**Railroads** (bridge concrete)

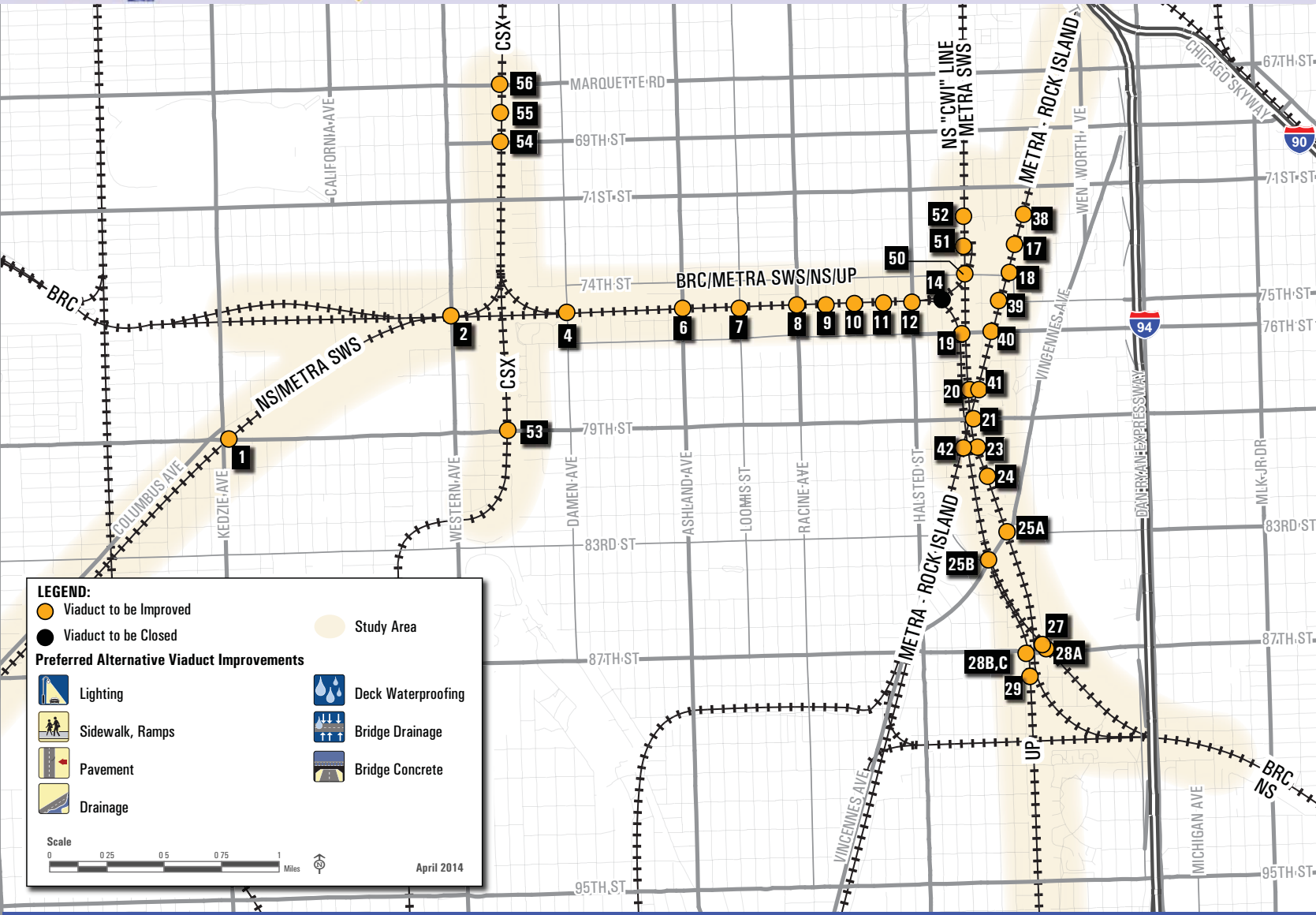






**All viaduct replacement and reconstruction work identified during viaduct inspection will be done as part of the 75<sup>th</sup> St. CIP.**

- Foundation work, including streets and sidewalks
- Bridge work
- Waterproofing of bridge decks (at the 10 viaducts requiring track work)
- Replacement of all lighting



**LEGEND:**

- Orange circle: Viaduct to be Improved
- Black circle: Viaduct to be Closed
- Yellow circle: Study Area

**Preferred Alternative Viaduct Improvements**

- Lighting
- Sidewalk, Ramps
- Pavement
- Drainage
- Deck Waterproofing
- Bridge Drainage
- Bridge Concrete

Scale: 0 0.25 0.5 0.75 1 Miles

April 2014

| Structure No. | 75th St. CIP Project Eligible Work                                  | Non-eligible Maintenance |
|---------------|---|--------------------------|
| 1             | [Lighting, Sidewalk, Ramps, Pavement, Drainage]                     | [Bridge Concrete]        |
| 2             | [Lighting, Sidewalk, Ramps, Pavement, Drainage]                     |                          |
| 4             | [Lighting, Sidewalk, Ramps, Pavement, Drainage]                     | [Bridge Concrete]        |
| 6             | [Lighting, Sidewalk, Ramps, Pavement, Drainage]                     |                          |
| 7             | [Lighting, Sidewalk, Ramps, Pavement, Drainage, Deck Waterproofing] | [Bridge Concrete]        |
| 8             | [Lighting, Sidewalk, Ramps, Pavement, Drainage, Deck Waterproofing] | [Bridge Concrete]        |
| 9             | [Lighting, Sidewalk, Ramps, Pavement, Drainage, Deck Waterproofing] |                          |
| 10            | [Lighting, Sidewalk, Ramps, Pavement, Drainage]                     |                          |
| 11            | [Lighting, Sidewalk, Ramps, Pavement, Drainage]                     |                          |
| 12            | [Lighting, Sidewalk, Ramps, Pavement, Drainage, Deck Waterproofing] | [Bridge Concrete]        |
| 14            | Viaduct to be closed  |                          |
| 17            | [Lighting, Sidewalk, Ramps, Pavement, Drainage]                     | [Bridge Concrete]        |
| 18            | [Lighting, Sidewalk, Ramps, Pavement, Drainage, Deck Waterproofing] | [Bridge Concrete]        |
| 19            | [Lighting, Sidewalk, Ramps, Pavement, Drainage, Deck Waterproofing] | [Bridge Concrete]        |
| 20            | [Lighting, Sidewalk, Ramps, Pavement, Drainage, Deck Waterproofing] | [Bridge Concrete]        |
| 21            | [Lighting, Sidewalk, Ramps, Pavement, Drainage, Deck Waterproofing] | [Bridge Concrete]        |
| 23            | [Lighting, Sidewalk, Ramps, Pavement, Drainage, Deck Waterproofing] | [Bridge Concrete]        |
| 24            | [Lighting, Sidewalk, Ramps, Pavement, Drainage, Deck Waterproofing] | [Bridge Concrete]        |
| 25A           | [Lighting, Sidewalk, Ramps, Pavement, Drainage, Deck Waterproofing] | [Bridge Concrete]        |
| 25B           | [Lighting, Sidewalk, Ramps, Pavement, Drainage, Deck Waterproofing] | [Bridge Concrete]        |
| 27            | [Lighting, Sidewalk, Ramps, Pavement, Drainage]                     | [Bridge Concrete]        |
| 28A           | [Lighting, Sidewalk, Ramps, Pavement, Drainage, Deck Waterproofing] | [Bridge Concrete]        |
| 28B,C         | [Lighting, Sidewalk, Ramps, Pavement, Drainage, Deck Waterproofing] | [Bridge Concrete]        |
| 29            | [Lighting, Sidewalk, Ramps, Pavement, Drainage, Deck Waterproofing] | [Bridge Concrete]        |
| 38            | [Lighting, Sidewalk, Ramps, Pavement, Drainage]                     | [Bridge Concrete]        |
| 39            | [Lighting, Sidewalk, Ramps, Pavement, Drainage, Deck Waterproofing] | [Bridge Concrete]        |
| 40            | [Lighting, Sidewalk, Ramps, Pavement, Drainage]                     | [Bridge Concrete]        |
| 41            | [Lighting, Sidewalk, Ramps, Pavement, Drainage, Deck Waterproofing] | [Bridge Concrete]        |
| 42            | [Lighting, Sidewalk, Ramps, Pavement, Drainage, Deck Waterproofing] | [Bridge Concrete]        |
| 50            | [Lighting, Sidewalk, Ramps, Pavement, Drainage, Deck Waterproofing] | [Bridge Concrete]        |
| 51            | [Lighting, Sidewalk, Ramps, Pavement, Drainage]                     | [Bridge Concrete]        |
| 52            | [Lighting, Sidewalk, Ramps, Pavement, Drainage]                     | [Bridge Concrete]        |
| 53            | [Lighting, Sidewalk, Ramps, Pavement, Drainage, Deck Waterproofing] | [Bridge Concrete]        |
| 54            | [Lighting, Sidewalk, Ramps, Pavement, Drainage]                     | [Bridge Concrete]        |
| 55            | [Lighting, Sidewalk, Ramps, Pavement, Drainage]                     | [Bridge Concrete]        |
| 56            | [Lighting, Sidewalk, Ramps, Pavement, Drainage]                     | [Bridge Concrete]        |

## Other Area Viaduct Work

### CREATE Program

- Viaducts repaired in 2012:
  - 75<sup>th</sup> and Morgan
  - 75<sup>th</sup> and Peoria
- Viaduct repairs for 2014:
  - 78<sup>th</sup> and Rock Island
  - 80<sup>th</sup> and Rock Island

### The City of Chicago

- Repaired 108 light fixtures at 26 viaducts throughout the 75<sup>th</sup> St. CIP project study area
- Cleared vegetation at the Hamilton Park pedestrian underpass at 73<sup>rd</sup> Street







## Benefits of Meeting Purpose and Need for the 75<sup>th</sup> St. CIP

### **Reduces rail-rail crossing conflicts**

1. Decreased train idling
2. Decreased air emissions from locomotives
3. Improved safety

### **Reduces road-rail crossing conflicts**

1. Elimination of the at-grade crossing at 71<sup>st</sup> Street and CSX tracks
2. Eliminates 3 ½ hours of daily road closure
3. Improved safety

### **Improves Rail Passenger Service Reliability**

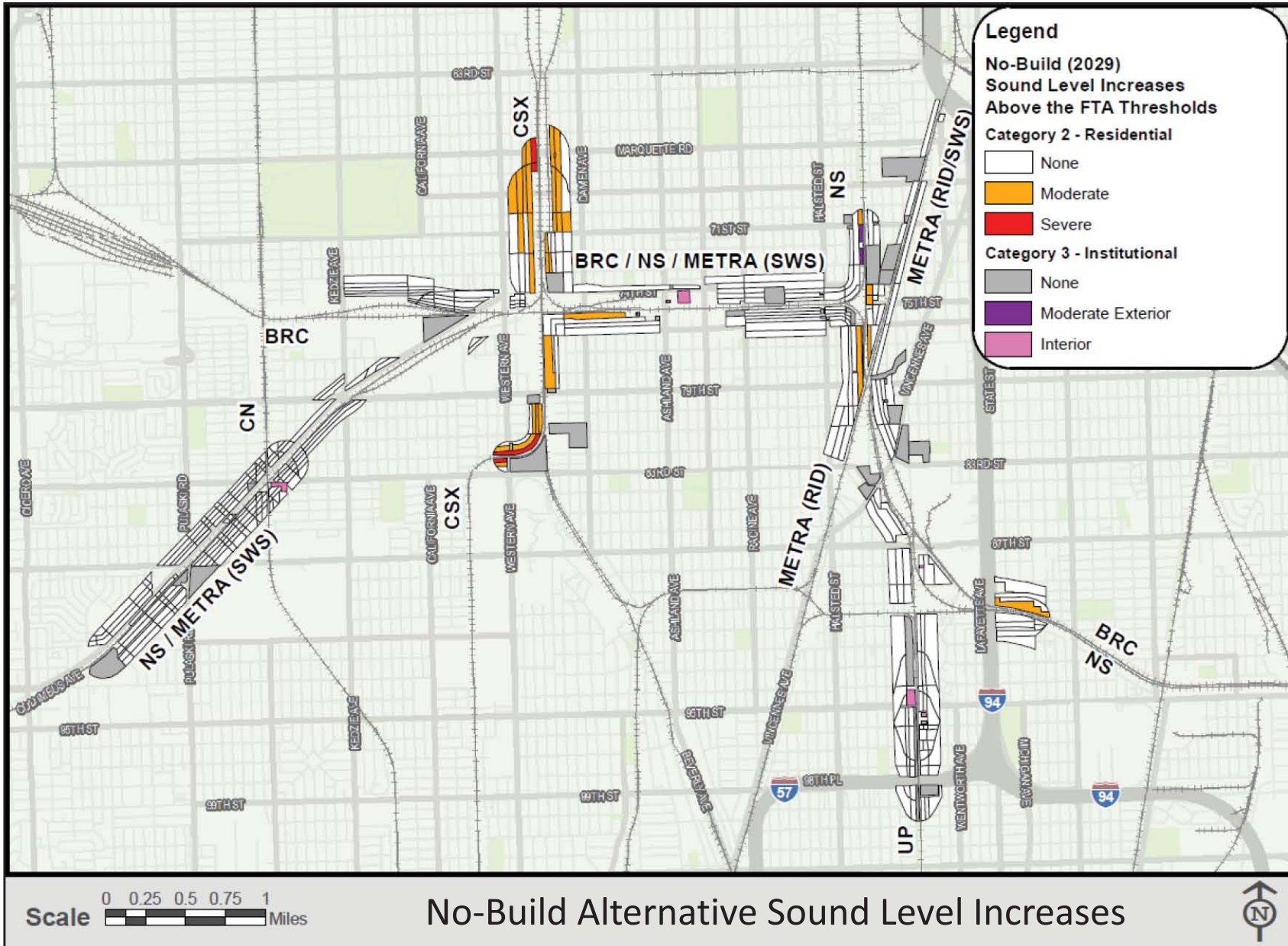
Faster and more reliable Metra and Amtrak service

### **Reduces Local Mobility Problems**

1. Major improvements at 36 viaducts in the project area
2. Improved mobility, safety, and security for drivers, pedestrians, and cyclists
3. Improved appearance of viaducts



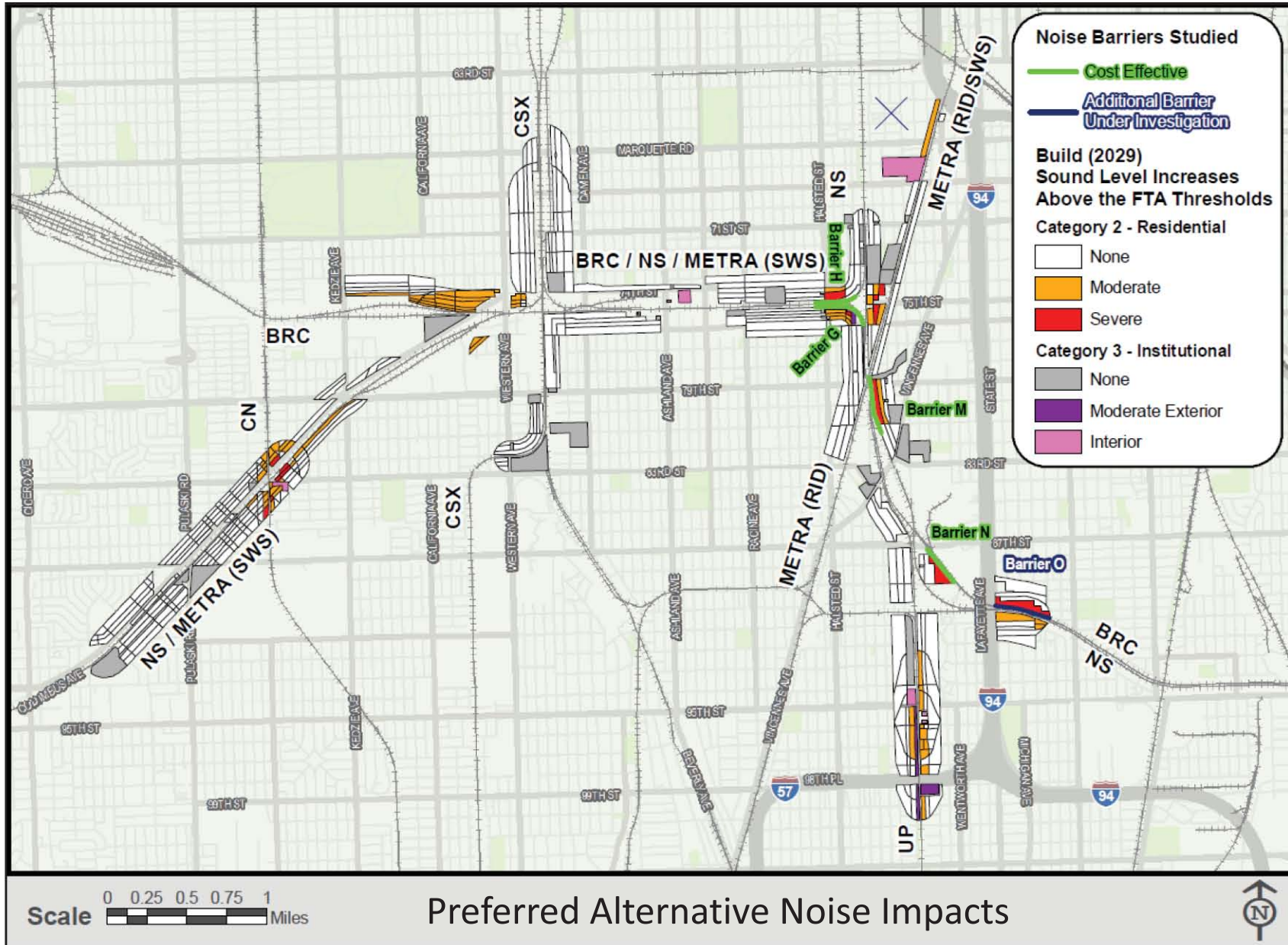
# No-Build Sound Level Increases







# Preferred Alternative Noise Impacts







## Comparisons to Existing Noise Levels

|  | <b>Preferred<br/>Alternative</b> | <b>No Build<br/>Alternative</b> | <b>Difference</b> |
|--|----------------------------------|---------------------------------|-------------------|
| Residences above the<br>FTA moderate impact<br>threshold           | 1,092                            | 1009                            | <b>83</b>         |
| Residences above the<br>FTA severe impact<br>threshold             | 267                              | 90                              | <b>177</b>        |
| Institutional facilities<br>above FTA moderate<br>impact threshold | 3                                | 1                               | <b>2</b>          |
| Institutional facilities<br>above FTA interior<br>impact threshold | 7                                | 7                               | <b>0</b>          |

Four noise barriers were found to be feasible and cost effective mitigation measures for the 75<sup>th</sup> St. CIP.

- These four barriers would benefit 189 residences and one park.
- An additional noise barrier under investigation would benefit 57 residences

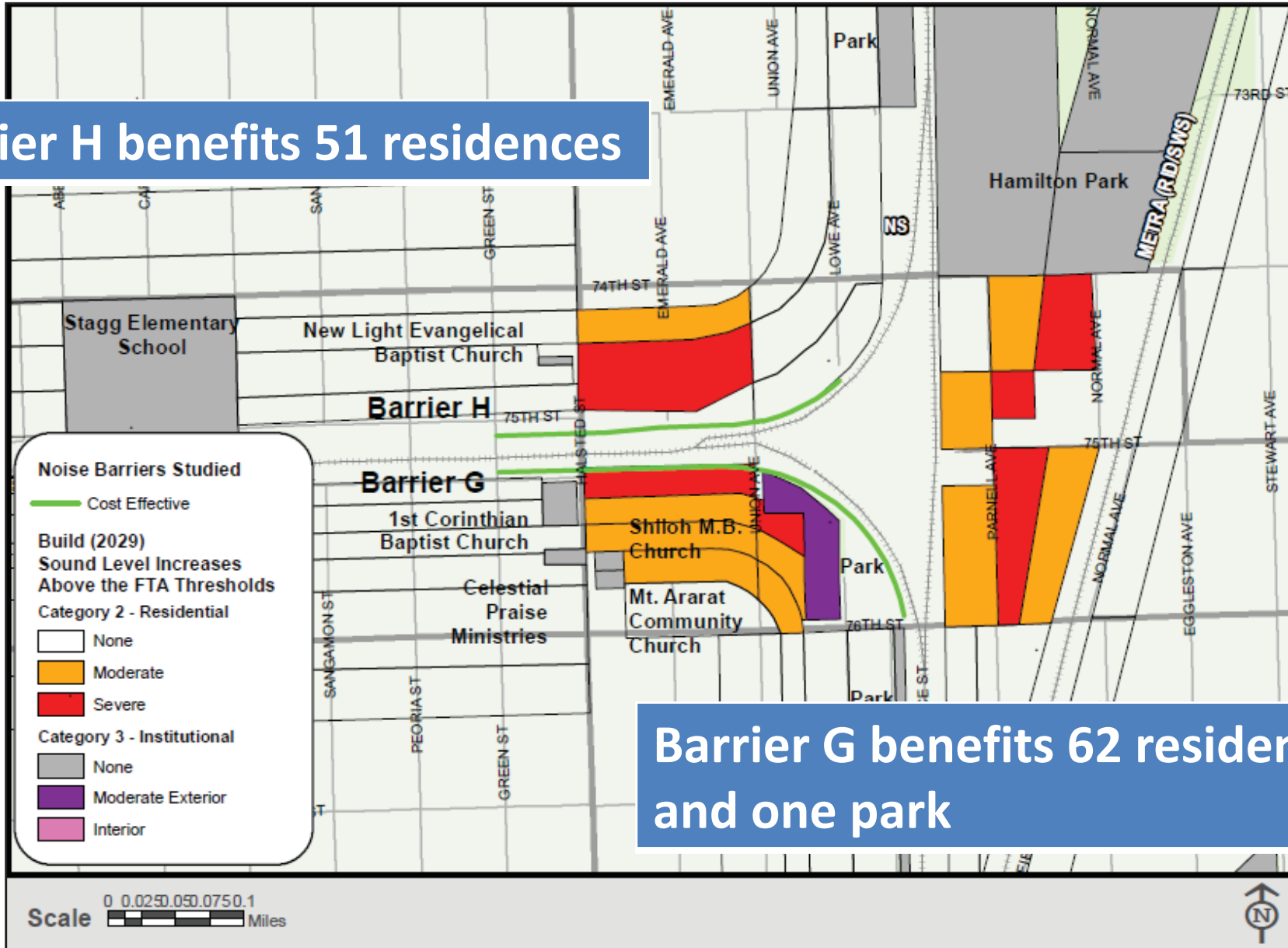
The final decision on building noise barriers will be made upon completion of the public involvement process and project design. People who would benefit from the barriers have been asked to provide their input in support of or opposition to the barrier.



Example photos of noise barriers at rail projects.



Barrier H benefits 51 residences

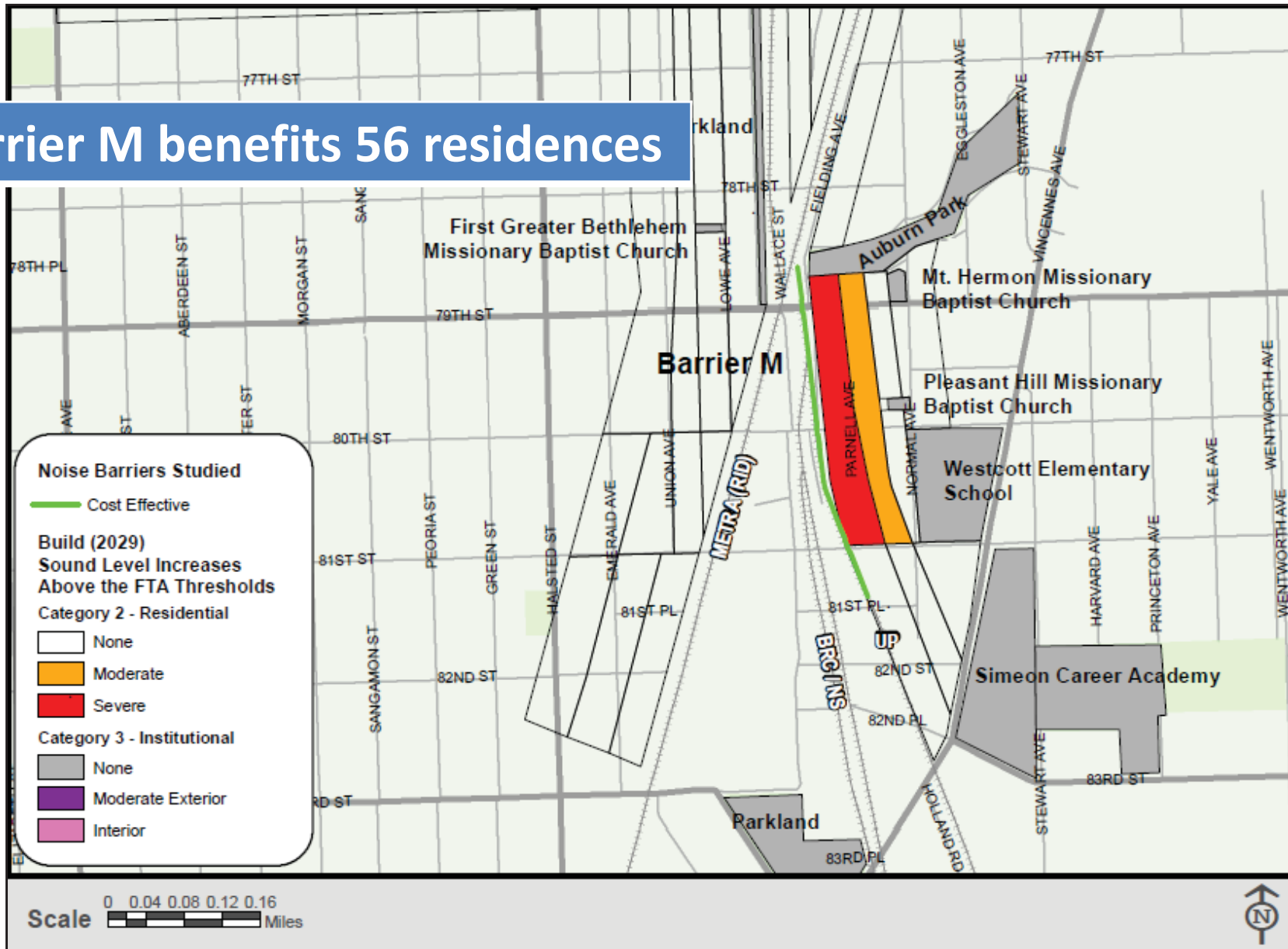


Barrier G benefits 62 residences and one park





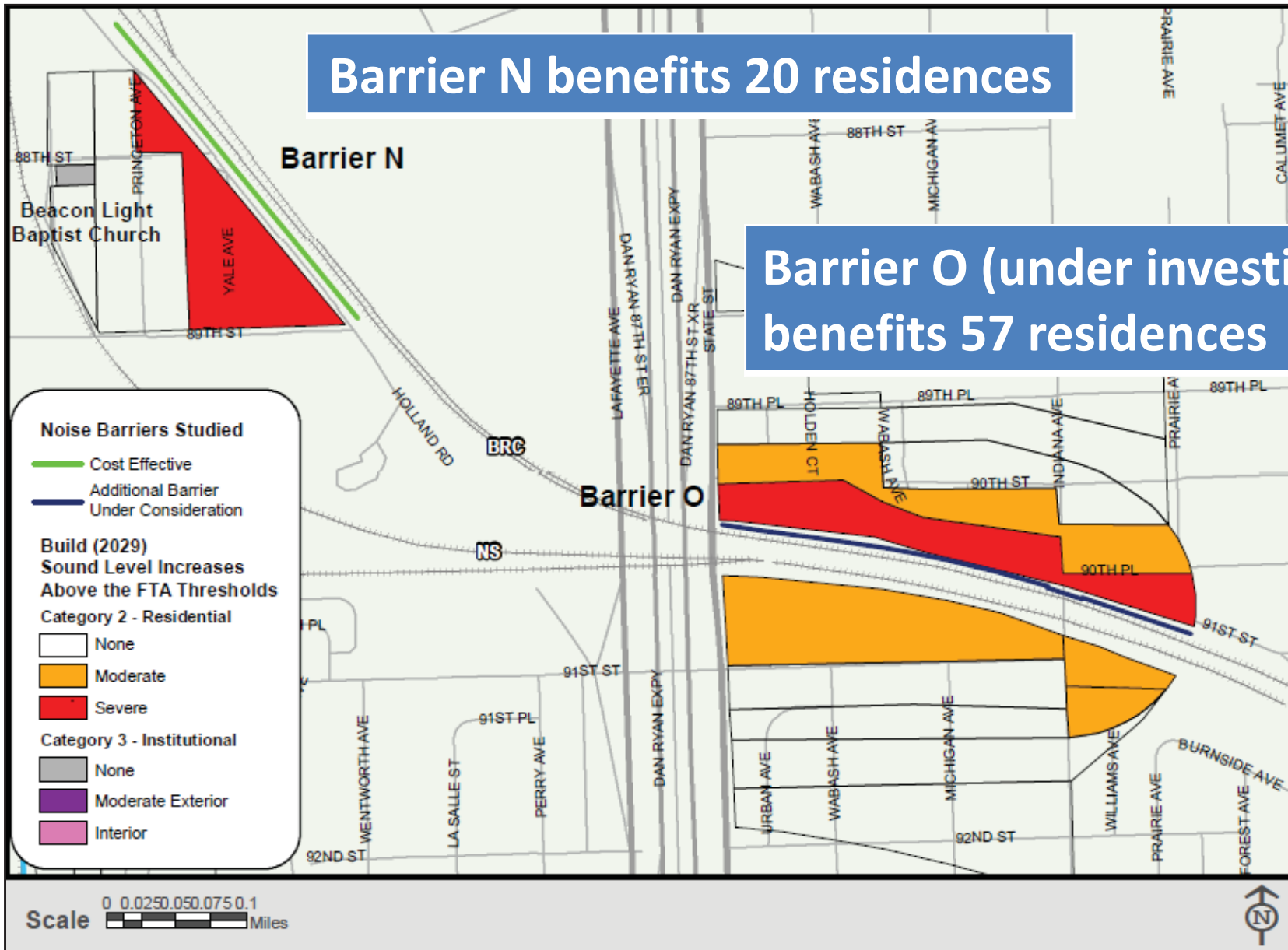
## Barrier M benefits 56 residences





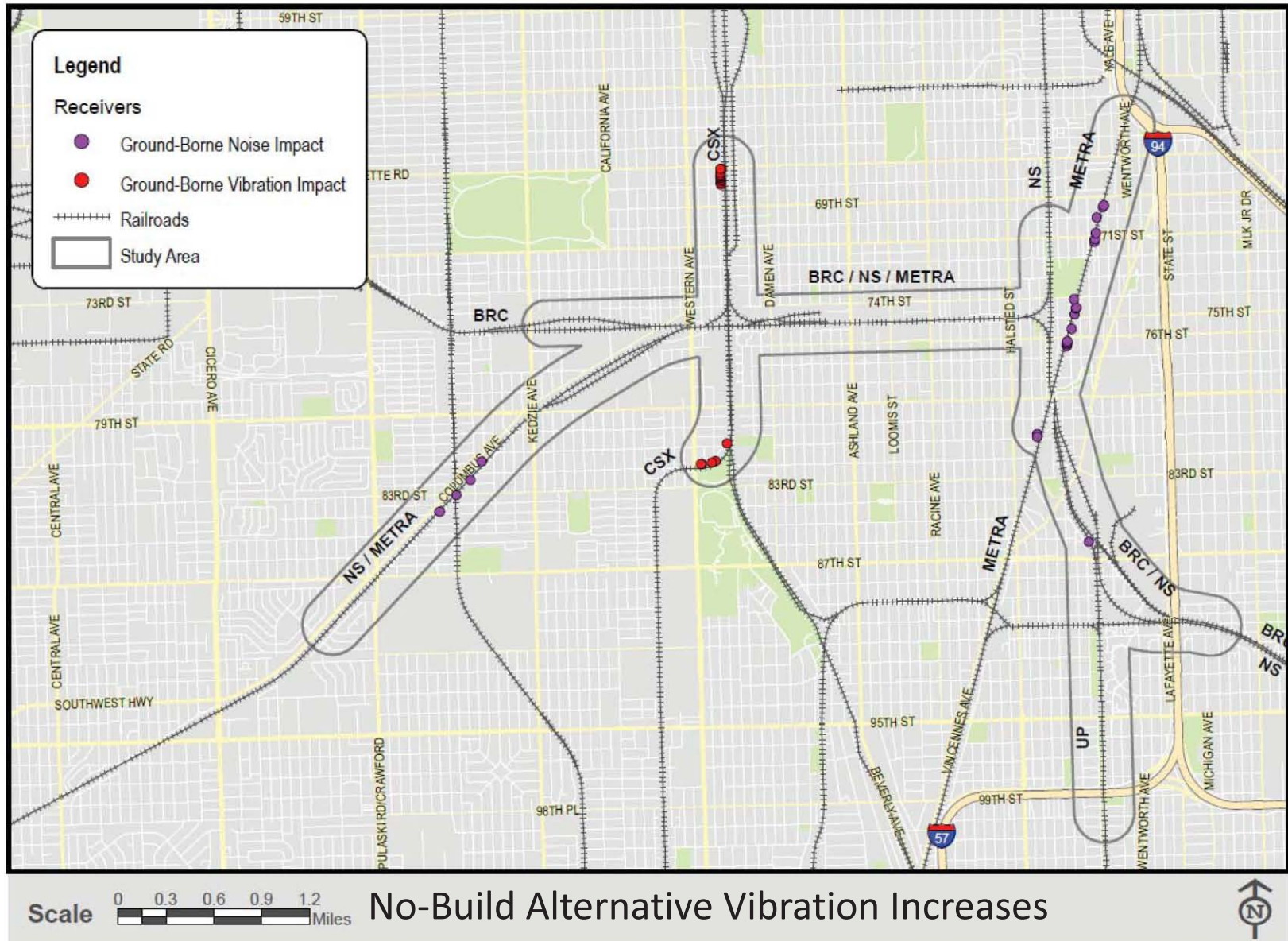
**Barrier N benefits 20 residences**

**Barrier O (under investigation) benefits 57 residences**





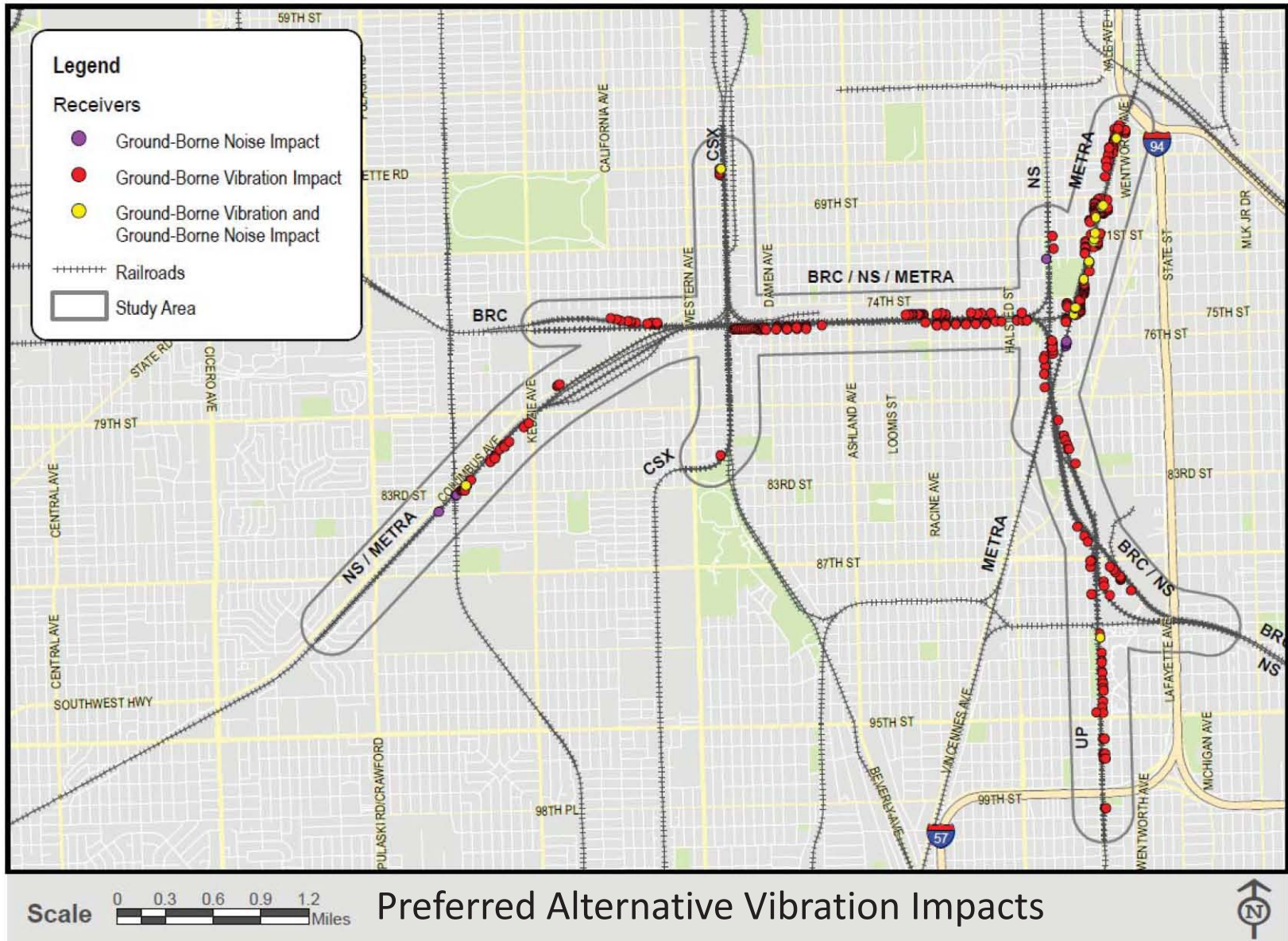
# No-Build Vibration Increases







# Preferred Alternative Vibration Impacts





## Comparisons to Existing Vibration Levels

|   | Preferred Alternative | No Build Alternative | Difference |
|---|-----------------------|----------------------|------------|
| Properties with ground-borne vibration levels above the FTA threshold | 755                   | 28                   | <b>727</b> |
| Properties with ground-borne noise levels above the FTA threshold     | 77                    | 58                   | <b>19</b>  |

## Vibration Commitments and Mitigation

- Normal maintenance, including
  - Rail grinding
  - Wheel truing
  - Wheel-flat detectors
  - Vehicle reconditioning
- However, they will not completely eliminate the predicted vibration impacts

Any property acquisition will follow the federal Uniform Act. The act provides for:

- Fair compensation
- Relocation assistance and moving expenses
- Other costs associated with comparable replacement housing
- Opportunity to relocate within the community if possible

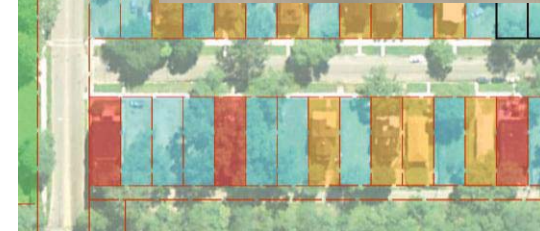
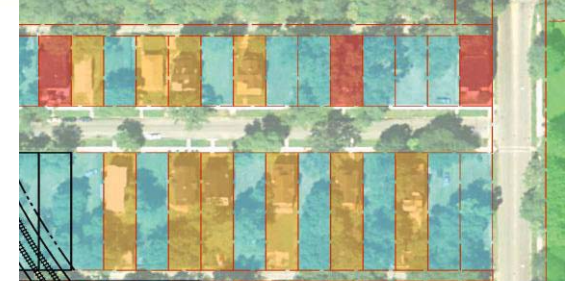






The Preferred Alternative would require property acquisition south of Hamilton Park, near Union Avenue, and near the 80<sup>th</sup> Street Junction. As part of this EIS study we have:

- Minimized the need to acquire property
- Presented the potential property impacts at this meeting
- Defined the exact number and location of any acquisitions
- Notified all owners and occupants of property adjacent to or potentially affected by the project of public meetings by mail





| Temporary<br>Construction Impacts                         | Environmental<br>Commitments/Mitigation<br>Measures   |
|---|---|
| Traffic   | City of Chicago Traffic Management Plans  |
| Construction noise and vibration                          | <ol style="list-style-type: none"> <li>1. City of Chicago ordinances for noise and vibration</li> <li>2. Ongoing coordination/information campaign during construction</li> </ol>                               |
| Nuisance species (rodents, etc.)                          | <ol style="list-style-type: none"> <li>1. City of Chicago ordinances</li> <li>2. Contractors control nuisance species during the land-clearing and through construction to protect residential areas</li> </ol> |
| Retaining walls near Hamilton Park and Leland Giants Park | <ol style="list-style-type: none"> <li>1. Permits from Chicago Park District</li> <li>2. Landscaping plan for restoration</li> </ol>  |

## Help us decide! Use your comment form!



| Additional Mitigation Measures and Benefits Still Under Investigation |  |
|---|--|
| Possible Mitigation Measure or Benefit                                | Description  |
| Job Training and Educational Programs                                 | In addition to publicizing current IDOT strategies to encourage small and disadvantaged businesses, the Project Team will consider job training and educational programs   |
| Bus Stop Improvements   | <ol style="list-style-type: none"> <li>1. Upgrade 20 busiest bus stops near project limits</li> <li>2. Install electronic bus-arrival signs at all 20 stops</li> <li>3. Install bus shelters at the 10 stops that don't have them</li> </ol>             |
| Sidewalk Improvements   | Provide funding to the City of Chicago to improve sidewalks, in addition to sidewalk improvements at viaducts  |
| Bicycle Improvements  | Construct bike routes in the project area  |
| Remnant and Vacant Parcel Improvements                                | <ol style="list-style-type: none"> <li>1. Improve 1.39 acres of project remnant parcels south of Hamilton Park</li> <li>2. Improve other City-owned vacant properties across the study area</li> <li>3. Develop programs with community input</li> </ol> |
| Streetscape Improvements  | Add trees, benches, signs, decorative pavement at crosswalks, bike racks, and other amenities  |





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

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

**Railroads are hiring now.** See the CREATE Employment Opportunities handout and visit the railroad websites.

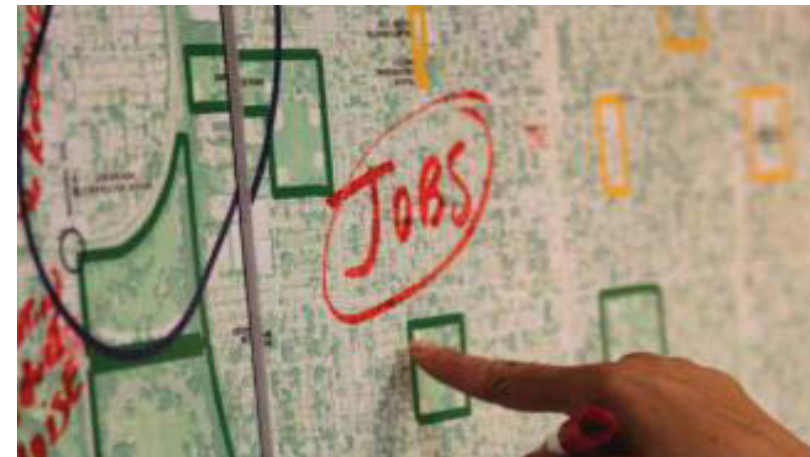
## HCCTP News

HIGHWAY CONSTRUCTION CAREERS TRAINING PROGRAM



CONSTRUCTION  
COURSES OFFERED  
IN VARIOUS SKILLS:

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



Chicago  
Urban League

**Ready to Launch Your Construction Career?**

Join the Chicago Urban League Transportation  
Construction Apprenticeship Readiness  
Training Program



## 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.

endangered species assessment, for piperalin.

### B. Additional Information

#### 1. Other related information.

Additional information on clethodim, hydrogen cyanamide, flutolanil, fosetyl-aluminum, hexaflumuron, and piperalin is available on the chemical pages for these pesticides in Chemical Search, <http://www.epa.gov/pesticides/chemicalsearch/>, and in each chemical's individual docket listed in Table 1 in Unit III.A. Information on the Agency's registration review program and its implementing regulation is available at [http://www.epa.gov/oppsrd1/registration\\_review](http://www.epa.gov/oppsrd1/registration_review).

#### 2. Information submission

*requirements.* Anyone may submit data or information in response to this document. To be considered during a pesticide's registration review, the submitted data or information must meet the following requirements:

- To ensure that EPA will consider data or information submitted, interested persons must submit the data or information during the comment period. The Agency may, at its discretion, consider data or information submitted at a later date.

- The data or information submitted must be presented in a legible and useable form. For example, an English translation must accompany any material that is not in English and a written transcript must accompany any information submitted as an audiographic or videographic record. Written material may be submitted in paper or electronic form.

- Submitters must clearly identify the source of any submitted data or information.

- Submitters may request the Agency to reconsider data or information that the Agency rejected in a previous review. However, submitters must explain why they believe the Agency should reconsider the data or information in the pesticide's registration review.

As provided in 40 CFR 155.58, the registration review docket for each pesticide case will remain publicly accessible through the duration of the registration review process; that is, until all actions required in the final decision on the registration review case have been completed.

### List of Subjects

Environmental protection, Clethodim, Flutolanil, Fosetyl-aluminum, Hexaflumuron, Hydrogen cyanamide, Pesticides and pests, Piperalin.

Dated: March 24, 2014.

**Michael Goodis,**

*Acting Director, Pesticide Re-Evaluation Division, Office of Pesticide Programs.*

[FR Doc. 2014-07096 Filed 3-26-14; 4:15 pm]

**BILLING CODE 6560-50-P**

## ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-9014-2]

### Environmental Impact Statements; Notice of Availability

*Responsible Agency:* Office of Federal Activities, General Information (202) 564-7146 or <http://www.epa.gov/compliance/nepa/>.

Weekly receipt of Environmental Impact Statements Filed 03/17/2014 Through 03/21/2014 Pursuant to 40 CFR 1506.9.

### Notice

Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA's comment letters on EISs are available at: <http://www.epa.gov/compliance/nepa/eisdata.html>

*EIS No. 20140091, Draft EIS, USFS, ID, Crooked River Valley Rehabilitation Project, Comment Period Ends: 05/12/2014, Contact: Jennie Fischer 208-983-4048*

*EIS No. 20140092, Final EIS, USFS, OR, Ochoco Summit Trail System, Review Period Ends: 04/28/2014, Contact: Marcy Anderson 541-416-6463*

*EIS No. 20140093, Final EIS, USFS, CA, Blacksmith Ecological Restoration Project, Review Period Ends: 04/28/2014, Contact: Dana Walsh 530-333-5558*

*EIS No. 20140094, Draft EIS, USFS, MT, North and West Big Hole Allotment Management Plans, Comment Period Ends: 05/12/2014, Contact: Russell Riebe 406-689-3243*

*EIS No. 20140095, Draft EIS, FHWA, WI, Interstate 43 North-South Freeway Silver Spring Drive to WI 60, Comment Period Ends: 05/12/2014, Contact: George Poirier 608-829-7500*

*EIS No. 20140096, Draft EIS, FHWA, IL, 75th Street Corridor Improvement Project, Comment Period Ends: 05/12/2014, Contact: Catherine A. Batey, 217-492-4600*

*EIS No. 20140097, Draft EIS, OSM, NM, Four Corners Power Plant and Navajo Mine Energy Project, Comment Period Ends: 05/27/2014, Contact: Marcelo Calle 303-293-5035*

*EIS No. 20140098, Draft EIS, USFS, OR, Lower Imnaha Allotments Rangeland Analysis, Comment Period Ends: 05/*

*12/2014, Contact: Jamie McCormack 541-426-5547*

*EIS No. 20140099, Final EIS, FHWA, MT, Billings Bypass Improvements, Review Period Ends: 04/28/2014, Contact: Brian Hasselbach, 406-441-3908*

### Amended Notices

*EIS No. 20140078, Draft EIS, BLM, ID, Proposed Modification to the Thompson Creek Mine Plan of Operations, Section 404 Clean Water Act Permit Application, Public Land Disposal, and Draft Resource Management Plan Amendment, Comment Period Ends: 06/18/2014, Contact: Ken Gardner 208-879-6210*  
Revision to the FR Notice Published 03/21/2014; Correction to EIS Title Name and Comment Period Ends should read 06/18/2014

Dated: March 25, 2014

**Dawn Roberts,**

*Management Analyst, Office of Federal Activities.*

[FR Doc. 2014-06968 Filed 3-27-14; 8:45 am]

**BILLING CODE 6560-50-P**

## ENVIRONMENTAL PROTECTION AGENCY

[FRL-9908-90-OA]

### Notification of a Public Teleconference of the Chartered Clean Air Scientific Advisory Committee (CASAC) and the CASAC Oxides of Nitrogen Primary NAAQS Review Panel

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Notice.

**SUMMARY:** The Environmental Protection Agency (EPA) Science Advisory Board (SAB) Staff Office announces a public teleconference of the Chartered Clean Air Scientific Advisory Committee (CASAC) and the CASAC Oxides of Nitrogen Primary National Ambient Air Quality Standards (NAAQS) Review Panel to discuss its draft reviews of EPA's *Integrated Review Plan for the Primary National Ambient Air Quality Standards for Nitrogen Dioxide (External Review Draft) and Integrated Science Assessment (ISA) for Oxides of Nitrogen—Health Criteria (External Review Draft—November 2013)*.

**DATES:** The teleconference will be held on Wednesday, May 7, 2014 from 9:00 a.m. to 1:00 p.m. (Eastern Time).

*Location:* The public teleconference will be held by telephone only.

**FOR FURTHER INFORMATION CONTACT:** Any member of the public wishing to obtain information concerning the public



# Nation Suffers Because of Underrepresentation of Black Women in Politics

**By Jazelle Hunt**

*NNPA Washington Correspondent*

WASHINGTON (NNPA) – The gaping underrepresentation of women of color on the political stage deeply undermines the American ideal of democratic representation.

That’s a conclusion reached by the Center for American Progress and detailed in an article titled, “Why We Need a Political Leadership Pipeline for Women of Color.”

The article, part of the Center’s Women in Leadership project, was unveiled during a panel event featuring prominent women of color scholars, organizers, and professionals.

“The relative lack of women of color serving in elected office raises grave concerns regarding democratic legitimacy and the fundamental issues of political representation,” the article states. “Lack of representation, of course, can mean a lack of attention to and advocacy for issues important to communities of color. And... translates into a major missed opportunity for the empowerment of underserved communities.”

Today, there are 14 African American women in Congress, less than 3 percent of that body. There is only one woman of color in the Senate, an Asian American. And both delegates to Congress – elected representatives who do not have the right to vote except in committees – are Black women.

The picture is the same at the state level. Black women hold about 3 percent of the country’s 7,383 state legislative seats, across 40 states. Among the 100 largest cities, Baltimore is the only one currently led by a Black woman mayor.

“What I’ve experienced over these years is that if it’s something that’s beyond Black, then it isn’t necessarily obviously seen that a Black woman could be the lead of it,” said panelist Melanie L. Campbell, president and CEO of the Black Women’s Roundtable. “Because it’s a multi-racial or multi-ethnic, so therefore – ‘No, we’ll get to your issue later.’ There’s the reality that, in a broad women’s movement, for Black women and [other] women of color, are we all equal in that opportunity for leadership?”

According to the article, lack of representation in politics results in a lack of attention to issues that affect women and people of color more. Moreover, males and females behave differently in politics.

A 2009 report from now defunct The White House Project notes that on average, women in Congress introduce more bills, attract more co-sponsors, and bring home more money for their districts than their male counterparts.

Even in high-stress professions, women can more than hold their own.

For example, Val Demings, the keynote speaker at the Women in Leadership panel, is the first woman

to serve as police chief of Orlando, Florida. In her four-year term, violent crime dropped 40 percent.

A 2006 study in the Journal of Women, Politics & Policy found that Latina representatives in four southwestern states were more likely than their male counterparts to prioritize the needs of African Americans and Asians, as well as women and families.

But women need to be represented in more than token numbers, Demings said.

“I can only speak as a Black woman... but if you don’t see a whole lot of folks who look like you doing what you’re thinking about doing, it’s tough to believe that you can do it,” she said in her keynote address.

After she retired as police chief, the mayor urged her to consider running for Congress.

“I was meeting with a member of Congress and he said to me that women have to be asked about seven times to run for public office before they’ll even consider it,” Demings recalls. “I was floored. I felt like I was a pretty assertive, bold, going-into-places-where-others-would-dare-not-go type of person – but I was on my seventh ask.”

## IS SHE RUNNING?

In a 2012 study, American University researchers found that women are both less likely than men to have anyone suggest they run for office, and twice as likely as men to consider themselves “not at all qualified” for the job. Consequently, fewer women – especially women of color – decide to run for office.

“The barriers holding back women of color are undoubtedly much the same as those shown to limit the political ambitions of all women in general: lack of financial resources, weaker social networks, lack of familiarity with the political process, a greater level of responsibility for children and household tasks, and a greater tendency to be more risk-averse than potential male candidates,” the article explains.

“The lack of economic support is perhaps one of the greatest barriers for women of color, as they are often the primary or sole caregivers of their children and their elders, earn less, and have considerably less wealth than men of color and white men and women.”

But there is some encouraging news.

According to the Center for American Progress, women of color are increasingly showing up to the polls; African American women voter turnout rose from nearly 60 percent to nearly 70 percent between 2004 and 2008 (Latinas and Asian American women made 20, and 17 percent gains, respectively, in the same time period). This is higher than the 2008 national voting average of 58.2 percent.


If all eligible women of color voted, that would mean more than 41.8 million votes – or, the equivalent of

62.5 percent of President Barack Obama’s 2008 votes, and 71.7 percent of John McCain’s.


“As I worked through voting rights issues, and working in civic

engagement... [I was] focusing on what to do to really deal with the power of the sistah vote,” said Campbell. “I say that as an affirmation, because we have not

met that yet. We have the numbers, we turn out, people say we’re the most progressive vote, but we have yet to benefit from that power.”



**Illinois Department of Transportation**  
CREATING THE WAY TO CHICAGO




**CORRIDOR IMPROVEMENT PROJECT**  
Moving Forward Together

## YOU ARE INVITED TO ATTEND A PUBLIC HEARING

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



75th Street Corridor Improvement Project

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

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

- Provide an overview of the 75th St. CIP and the DEIS
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Noise abatement measures are being investigated for potential implementation as part of the 75th St. CIP.

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

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**HOMETOWN LADWIG LIBRARY**  
4331 Southwest Highway #3, Hometown, IL

**ILLINOIS DEPARTMENT OF TRANSPORTATION**  
Attn: Jakita Trotter  
100 West Randolph, Suite 6-600, Chicago, IL

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

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# UNCF's "Empower Me Tour" Finishes Strong at Chicago State University

By Lee Edwards

Last week, the United Negro College Fund, Inc. (UNCF) hosted the conclusion of its 6th annual Empower Me Tour (EMT) at Chicago State University's (CSU) Jones Convocation Center, 9501 S. Martin Luther King, Jr. Dr.

The UNCF Empower Me Tour was created to empower a movement among young people, motivating them toward academic excellence, personal and fiscal responsibility. The tour engages young people at crucial life stages – transition from middle school to high school, high school to college and college to career.

The tour offers programming for the following, underserved students grades 7-12, minority college students, parents and educators. It also offers age-appropriate workshops, panel discussions and other interactive activities focusing on six core areas:

- College Readiness
- Financial Education
- Professional Development/ Career Readiness
- Health & Wellness
- Entrepreneurship
- Service & Philanthropy

"This is a phenomenal partnership between Chicago State and UNCF; their mission and purpose align so closely to what we call our 5 e's and what those 5 e's are is that it is our mission

to embrace, engage, educate, enlighten, and empower to make choices about their future," said Cheri Sidney, Associate Vice President of Enrollment Management at Chicago State University.

Coordinated out of the UNCF's national headquarters in Washington DC, the EMT toured in a total of seven U.S. cities before ending in Chicago. This is the third year that the EMT visited Chicago where last year's visit was held at the University of Illinois-Chicago (UIC).

"Chicago State presents a much better layout in terms of logistics and so far it's really working out; it seems to be so well done and so well organized in terms of flow of people [compared to] what we had last year," said Janis Robinson, Area Development Director for United Negro College Fund, Inc.'s Chicago office.

An estimated 1,200 high school students attended the EMT visit at CSU.

The Chicago Citizen Newspaper attended one of the workshop specifically directed towards young men entitled, "Tied to Greatness: Mastering the Power of Your Own Image and Manhood to Achieve Success," presented by Dr. Alex O. Ellis, Founder and CEO of Tied to Greatness, Inc.

Dr. Ellis explained how something as simple as tying a neck tie and wearing it properly can open doors of opportunity.

During his workshop, Dr. Ellis asked older male audience members to show the younger men in the audience how to tie a neck tie.


Five hundred ties were given away to participants during the program.

The Empower Me Tour's presenting sponsor is Wells Fargo.


For more information visit <http://www.empowermetour.org/index.html>.



An estimated 1,200 high school students attended the Empower Me Tour visit at Chicago State University.



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# Murder charges in crash that killed Chicago Police officer David Harris

CHICAGO – Local woman Shannell Terrell was charged with first-degree murder and possession of cannabis recently, in connection with a car crash that killed Chicago Police Officer David Harris.

Officer Harris was off-duty when the car he was driving was struck by a white van being chased by Calumet Park police officers at 87th and Lafayette. Prosecutors said Terrell, 31, was behind the wheel of that van. Another person inside that van was also taken into custody after the crash, police said.

"David was one of Chicago's finest," said Jeanette Little-Davis, Harris' cousin. "He had a heart of gold. He was a humble man, and he was a man of God and a family man."

The 42-year-old Harris, a 10-year CPD veteran, was killed early after finishing his

shift. Chicago police say his Black Lexus was struck by a white van that had been pursued by a Calumet Park Police officer, the crash at 87th and Lafayette was more than five miles from Calumet Park.

"He was a true blue knight, and the way that this happened is shameful, and I'm angry about it," said neighbor Ronald Rockwell. "It could have been avoided because everybody knows in a city like Chicago, you do not pursue," Little-Davis said.

A procession of police vehicles escorted Harris' body to the morgue, where more of his colleagues greeted his arrival. Harris was married, with two elementary school age sons, and was a decorated officer, having earned 87 department awards. The viewing of Officer Harris was held on Sunday, with services following on Monday.

WLS-TV/Chicago

# Fashion show proves awareness is in style

By Bianca Herron  
DEFENDER STAFF REPORTER

The Red Pump Project's fifth annual fashion show was a huge success! More than 100 people gathered Saturday, March 22, at the Alhambra Palace, in support of the national nonprofit raising awareness about the impact of HIV/AIDS on women and girls. The Rock the Red fashion show highlighted local fashion talent and presented local HIV/AIDS activist Evany Turk with the "Ultimate Red Pump Rocker" award, celebrating her passion to educate individuals around the issue of HIV/AIDS. The Red Pump Project was founded by Luvvie Ajayi and Karyn Watkins.

Guests enjoyed complimentary cocktails and hors d'oeuvres while watching the premium fashion show produced by and featuring local designers, which included AKIRA Chicago, Anastassia, Martina Fanel-la, Modahnik, Redgi Woods, and Ythak Designs.

The Red Pump Project co-founder Karyn Watkins said that she and her co-founder are very happy with the way their organization has grown.

"We've been very pleased to watch our organization grow from just being a social media campaign to more of a movement. As we continue to add new events and programs in Chicago and other cities, we're looking forward to increasing our impact in the HIV prevention space."

The Red Pump Project was founded in 2009, and the red pump is used as a symbol

of empowerment to represent the strength and courage of women infected and affected by HIV/AIDS. The incorporation of fashion into the message of HIV prevention is their contribution to show that awareness is always in style.

Attendee Jalesa Shields said that she really enjoyed the fashion show and looked forward to attending other events by the organization.

"The fashion show was simply amazing," she said excited. "All of the designs were really good, the models were good, and it was truly such a fun way to raise aware-

ness about HIV/AIDS. Most often times learning about it is a bit somber but the Red Pump Project keeps your attention by making it interesting, therefore making it easier to pay attention to such a dire and issue that's affecting our community and women tremendously."

Red Pump Project co-founder Luvvie Ajayi said the night was incredible and was their best event yet. "It was such a great way for us to celebrate our fifth birthday and we couldn't be more pleased," Ajayi said. "We're looking forward to next year's show on March 21, 2015."

The Red Pump Project's mission is to promote HIV prevention through education, and open dialogue about the issues that surround sexual and reproductive health. They do work on the ground, as well as online to motivate action and encourage dialogue about the effects of the disease.

For more information, go to [www.theredpumpproject.org](http://www.theredpumpproject.org).



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# Saying a final goodbye to Rev. Paul Marszalek

I attended the funeral Mass for the Rev. Paul B. Marszalek, pastor emeritus at St. Jane de Chantal Church. I recalled meeting him at Quigley South Preparatory High School. He taught Polish to my older son, George, who was doing quite well. Father Paul was delightful, funny and full of joy. He was a great teacher. I believe my son took Latin under his instruction.

The Mass was beautiful with so many priests in attendance. One lady commented to me that it was like seeing angels surrounding the altar. He had a niece, Kathleen Urbanski, and a sister-in-law, who escorted his coffin.

**Father Paul had stipulated that he did not want an automobile procession going to the burial. He didn't wish anyone to be hurt in any accident. So all present at the Mass were invited into Ward Hall for a lovely luncheon. We pray that he rests in eternal peace.**

Happy wedding anniversary best wishes are sent to Sandra and Joseph Drap, Shelby and John Denlinger,

**Nance Dulaj**  
Your Correspondent In  
**WEST LAWN**  
7235 S. Avers (773) 585-1627  
(Chicago, IL 60629)



Dina and Christos Katsoulis, Arlene and William Obert, and Catherine and John Denlinger, members of the Golden Eagle Club.

Other members of the famous Golden Eagle Club who are celebrating their birthdays with their flower being the Jonquil and the gems of aquamarine and bloodstone are Sandra Pavlik Drap, Kenneth Michaels, Kazimiera Sulkowski, Peter Guanakas, Arlene Oczkiewicz, Rose Fremarek, Shelby Hindsley, Cain Pena, Dawn

Schmiege, Nancy Lukas and Shelby Myszkowski.

Other birthday celebrants are Richard Lostrocio, Corinne Eldenkamp, Joseph Dedo, Jo Lapp, William Obert, Florence Urbanek, Joan Galbraith, Florence Rydzewski, Sam Gaglio, Lawrence MacDonald, John Bodoki, Irene Anderson, Esther Ristow, Rose Doyle, Elizabeth Kopecki, Benjamin Cardenas, Robert Gray, Rose Lewandowski, and our dear neighbor and friend, Louise Newhouse, whose birthday is on March 31.

**We wish all a very Happy Birthday and Sto lat.**

Just so you know, you can delay or prevent type 2 diabetes with regular physical activity and aiming for a healthy weight. I have joined the Rush Diabetes Support Group and walk daily, plus try to follow recommendations by the American Diabetes Association. Good daily idea for all of us.

I'm glad the election is over and the phone calls and mailings end so that we can live a normal life once again. Well, at least for a little while. Are you annoyed by telemarketers? To stop the calls, contact (888) 382-1222.

**Mary Stanek**  
Your Correspondent In  
**West Elsdon and Archer Heights**  
3808 W. 57th Place (773) 284-7394  
(Chicago, IL 60629)



## St. Turibius sponsors Holy Thursday Pilgrimage

St. Turibius is sponsoring its third annual Holy Thursday Pilgrimage Bus Trip. The bus leaves from in front of the church, 5646 S. Karlov Ave., at about 8:15 p.m. and will return at around 11:30 p.m. on Holy Thursday, April 17. The group will visit seven different area churches. The cost is \$15 per person. Space is limited. Contact Mike Nicholson, (312) 501-7063, for reservations and more information.

As a reminder, Saturday, March 29, is the St. Turibius all-year reunion. The event is being held at Q Bar and Grill, 8109 Cass Ave., Darien, from 6 until 9 p.m. Tickets are \$45 at the door and include appetizers, beer, wine and house drinks. A raffle will also be held. A live band is playing after the event and all are welcome to stay and enjoy the music.

**Don't forget that St. Turibius plays bingo every Sunday at 6 p.m. The doors open 4 p.m.**

The Teens 4 Unity group from St. Bruno will be having Stations of the Cross for Teens at 6 p.m. Thursday, April 3 at the church, 4751 S. Harding Ave. All teens are invited to attend and then hang out afterward. For more information, email [t4u.midwest@gmail.com](mailto:t4u.midwest@gmail.com) or call Ana at (773) 727-4079.

St. Bruno students recently enjoyed some fast-paced fun playing WhirlyBall. Whirlyball is a game that combines lacrosse, hockey and basketball while inside bumper cars. It sounds like it was a lot of fun.

Tuesday, April 1, the West Elsdon Civic Association holds its quarterly meeting. Open to the public, the meeting starts at 7:30 p.m. in the basement of Divine Word Polish National Catholic Church, 3842 W. 57th St. It is one of Chicago's oldest neighborhood organizations. If you want to join forces with other good people to build a better West Elsdon, stop by.

**So, last Sunday the speed cameras on Pulaski and on 55th Street near Hancock School started issuing tickets. It's funny to see how the traffic just crawls past these cameras, then just speeds up as cars get out of range.**



Even though school cameras say 20 mph "when children are present", who's going to take the risk to battle a ticket? And the camera on Pulaski and 54th Street? What's the point of monitoring cars going past the Burger King at 30 mph?

The YMCA's Community Schools Initiative Volunteer program was designed to enhance programming across the Y's 13 sites in the Chicago Public Schools Midway Network on the Southwest Side, including Pasteur and Edwards.

The Y's Community Schools Initiative collaborates with CPS and other organizations to provide high-quality programs and services at partner schools for students in grades K-8. The CSI initiative bridges the traditional boundaries of formal and information learning to improve student academic and social outcomes, empower families and develop strong communities.

**The Initiative is seeking dedicated volunteers to donate their time and talents in the following volunteer positions: Homework/Classroom Assistant, Fitness Assistant, Student Enrichment Assistant and Adult Programming Instructor. If you are interested in receiving further information or submitting an application, contact Tara Dolan ([tdolan@ymcachicago.org](mailto:tdolan@ymcachicago.org)).**

I recently heard that our neighbor's dog Neuman has passed away. Neuman was a staple around the block and he will be missed.

**CORRIDOR IMPROVEMENT PROJECT**  
*Moving Forward Together*

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Freedom Temple Church of God in Christ  
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# Thayer: Save venting for scarier people than Phelps



NATASHA  
KORECKI



Chicago. Springfield. Washington.  
[politics.suntimes.com](http://politics.suntimes.com)

**W**hen the anti-gay, serial-funeral demonstrator and Westboro Baptist Church founder Fred Phelps died last week, it raised a pressing question:

How should we handle the funeral of the man behind one of the most hurtful and hateful public displays in modern history?

For decades, Phelps led a band of protesters across the country to disrupt the most sacred of sacred — demonstrating outside burials and funerals as grieving families put loved ones to rest.

Phelps pushed for demonstrations outside of gay funerals and that later grew into organizing outside of any military funeral to protest allowing gays into the military. He and other protesters carried signs attributing the death on that day to God punishing America for tolerating homosexuality.

Among his most incendiary protest signs: “Fags die, God laughs.”

So in what environment does Phelps deserve to be put to rest?

To me, the best person to ask in Chicago is Andy Thayer, the prolific protester and co-founder of the Gay Liberation Network. Thayer is a mainstay at demonstrations in Federal Plaza as well as a key organizer in the 2012 NATO protests in Chicago.

Thayer could curse Phelps, wishing him an eternity of marching in an endless gay pride parade.

He, instead, is sitting this one out.

There is a history here. Thayer took part in two counterprotests against

Phelps in Chicago in 1998 when Phelps brought an anti-gay contingent to the city to rage against a minister who was proposing to preside over civil unions for same-sex couples. Thayer believes the show of strength against Phelps' group kept him out of Chicago — the closest big city to Phelps' Topeka, Kan., home base — for the next 10 years.

“Without tooting our horn, that's the value to showing a large public opposition to people like this,” Thayer said.

To demonstrate at a Phelps funeral now is misguided, Thayer argued.

“If the point is to do something other than vent frustrations, then there are unfortunately far more dangerous people operating with impunity in the world today,” Thayer said.

He points to Scott Lively and Peter LaBarbera, who advanced so-called lock-up-the-gays bills in places like Uganda, Nigeria and



This file photo shows Fred Phelps Sr., founder of the Westboro Baptist Church, displaying one of his many infamous protest signs. | AP

#### VIDEO ONLINE

What to say when a hateful man dies, at [tv.suntimes.com](http://tv.suntimes.com).

Jamaica. LaBarbera is the cofounder of the Naperville-based Americans for Truth about Homosexuality, which the Southern Law Poverty Center has listed as a hate group. LaBarbera once ran for State Central Committeeman for the 13th Congressional District in Illinois.

“This is my personal reaction. I'm one who organizes demonstrations quite a bit. I know the time and effort that goes into doing them. I want whatever organizing that we do to have some meaning and not just venting of frustration,” Thayer says. “That's probably going to be the response of any serious organizer. When you have someone as vile as Fred Phelps leave us, you're relieved that he's gone, but you know there's work more serious to do than doing any kind of victory lap.”

Thayer notes how far Chicago — and Illinois — have come since Phelps' presence in 1998.

“Fortunately, as a country, we've matured quite a bit since then,” he said.

“When he was going around and picketing gay funerals, there was nothing like the kind of uproar when he started picketing the funerals of soldiers,” Thayer noted. “Various legislatures got in the act. They didn't bother with any of that stuff when gays were being picketed.”

There's populist support for same-sex marriage, for instance, culminating in Illinois legalizing (not without a battle) same-sex marriage.

With that growing understanding of gay rights in the backdrop, Thayer said maybe there is one hypothetical picket sign that would greet a Phelps funeral procession.

“Phelps dies. Fags laugh.”

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Twitter: [@natashakorecki](https://twitter.com/natashakorecki)

# Many Poor Blacks in the South will Remain Uninsured

By Freddie Allen  
NNPA Washington  
Correspondent

WASHINGTON (NNPA) – Even if healthcare.gov, the web portal for federal health insurance exchange, worked perfectly, more than 5 million poor, uninsured adults, many of them Black, will continue to go without coverage, because they live in states that didn't expand Medicaid, according to a recent brief by the Kaiser Family Foundation.

Through the Affordable Care Act, the federal government agreed to pay 100 percent of the cost of the Medicaid expansion through 2016 and at least 90 percent through 2020.

The Obama administration planned for nationwide expansion of Medicaid, the health insurance program that covers the poor and disabled, setting the Medicaid income eligibility at 138 percent of the federal poverty level, or roughly \$27,000 for a family of three. In June 2012, the Supreme Court ruled that states could decide whether they want to expand Medicaid. According to the Kaiser Commission, more than half of states, a majority in the southeast, decided not to expand Medicaid. That decision created a coverage gap affecting 27 percent of uninsured adults.

"A fifth of people in the coverage gap reside in Texas, which has both a large uninsured population and very limited Medicaid eligibility. Fifteen percent live in Florida, eight percent in Georgia, six percent live in North Carolina, and another six percent live in Ohio," the Kaiser Commission brief said.

More than half of all Blacks live in eight states: Texas, Florida, Georgia, New York, California, North Carolina, Illinois, and Maryland.

According to the Kaiser Commission

on Medicaid and the Uninsured, "The largest uninsured nonelderly Black populations reside in Florida (718,800), Texas (613,100), and Georgia (594,600). In addition, Blacks comprise a large share of the uninsured population in the District of Columbia (52%), Mississippi (48%), and Louisiana (42%)."

Florida, Texas, Georgia, Mississippi and Louisiana chose not to expand Medicaid leaving billions of dollars unspent, forcing many of their citizens to either go without health insurance or to sign up for health insurance on the federal-facilitated marketplace.

Because 40 percent of all Blacks are under the age 26, compared to 30 percent of Whites, the very people needed to make the health care formula work may be less inclined to participate.

According to the Kaiser Commission brief, "...With many states opting not to implement the Medicaid expansion, millions of adults will remain outside the reach of the ACA and continue to have limited, if any, option for health coverage: most do not have access to employer-based coverage through a job, few can afford coverage on their own, and most are currently ineligible for public coverage in their state."

The brief continued: "While a small share may be eligible to purchase subsidized coverage through the new Health Insurance Marketplaces, most have incomes below the poverty level and thus will be ineligible for these premium tax credits."


During a Webinar for journalists, Rachel Garfield, senior researcher Kaiser Commission on Medicaid and the Uninsured, said that in all states there are people who will continue to be uninsured, because of their immigration status, people who opt to pay the penalty, or people who are

exempt from the penalty.


"One of the things that's very important to keep in mind, as the law is unfolding is how

is outreach working are people aware of their coverage options do they understand their coverage options," said Garfield.

"We are going to continue to shine a light on who is being left out and who is falling between the gaps for various reasons."



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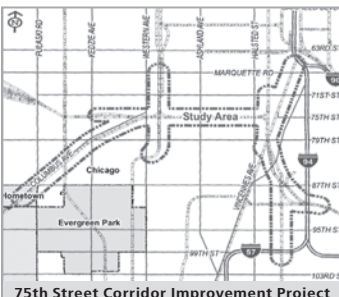
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## INTERNATIONAL

# Libya Judge Orders Gadhafi Son Tried by Video Link



© Reuters

**Seif al-Islam faces charges along with 39 other Gadhafi regime figures — including notorious spymaster Abdullah al-Senoussi — for alleged crimes during the civil war.**

TRIPOLI, Libya (AP) — A Libyan judge in the trial of former regime officials decided Monday that Moammar Gadhafi's son, held by a militia in the country's west, can be tried in the proceedings via a video link.

Since the end of Libya's 2011 civil war, Seif al-Islam Gadhafi has been held by a militia in Zintan that has refused to hand him over for a separate trial in the capital, Tripoli, and the weak central government has been unable to force the issue.

Seif al-Islam faces charges along with 39 other Gadhafi regime figures — including notorious spymaster Abdullah al-Senoussi — for alleged crimes during the civil war. Both men are also wanted by the International Criminal Court for the murder and persecution of protesters in the uprising.

The judge in the courtroom set up in a Tripoli prison facility ordered a satellite link with Seif al-Islam in the Zintan prison and adjourned the

proceedings until April 27.

Gadhafi's last prime minister al-Baghdadi al-Mahmoudi complained that he was allowed to sit with his lawyers only in court and asked for more meetings with them and that he asked the judge to allow his non-Libyan lawyers to attend the hearings. There was no immediate response from the judge.

Al-Senoussi asked the judge for more family visits, and Prosecutor Al-Seddik al-Sur told the court that al-Senoussi was granted three visits.

Meanwhile, Human Rights Watch, in a statement released on Monday, expressed concerns about the trial including the defendants' limited access to lawyers and key documents on the evidence against them.

"This case has been riddled with procedural flaws right from the beginning, which have made it grossly unfair to the defendants," said Richard Dicker, international justice director at Human Rights Watch.



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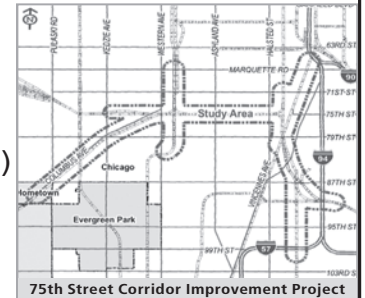
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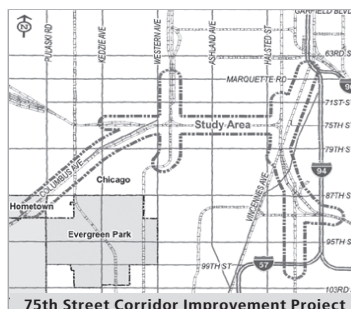
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100 West Randolph, Suite 6-600, Chicago, IL

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

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

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

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



Leslie D. Davis,

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

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

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

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

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

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

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

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## Center Stage

by Joe Boyle

# Don't need whole story behind photos

We live in an age of instant communication. If we want to give opinions on any subject or just rant, we can send out tweets. Through texts, emails and Facebook, we can stay connected to friends and relatives.

Nothing wrong with that. But I guess sometimes I get a little irritated at our instant celebrities. I'm talking about these reality stars that masquerade as people of importance, who feel it necessary to give us constant updates of their lives.

My suggestion to these media creatures is that mystery can go a long way. Take the Swedish actress Greta Garbo, who disappeared from making movies at the height of her career. She became the subject of tabloid articles and constant speculation of why she walked away. She gained more publicity for wanting to live a private life than for her roles in the 1930s and early 1940s.

Virginia Maier never strived for stardom. Like Garbo, she was a woman of mystery. We will never be certain what Maier really thought about or what her goals actually were. She kept most of those thoughts to herself.

Who is Virginia Maier? Maier lived and worked as a nanny on Chicago's North Side and north suburbs. While that seems less than extraordinary, it was Maier's hobby that captures my interests. While Garbo projected a certain image on the silver screen, Maier brought life to the ordinary and the unusual images of life in Chicago. And she did by capturing those images through photography.

She is the subject of a documentary called "Finding Vivian Maier." While caring for children from wealthy families, Maier constantly had a camera around her neck, according to the kids she cared for. She took hundreds of photos of images of mostly people who are part of the city's landscape. Many of those people were like Maier herself, somewhat distant and alone. Many of the photos are open to interpretation.

We do not know much about Maier (1926-2009) but we do know she was of French and Austrian ancestry. Her identity was revealed through the efforts of historian and real estate agent John Maloof, who spent \$380 for 700 rolls of undeveloped color film and 2,000 rolls of black and white film.

Perhaps underwhelmed at his purchase, it was years later that Maloof had the film developed and realized what he had. Unfortunately, it was after Maier's death. He gained the interest of all people comedian and actor Jeff Garlin, known for this role in Larry David's "Curb Your Enthusiasm." Garlin also became a fan of Maier's work and helped make the documentary with Charlie Siskel, the nephews of the late movie critic Gene Siskel.

I have not seen the documentary. The one disadvantage of growing up on Chicago's South Side is that documentaries avoid this part of city. That includes the south and southwest suburbs. However, I will see it soon.

Maier intrigues me. Here is a person who most likely never wanted to be in the limelight. She made a living being a nanny. That would indicate she liked children. However, some published reports state that some of those children she cared for had conflicting opinions of her. So, the mystery continues.

But what she leaves and it was only through the persistence of Maloof that we found out, are these images that were stored away. I've seen some of the photos along with articles in recent newspaper stories.

She developed very few rolls of the photos she took over the years. Unlike Garbo, who became even more famous for turning her back on stardom, Maier was never going to be known while she was alive. Her work speaks for her. These images are now her legacy, which she probably had no intention of sharing.

So, maybe there is a lesson for those media creatures out there. If you have to scream for attention, there's probably nothing you have to say that is worthwhile. In comparison, Maier's works speak volumes.

Joe Boyle is the managing editor of the Southwest News-Herald newspaper. He can be reached at vonbpub@aol.com.

# Four arrested and charged in beating of Oak Lawn man

The Cook County Sheriff's Police report that four people have been charged with beating and robbing an Oak Lawn man on April 6 in an unincorporated area of Palos Heights.

The 19-year-old victim reportedly met a woman, who led him to a garage in the 12900 block of 83rd Court, police said. The victim was then met by three men who beat him with metal objects, kicked him and stole money from him.

Police said the offenders left the scene and the victim went to a hospital to be treated for his injuries. Police were then called and the victim informed them of the crime.

A metal object that was believed to be



Tzinares

used during the beating was later recovered in the garage, police said.

The Cook County Sheriff's Police investigated the incident after talking to the victim that led to the arrests and charges of robbery and aggravated battery against Manuel Juarez, 24, of Burbank; Julian Lopez, 23, and Alex Ryan, 22, both from Worth; and Nico-

letta Tzinares, 18, of Palos Park.

The offenders appeared in bond court at the Bridgeview Courthouse on April 9. Bond was set at \$300,000 for Ryan; \$250,000 for Lopez; and \$100,000 for Tzinares. Juarez was being held on \$250,000 bond and no bond for a previous drug case.

# CAPS meetings are held in 8th District

Chicago Alternative Policing Strategy, or CAPS, is holding meetings this week in the Chicago Lawn (8th) District.

Beats 813 and 833 will meet at 7 p.m. Tuesday, April 22 at the West Lawn Park Field House, 4233 W. 65th St.

Beat 835 will meet at 7 p.m. Wednesday, April 23 at the Wrightwood-Ashburn Library, 8530 S. Kedzie Ave.



CREATE  
KEEPING THE GO IN CHICAGO



CORRIDOR  
IMPROVEMENT  
PROJECT

Moving Forward Together

## YOU ARE INVITED TO ATTEND A PUBLIC HEARING

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

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



### THE PUBLIC HEARING WILL TAKE PLACE:

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

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

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- Review alternatives developed to address project purpose and need
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- Obtain public comment on the 75th St. CIP and the DEIS

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

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RACE FOR GOVERNOR

Quinn mulls pension bill; Rauner says veto

BY STEFANO ESPOSITO Staff Reporter

While Gov. Pat Quinn weighs whether to sign a pension overhaul bill that would likely raise city property taxes, Republican challenger Bruce Rauner indicated Monday that he would veto the measure.

"Because raising property taxes is not the way to go — and it doesn't include a 401(k) component," Rauner spokesman Lance Trover said. "Unless Pat Quinn wants to raise property taxes, he should veto the legislation."

This month, the Illinois House and Senate approved Mayor Rahm Emanuel's plan to raise employee contributions by 29 percent over five years to shore up the Municipal Employees and Laborers Pension funds.

The same-day approval came after Emanuel stripped out any reference to the property tax and shifted the political burden to Chicago aldermen, who are 10 months from re-election. While the final bill doesn't mandate a property tax hike, it's widely believed that alderman would have to do just that to



Gov. Quinn on Monday jabbed rival Bruce Rauner over the governor's homeownership program. | AL PODGORSKI/SUN-TIMES

adequately fund the pension overhaul plan.

At an event promoting a new homebuyer assistance program Monday, Quinn continued to say he has not made up his mind whether to sign the bill.

"We will review it, just like I do every single bill I get on my desk," Quinn said. "We carefully review everything, review the fine print."

Quinn also used the opportunity to bash Rauner, who earlier Monday released a statement criticizing Quinn's homeowner relief

program as recycled and not new.

"That's certainly a bizarre opinion," Quinn said.

The program offers certain first-time home buyers in Illinois and those who haven't owned a home in three years a low, fixed-rate mortgage and up to \$7,500 in down payment assistance.

"We are here to help families who don't have political action committees, who don't have lobbyists, who don't have millions of dollars to buy more than one home," Quinn said in a thinly veiled reference to his opponent.

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# Metra ON THE BI-LEVEL

Commuter Newsletter, March/April 2013



## Wind speed monitors will help UP lines

Some little devices with a tongue-twister name could make commuting on Union Pacific lines a lot easier starting this spring.

They are called anemometers, and they measure wind speed. Metra is investing in the devices for the Union Pacific Railroad which will install eight of them along the three UP lines this

spring, where they are expected to monitor local wind conditions and reduce long delays.

To understand why, a little background is necessary. As many riders know, the three UP lines – North, Northwest and West – are owned by Union Pacific Railroad. They operate the commuter service on the lines with their own employees under

a purchase-of-service agreement with Metra. We have a similar purchase-of-service arrangement with BNSF Railway, which owns and operates the BNSF line.

Because UP owns the lines, their crews follow UP's operating rules. Those rules are very similar to Metra's operating rules with some slight differences. Although we all share

the goal of operating safely and protecting our riders, one of the differences is in our approach to operating in extreme weather.

In the case of Union Pacific, their rules do not allow passenger trains to operate in extreme high wind. Wherever possible, they try to stop trains in stations to give riders a choice between

*(Continued on Page 2)*

## Seeking info about and from riders

Metra riders, we're going to be counting and querying you a lot in the next few weeks.

Metra is embarking on three separate efforts this spring to get information about and from our riders. In the first, which is already underway, we'll be counting the actual number of riders who board and get off at each station. In the second and third, we'll be onboard every weekday morning train, distributing a short origin/destination survey and inviting you to participate in a longer customer satisfaction survey that asks a lot of questions about how we are serving you.

The passenger count work is not directly related to the origin/destination and customer satisfaction surveys, although the information that we get will help us make sure that the survey data is correctly weighted. The count will attempt to answer a simple question: how many people use



each station? Of course, we have a general idea about the answer, based on the number of tickets sold for each fare zone and passenger counts on trains. But since we have no turnstiles at our stations, we can't know the exact number of people using each sta-

tion unless we physically count them as they board the trains.

We haven't done such a count on weekdays since 2006 (although a weekend-only count was done in 2010). But getting an accurate count for each station is important because it helps us

determine if we are using our equipment in the most efficient way to meet demand. The on/off counts have already started and will continue through May.

The origin/destination survey will ask questions about your

*(Continued on Page 4)*





## On the Bi-Level

Published by Metra's Media Relations Department. Send letters, questions or feedback to On the Bi-Level, Metra, 547 W. Jackson, Chicago IL, 60661-5717. Or e-mail [onthebilevel@metrarr.com](mailto:onthebilevel@metrarr.com).

We can't guarantee all letters will be printed or answered. Please keep letters to less than 200 words and include your first name, hometown and what line you ride. (Names are not required but strongly encouraged.) We reserve the right to edit letter for length and grammar.

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# Light bulbs illuminate Metra's money-saving energy efforts

How many light bulbs does it take to run a railroad?

As it turns out, a lot – think of all the platforms and parking lots and stations and other buildings that we have to illuminate on a daily basis.

In recent weeks, Metra has been taking steps to make sure we're using the most efficient ones possible. We're conducting six tests at various locations where we are replacing older light bulbs with newer, more energy-efficient models. Most of that work qualifies us for rebates from the Illinois Department of Commerce and Economic Opportunity, so in addition to saving money on energy costs we're getting reimbursed for some of our upfront expenses.

Bottom line: we can save a great deal of money each year and, thanks to the rebates, recoup our investment much more quickly. On the six tests now underway, we estimate our annual savings at \$110,000, and project that it will take us a little more than a year to recover our costs.

Metra spent about \$10.4 million last year on electricity. About

\$5.5 million of that total was to provide motive power for the Metra Electric, our only electrified line. The rest is spent on signals, switches, yards, platforms, parking lots, buildings and all our other electrical needs.

New light bulbs have already been installed on the platforms in Elmhurst, one of the six test projects, and we are working on replacing the platform lights at the Ogilvie Transportation Center. In those cases, we are replacing metal halide bulbs with induction lamps. High-pressure sodium 300-watt bulbs covering about half the parking lot at Pingree Road are being replaced with 102-watt LED lights.

At our main headquarters at 547 W. Jackson, all T12 fluorescent bulbs (the ones that are now outdated) are being replaced with longer-lasting, more energy-efficient T5 bulbs. In our Western Avenue Coach Yard, we are replacing conventional 1000-watt bulbs in three high-mast lighting fixtures with 405-watt LED lamps. And in two of our work facilities in Blue Island, we are using the T5s to replace 58 400-

watt metal halide bulbs.

Also on the energy-saving front, Metra worked with the RTA, CTA, Pace and other agencies in 2012 to complete a Regional Green Transit Plan. One of its recommendations was to develop an energy management solution to track energy use, something the RTA had also established as one of its priorities. The agencies worked together last year to secure EnergyCAP energy management software, and we are now about to start using it.

The software will provide efficiencies in data collection, energy use monitoring and benchmarking facilities, and will be used to track the use of electricity, natural gas and water. It will greatly enhance Metra's ability to manage its energy costs.

Metra will continue to look for ways to reduce utility costs. We'll be working on a new electricity supply contract later this year, and we will explore electricity rebates. We're also looking for more lighting projects similar to the ones we've already started and possibly some similar gas projects.

## Winds

(Continued from Page 1)

waiting and seeking alternative transportation. Right now, UP relies on weather forecasts and some internal analysis to determine when and where trains may be halted because of high winds. Those forecasts can cover a broad area and a long time period, and therefore may result in wide-spread halts in service.

Once the anemometers are installed and tied into UP's

dispatching center – and that is expected to happen by early May – the UP will be able to supplement its forecasts with actual conditions to determine whether trains should be halted and for how long. The added information should mean any halts in service will affect a smaller area (and fewer trains) for a shorter period.

BNSF Railway's operating rules in extreme weather are similar to UP's. Metra provided the funding for anemometers to be installed on that line last year and the results were excellent. In the last big high-wind event,

there were no stoppages on the BNSF line. The devices cost about \$25,000 each.

Metra's operating rules in extreme weather generally allow trains inside the warning area to move at greatly reduced speeds, and we rely on information from the field when making decisions about train movements. Trains outside the warning area may be stopped before entering it or allowed to proceed at greatly reduced speeds, depending on the type of warning. Metra's policy allows for flexibility while still making safety the top concern.



# SOUND OFF

## Early strumming

To the obnoxious bully, wannabe guitar player in the horn-rimmed glasses, Harley hat and jacket, listening to “Guitar for Dummies” in the Quiet Car at 5 a.m. on a Monday morning on the UP West Line, the other guy asked you nicely to quiet it down. No need to be a jerk to him. How about a little civility instead of being such a tool! Didn’t you notice, nobody was talking? Nobody was playing music? It was quiet! Until you got there. Buy a set of earbuds, go pay for private guitar lessons, it’s only \$10-\$20, and take your own advice and “shut up and sit down” if you’re gonna be in the Quiet Car!

Thanks from your fellow passengers who enjoy the quiet.

Ken

*Do we need to write a “Quiet Car for Dummies” manual?*

## Gesundheit

Given our very long winter season, many are sick, yet can’t take off work. May I suggest when one is sick, or not sick, that you cover your sneeze and cough with something? Your sleeve, coat or the sports section of the newspaper. Please don’t spit into the air on a closed train. That’s rude and it literally makes others sick.

I appreciate your consideration of this suggestion.

C.W.

*Or maybe a “Sneezing for Dummies”?*

## Save me from savers

This past week I was taking my usual evening train home. I walked through the train cars looking for an empty seat. When I found an empty seat, I was informed by three differ-



**Even strumming dummies should be quiet.**

ent people in different train cars that the seat was being “saved” for a friend or spouse. I had to continue to walk through the cars to find a seat that was not being saved. This is grammar-school behavior. Metra seats are available on a first-come basis. You have no right to save a seat when someone is on the train and looking to sit down. I pay for my train fare and I have a right to sit down in any unoccupied seat.

Kim

*Allright, this is the last time we’ll tap into this joke, but how about a “Seating for Dummies” solution?*

## Seat hog solution?

I suggest Metra simply add a few more cars to their rush-hour trains. There. Problem solved!

Tom

*Oh, if only it were that easy. As many riders discovered this winter, when many cars were damaged by the harsh weather, Metra is very short on spare cars. We are currently looking into the possibility of purchasing used cars from other railroads to help us expand capacity.*

## Quiet end

I am very pleased that Metra has designated a Quiet Car. At the end of the day, I cherish the peace and quiet of the car. HOWEVER, why do some people think that just because their stop is coming up, the Quiet Car stops being the Quiet Car? If you want to talk because you’ve had to spend the past 50 minutes in silence, get up a little early and move into the vestibule!!

Anonymous

*A little quiet goes a long way. But, apparently, not all the way.*

## Hogging and clogging

Why are Hazel Crest riders so disrespected? When I get on the train in the mornings I have to pass several seats with bags or coats or lunch or newspapers occupying them. These items do not pay for a ticket. I do. If you don’t want me to sit next to you, drive your car. I guarantee I won’t try to sit next to you in your car.

And, why do I have to stand up in the vestibule to beat the Calumet riders to the door? Please wait until we get off the train before blocking the aisle.

I have missed my stop because of it. Unless you plan to take me back to Hazel Crest, sit down until we get off.

Giselle

*Two of the oldest Metra complaints combined into one. We’ll ask it again: please don’t hog seats. Please don’t clog aisles. Please be polite. Thank you.*

## A timely reminder

This morning I had my monthly pass stolen as I was sleeping on the second level of the Metra UP Northwest Line. I put it on the clip by my seat on the second level. Two witnesses and the conductors helped me recover my monthly pass. First of all, I want to thank the witnesses for saying something and I want to thank the conductors for helping me recover the pass from the person who took the pass. Without all you, I wouldn’t have got it back.

Also I want to make sure everyone signs their monthly pass with their phone number and puts some kind of mark on the front of the pass to identify the pass. I was told it would be helpful not to sleep on the train but I know that is impossible for me and others. Please everyone, “say something” when you see theft and make sure you mark your pass on the front to identify it. Hopefully this will help others from getting their pass stolen. I got lucky with help from a lot of people and I appreciate it very much

Kevin

*We’re glad everything worked out for you. And thanks for the reminder. Signing your pass not only helps with theft, but it also helps if for some reason you lose your pass and it ends up in Lost & Found.*

## Spring Travel Notes

### Metra ridership rose in 2013

Metra provided 82.3 million passenger trips last year to commuters in the six-county region, a 1.2 percent increase over 2012 and the fifth-highest total in the agency's history. Metra posted ridership gains on eight of its 11 lines in 2013. The busiest route continues to be the BNSF Railway, between Aurora and Chicago Union Station, which saw 16.6 million trips in 2013. Ridership on the BNSF rose 1.2 percent in 2013 compared to 2012. The rail line posting the highest percentage increase in ridership in 2013 was the Heritage Corridor, which experienced a 3.1 percent increase over 2012, providing more than 703,000 trips. Other lines reporting significant gains in 2013 included a 3 percent gain on the SouthWest Service at 2.6 million trips and the UP West Line at 8.3 million trips. Metra's other two UP Lines also reported gains in 2013, with the UP North Line reporting a 2.4 percent increase at 9.3 million trips and the UP Northwest Line gaining 1.4 percent at 11.2 million. For the remaining lines, the Milwaukee District North increased 2.1 percent to 7 million and the Rock Island District went up by 1.4 percent to 8.6 million while the Metra Electric, the Milwaukee West and NCS lines posted decreases of 1.2 percent to 9.6 million, 0.4 percent to 6.8 million and 0.3 percent to 1.7 million respectively. Since dipping to 56.5 million passenger trips in 1983, when Metra was formed, the number of commuter rail riders in the region has jumped 46 percent, averaging 1.5 percent growth per year.

### CREATE public hearing scheduled

IDOT will host a Public Hearing concerning the CREATE 75th St. Corridor Improvement Project, which will eliminate bottlenecks and lead to more reliable service on the SWS line. The Preferred Alternative would route SWS trains to the LaSalle Street Station instead of Union Station. The purpose of the hearing is to: provide an overview of the project and its Draft Environmental Impact Statement; review alternatives developed to address identified project purpose and need; present the benefits, impacts, and mitigation measures for the project; and obtain public comment on the project and the Draft Environmental Impact Statement. The Public Hearing will be held from 4 p.m. to 7:30 p.m. on Tuesday, April 22 at the Freedom Temple Church of God in Christ, 1459 W. 74th St., Chicago. For more information go to [www.75thcip.org](http://www.75thcip.org) or call Gretchen Wahl at (312) 612-7294.

### Metra billboard wins award

A digital billboard touting Metra as the Chicago area's "Real Expressway" has been honored with a local Silver Addy award from the American Advertising Federation. The billboard, created by Staples Marketing and Metra's marketing team as part of the "Metra Makes Life Easier" campaign last spring, won the award in the category of "Out-of-Home, Outdoor Board, Flat." The American Advertising Federation's Madison, Wis., chapter announced the award.

## Counting and surveying

(Continued from Page 1)

journey that day – where did you come from and how did you get to our station? Where are you going, and how are you going to get to your ultimate destination once you leave our train? We'll also ask a little information about what tickets you use and how you buy them.

The survey will help us get a detailed picture of trip patterns and travel choices, which will help us (and the CTA and Pace) spot trends, identify transportation needs and plan for the future.

Finally, we will be inviting you – encouraging you – to take a customer satisfaction survey that will ask you a variety of questions about your experiences with Metra. These include: obtaining travel and fare information; purchasing tickets; the reliability of service; the comfort, safety and cleanliness of stations and of trains; the availability and cost of parking; how you feel about our staff; communications; and other matters.

The goal is to learn what we should be doing better and to measure our progress against a similar survey that was done two years ago. We invite any comments and/or constructive criticism that would help us improve our service and your experiences on Metra.

## Contact Metra

If you have a complaint, compliment, service issue or any other issue, we want to hear from you. You can call a Passenger Service Representative at (312) 322-6777 (8 a.m. to 5 p.m. weekdays) or send email to [metrarail\\_feedback@metrarr.com](mailto:metrarail_feedback@metrarr.com).

4<sup>th</sup> ANNUAL  
**PASTORAL'S ARTISAN  
 PRODUCER FESTIVAL**  
 SATURDAY, APRIL 12, 2014 • 11AM-3PM  
**CHICAGO FRENCH MARKET**  
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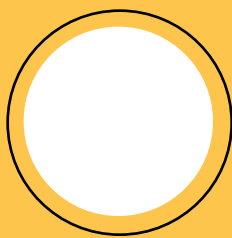


**Metra Union Pacific trains take you directly there!**  
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**CREATE**  
KEEPING THE GO IN CHICAGO



## CORRIDOR IMPROVEMENT PROJECT

*Moving Forward Together*

### THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) ANNOUNCES a Public Hearing and Public Comment Period for the Draft Environmental Impact Statement for the 75th Street Corridor Improvement Project (75th St. CIP).

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

#### THE PURPOSE OF THIS PUBLIC HEARING IS TO:

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

#### 4 p.m.—6 p.m. Open House.

View a recorded audio-visual presentation, examine project exhibits, and speak directly with team members. Give your comments on the project in writing or by speaking to a court reporter.

#### 6 p.m.—7 p.m. Formal Session.

Present your comments on the 75th St. CIP to an agency representative.

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

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

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

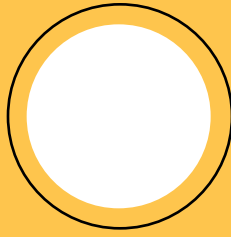
#### THE PUBLIC HEARING WILL TAKE PLACE:

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



**75TH STREET CORRIDOR  
IMPROVEMENT PROJECT**





## CORRIDOR IMPROVEMENT PROJECT

*Moving Forward Together*

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

### **CHICAGO PUBLIC LIBRARY:**

**Wrightwood-Ashburn Branch**, 8530 S. Kedzie Ave.

**Thurgood Marshall Branch**, 7506 S. Racine Ave.

**West Englewood Branch**, 1745 W. 63rd St.

**Sherman Park Branch**, 5440 S. Racine Ave.

**Brainerd Branch**, 1350 W. 89th St.

**Harold Washington Library Center**, 400 S. State St.

### **HOMETOWN LADWIG LIBRARY**

4331 Southwest Highway #3, Hometown, IL

### **ILLINOIS DEPARTMENT OF TRANSPORTATION**

Attn: Jakita Trotter

100 W. Randolph, Suite 6-600

Chicago, IL

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

75th St. Corridor Improvement Project

525 W. Monroe, Suite 200

Chicago, IL 60661

Attn: Tom Underwood

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

**[www.75thcip.org](http://www.75thcip.org)**

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





## **ATTENTION**

### **Metra SouthWest Service Riders**

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

This project was initiated to find solutions to relieve rail and road congestion and reduce conflicts between passenger and freight rail traffic. **This will increase reliability and reduce delays for Metra's SouthWest Service. The Preferred Alternative would route the SouthWest Service line into LaSalle Street Station instead of Union Station.**

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

- Provide an overview of the project and its Draft Environmental Impact Statement (DEIS).
- Review alternatives developed to address project purpose and need.
- Present the benefits, impacts, and mitigation measures for the project.
- Obtain public comment on the project and the DEIS.

**The Public Hearing will take place Tuesday, April 22, 2014**

**4:00 p.m. – 7:30 p.m.**

**Freedom Temple Church of God in Christ, 1459 W. 74<sup>th</sup> Street, Chicago, Illinois**

**4 p.m. – 6 p.m. Open House**

View a recorded audio-visual presentation, examine project exhibits, and speak directly with team members. Give your comments on the project in writing or by speaking to a court reporter.

**6 p.m. – 7 p.m. Formal Session**

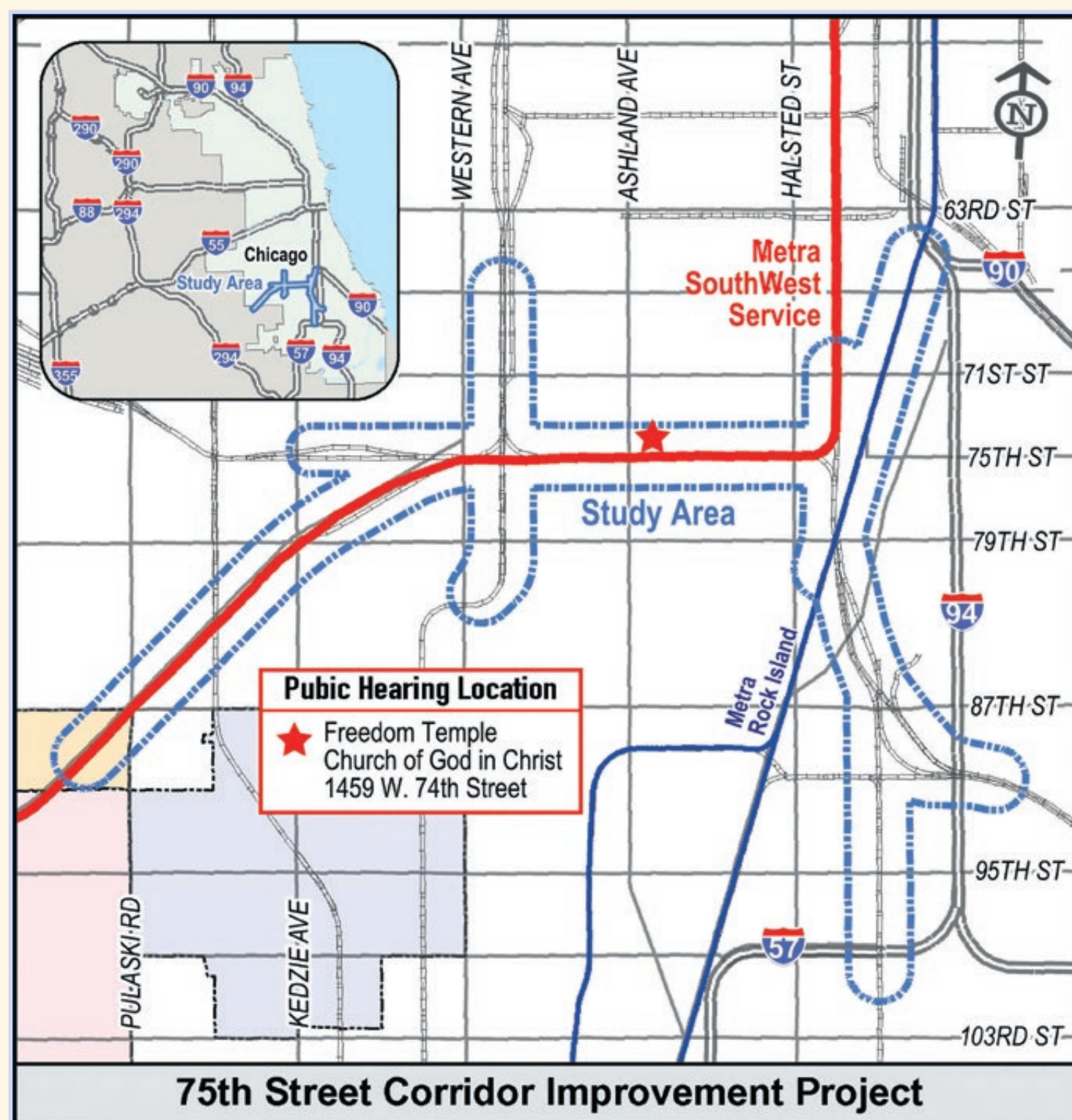
Present your comments on the 75th St. CIP to an agency representative.

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

Implementing the Preferred Alternative would involve residential displacements and the closure of one study area viaduct, Union Avenue at 75<sup>th</sup> Street.

A representative from the City of Chicago or the State of Illinois with knowledge of the property acquisition process will be present to answer your questions.

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



**The DEIS will be available for public review beginning on March 28, 2014 at the following:**

[www.75thcip.org](http://www.75thcip.org)  
[www.createprogram.org](http://www.createprogram.org)  
[www.dot.il.gov](http://www.dot.il.gov)

**Chicago Public Library:**

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Thurgood Marshall Branch  
7506 South Racine Avenue

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Sherman Park Branch  
5440 South Racine Avenue

Brainerd Branch  
1350 W. 89<sup>th</sup> Street

Harold Washington Library Center  
400 S. State Street

**Hometown Ladwig Library**  
4331 Southwest Highway #3  
Hometown, Illinois

**Illinois Department of Transportation**

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

Comments on the DEIS may be given at the Public Hearing or at any time during the **Public Comment Period, March 28 to May 22, 2014.**

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525 W. Monroe, Suite 200  
Chicago, IL 60661  
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Illinois Department  
of Transportation



CORRIDOR  
IMPROVEMENT  
PROJECT

*Moving Forward Together*

C R E A T E  
KEEPING THE GO IN CHICAGO

## THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) ANNOUNCES a Public Hearing and Public Comment Period for the Draft Environmental Impact Statement for the 75th Street Corridor Improvement Project (75th St. CIP).

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

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Church of God in Christ  
1459 W. 74th Street  
Chicago, IL



75TH STREET CORRIDOR  
IMPROVEMENT PROJECT





**CREATE**  
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## CORRIDOR IMPROVEMENT PROJECT

*Moving Forward Together*

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

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Improvement Project  
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**Chicago  
Urban League**

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

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

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

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



773-921-2121



**Chicago  
Urban League**

773-285-5800



United Services of Chicago

773-624-5000



Black Chamber of Commerce  
of Lake County

847-599-9510

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

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

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

**Funded by the Illinois Department of Transportation**



# CREATE

KEEPING THE GO IN CHICAGO

## The CREATE Program

The Chicago Region Environment and Transportation Efficiency (CREATE) Program is a unique partnership between the *Federal Highway Administration*, the *Illinois Department of Transportation*, the *Chicago Department of Transportation*, and the *Association of American Railroads*.

## Employment Opportunities

The CREATE team is committed to helping local residents find out about job opportunities and requirements on CREATE projects and in the railroad industry. Through partnerships with community-based organizations and continuous outreach to the public, the CREATE team will make information available on opportunities for qualified candidates to pursue these employment opportunities.

### When will jobs be available?

To understand what jobs are currently available and will be available in the future, it's important to first understand the timeline of CREATE projects. Each project must go through an environmental review process and design phase before construction can begin. This means that construction jobs on many CREATE projects are still several years away.

There may be jobs available now with the railroads, and there are training opportunities available to prepare you for future CREATE construction efforts.

### What types of jobs will be available?

Jobs with the CREATE Program are broken down into two broad categories: 1) jobs in the railroad industry; and 2) jobs on CREATE construction projects. Each of these is discussed in greater detail below.

#### JOBS IN THE RAILROAD INDUSTRY

**Timeline:** Ongoing

The railroad industry hires regularly and is currently in hiring mode. This is due primarily to business levels and the rate of retirements. Railroad positions vary widely, from equipment operators to track workers to mechanics. These jobs are often demanding, requiring workers to travel for extended periods, work in all weather conditions, and perform in a fast-paced environment. The hiring process is stringent, but qualified candidates willing and able to go through the steps have the chance to earn well-paid, union jobs with solid benefits and paid training.

Additionally, there may be opportunities for qualified individuals to work at the railroads' intermodal terminals as on site truck drivers and service workers. These positions usually report to companies hired by the railroads to handle intermodal operations.

If you are interested in applying for a position with the railroads, we encourage you to visit the railroads' websites and follow the instructions provided on the back of this fact sheet. Take time to explore the employee videos/testimonials posted on several of the railroads' websites to learn more about what it's like working for the railroads.



## Preparing for Current Railroad Jobs

In the upcoming years, a large portion of the nation's railroad workforce will be retiring. As a result, railroads are beginning to look for qualified workers to fill these positions. Individuals interested in these positions can begin applying **now** for available positions.



**Tip:** If you have a resume in a word processing document, you can copy and paste the text of your resume into the online job application. This will speed up the application process.

**What is needed to apply for railroad jobs? (actual requirements vary by railroad)**

- **Access to a computer and internet service:** If you don't have a computer at home, you can go to your local branch of the Chicago Public Library, your local FamilyNet Center or another nearby community center.
- **20-30 minutes to complete each application**
- **Social security number**
- **Education and training history:** school names and addresses; years completed; and degrees, certificates and/or licenses received.
- **Employment history:** employer addresses, supervisor names and titles, and salary history.
- **Military history**
- **Three professional references:** names and contact information for three people who can vouch for your work.
- **List "CREATE" as a referral source** on your application if there is a space provided.

**Railroad Job Websites**

You can go to the following websites to apply for railroad jobs:

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



**JOBS ON CREATE CONSTRUCTION PROJECTS**

**Timeline:** Current and future construction efforts

Construction work on CREATE projects will be done by both railroad forces and private contractors, each having their own hiring processes and requirements.

- *Railroads* will complete most of the track and signal work with their own employees.
- *Contractors* will perform much of the structural work, such as railroad bridges.

**How do I apply for construction jobs with the railroads?**

The application process for railroad construction crews is the same as that for other railroad positions. If you are interested in being eligible to work on CREATE construction projects as a member of a railroad crew, we encourage you to follow the instructions above in the *Jobs in the Railroad Industry* section.

**How do I prepare and apply for construction jobs with private contractors?**

Most private contractors require that their workers have union credentials. **If you already have your union card** and want to work on a CREATE construction project, we encourage you to talk to your local union representative about being placed with a contractor that works on the CREATE Program.

**If you do not have a union card**, you will need to apply for enrollment in a pre-apprenticeship or apprenticeship program. A local employment resource center can provide you with information about these programs and help you navigate the application process. Also, Illinois WorkNet ([www.illinoisworknet.com](http://www.illinoisworknet.com)) offers information about training programs and tips to prepare you for the workplace.

**CREATE Website**

[www.createprogram.org](http://www.createprogram.org)

This website will provide you with information about the CREATE Program and the benefits it will bring to Chicago-area residents. We invite you to explore the site and return often for information about employment opportunities and other CREATE news.

# HCCTP News

## HIGHWAY CONSTRUCTION CAREERS TRAINING PROGRAM



### CONSTRUCTION COURSES OFFERED IN VARIOUS SKILLS:

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



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

#### Jackie Clemens

2011 Cement Mason's Apprentice  
Illinois Central College Graduate



## Building Careers Across Illinois

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

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

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

### Participating Community Colleges

**District 1** Dawson Technical  
Institute of Kennedy-King College  
South Suburban College

**District 2** Rock Valley College  
Black Hawk College

**District 3** Kankakee Community College

**District 4** Illinois Central College

**District 5** Parkland College

**District 6** Lincoln Land Community College

**District 7** Lake Land College

**District 8** Lewis & Clark Community College  
Southwestern Illinois College

**District 9** John A. Logan College



# DESIGNING OUR WORKFORCE, PAVING THE FUTURE



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

**A. Cox**

2011 Carpenter's Apprentice John A. Logan Graduate



## COORDINATOR CONTACT INFORMATION

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

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





## Upcoming Events

### April 3rd

DBE Illiana Corridor  
Outreach Event  
10:00 AM - 12:00 PM  
Tinley Park  
Convention Center  
18451 Convention Ctr  
Dr  
Tinley Park, IL 60477  
Contact:  
Tracy Morse  
Tracy.Morse@  
imagesinc.net  
(630) 449-7876

### April 5th

Champaign IFR/VFR  
Seminar  
8:30 AM - 5:00 PM  
U of I Willard Airport  
11 Airport Rd  
Savoy, IL  
Contact:  
Carol Para  
[Carol.Para@illinois.gov](mailto:Carol.Para@illinois.gov)

### April 9th

Spring Valley Bridge  
Replacement Public  
Hearing  
4:00 PM - 7:00 PM  
Spring Valley City Hall  
215 N. Greenwood St  
Spring Valley, IL  
Contact:  
Ted Fultz  
[Ted.Fultz@illinois.gov](mailto:Ted.Fultz@illinois.gov)

For a complete list of  
events, visit [http://  
www.diversity.dot.  
illinois.gov/event\\_  
calendar.aspx](http://www.diversity.dot.illinois.gov/event_calendar.aspx)



# Illinois Department of Transportation Diversity Matters!

April 2014

## Illinois Short List Proposers to Present at April DBE Event

On April 3, 2014, the Illinois Department of Transportation (IDOT) will host its second Disadvantaged Business Enterprise (DBE) outreach event for the Illiana Corridor, featuring presentations from the four Illinois proposal team finalists. The event will take place at the Tinley Park Convention Center, 18451 Convention Center Drive, Tinley Park, IL 60477.

**Check-in:** 1:00 - 1:30 pm

**Presentations:** 1:30 - 2:45 pm

**Rotating sessions with proposal team finalists:**  
2:50 - 6:00 pm

The event is expected to attract attendees from DBEs, small businesses and other industry firms looking to team with contractors for work on the Illiana Corridor. It will be a unique opportunity for DBEs to meet with proposal team members and the IDOT study team to learn about design and construction opportunities, as well as certification and eligibility.

The selected finalist teams for the Illiana are Illiana West Mobility Partners, Illinois Corridor Connection Group, Illinois Mobility Partners and WM Illinois-Illiana Partners. The Indiana procurement is being handled separately by the Indiana Finance Authority and the Indiana Department of Transportation.

For more information, visit: [www.IllianaCorridor.org/P3](http://www.IllianaCorridor.org/P3).

## IDOT Announces Summer Employment Opportunity

The Illinois Department of Transportation will post a student employment opportunity on the department's website at <http://www.dot.il.gov/techapp/internships.html> in mid-April.

The Summer Engineering

Program, which runs June 16th through August 31st, is for students who have completed a minimum of one year (30 semester hrs, 45 qtr. hrs credit) of college courses in engineering to four or more years in engineering. The Summer Non-Engineering Program

is for high school students who are 18 years or older, and students who are attending or have completed four or more years of college in areas other than engineering.

For additional information, visit our website or call 217-782-5594.

## Chicago Career Day Proves Successful; Career Day Metro East Set for April

The Illinois Department of Transportation (IDOT) hosted more than 300 high school students from more than 10 schools to the Chicago Laborers' Facility in Chicago in March for the 7th Career Day event.

Career Day is designed to be a workforce development tool that introduces high school

students to careers in the transportation industry.

Through hands-on activities, exhibits, and heavy equipment demonstrations, local high school students have the opportunity to learn about several exciting transportation-related careers.

The next Career Day will be held on April 9, 2014, from 9 a.m. to 1:30 p.m., at the America's Central Port, 1635 First Street, Granite City.

For more information, please visit the website at [www.dot.il.gov/careerday/default.html](http://www.dot.il.gov/careerday/default.html) or contact the Career Day Coordinator at 217-785-9051.

## IDOT Announces Current Procurement Opportunities

The Illinois Department of Transportation announces current procurement opportunities open for bid. To find a full list of opportunities, potential vendors can visit the Illinois Procurement Bulletin at [www.purchase.state.il.us](http://www.purchase.state.il.us).

## DBE Revolving Loan Program Workshops Scheduled

The Illinois Department of Transportation (IDOT) announced that workshops have started to further educate the public about the Disadvantaged Business Enterprise Revolving Loan Program.

The workshops will be held statewide through May to offer a program overview and answer any questions firms may have about the program.

The program allows IDOT to make low-interest loans to certified minority- and female-owned businesses that have construction contracts with the agency.

The next deadline for completed loan applications is May 14, 2014 for firms to be deemed pre-eligible by the June Letting.

We encourage all firms to submit their applications prior to the deadline as applications must be completed in totality to meet the requirement by the deadline.

For more information on the workshops or the loan program, visit <http://www.dot.il.gov/doingbusiness/dbe/revolvingloan.html>.

## April Letting Announced

The Illinois Department of Transportation is preparing for the April letting, which is scheduled for April 25, 2014. The April letting is currently advertising 176 projects totaling a programmed estimated amount of \$301,985,00. Twelve of these projects have a Small Business Initiative designation. The total weighted Disadvantaged Business Enterprise goal for the letting is 10.3 percent.

For more information, visit <http://www.dot.il.gov/desenv/delett.html>.

## DBE Conference Celebrates 25 Years

The Illinois Department of Transportation's (IDOT) Today's Challenge, Tomorrow's Reward (TCTR) event recently celebrated 25 years. The two-day event took place at the Abraham Lincoln Hotel and Conference Center in Springfield.

TCTR attracted approximately 250 attendees representing construction, trucking, engineering, professional consulting and design. The event covered a range of topics such as procurement, audit preparation, business plan basics, project management and social media marketing.

Illinois Transportation Secretary Ann L. Schneider presented awards to the following:

- » DBE of the Year - Gardenscape Contractors, Inc.
- » New DBE of the Year - Avery & Pryor Construction, LLC
- » Engineering Firm of the Year – Kaskaskia Engineering
- » Prime of the Year – Sangamo Construction
- » Humanitarian Award - Midwest Construction Services (Washington Tornado Relief)
- » DBE Advocate of the Year – Representative William Davis and Senator Mattie Hunter (Efforts on the DBE Revolving Loan Legislation)

The event is hosted each year by the IDOT's Office of Business and Workforce Diversity. For more information, visit [www.dot.state.il.us/sbe/TCTR/index.html](http://www.dot.state.il.us/sbe/TCTR/index.html).

## Public Notice of Title VI

The Illinois Department of Transportation (IDOT) conducts its programs, activities, and services without regard to race, color, and national origin (and including "sex" under the Federal Highway Administration (FHWA) regulations) in accordance with Title VI of the Civil Rights Act.

Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with IDOT.

For more information on IDOT's Civil Rights program and the procedures to file a complaint, contact (217)782-2762, (TTY (866)-273-3681); email [DOT.Complaint@Illinois.gov](mailto:DOT.Complaint@Illinois.gov); or visit our administrative office at:

Illinois Department of  
Transportation  
Bureau of Civil Rights, 3rd Floor  
2300 South Dirksen Parkway,  
Springfield, Illinois 62764-0001

A complaint may be filed directly with FHWA by contacting their Office of Civil Rights at:

The Federal Highway  
Administration  
3250 Executive Park Drive  
Springfield, Illinois 62703  
Telephone: (217) 492-4600  
Fax: (217) 492-4621

If you need this information translated into another language, please contact Magdalena Sparovich at (217) 557-3383.

For more information, visit [www.dot.il.gov](http://www.dot.il.gov).



# Illinois Department of Transportation

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

## Frequently Asked Questions and Answers

### What is the DBE program?

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

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

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

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

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

### Should I apply for IDOT DBE certification?

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



## **Am I eligible?**

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

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

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

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

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

Engineering Services - \$4.5 million

Drafting Services - \$6.5 million

Geophysical Surveying and Mapping Services - \$4.5 million

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

Environmental Consulting Services - \$7.0 million

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

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

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

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

§ 26.65 - What rules govern business size determinations?

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

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

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

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

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

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

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

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

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

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

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

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

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

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

No.

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

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

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

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

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

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

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

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

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

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

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



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

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

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

The Bureau of Small Business Enterprises' phone numbers are:

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

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

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

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

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

#### **DBE program**

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

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

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

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

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

## **Definitions**

### **DBE Certification**

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

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

### **Prime Contractor Prequalification**

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

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

### **Consultant Prequalification**

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

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

### **Subcontractor Registration**

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

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

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

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

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



## 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.



# Land Acquisition Process

## Purchase of Property

The State's authority to take private property for public purposes, upon payment of just compensation to the owner, is provided by eminent domain. This authority is granted by the laws of the Illinois and United States' constitutions. While the State of Illinois has the right to acquire property under these laws, the final decision to purchase your property can only occur after a thorough study and a determination that the selected location of the improvement is the best one to address a particular project's purpose and need.

When you sell your property to the State of Illinois, you are afforded some benefits within the process. Among these benefits are the following:

- 1** You are offered fair market value, just as if you sold your property under normal sale conditions.
- 2** You will not pay settlement expenses, as the state pays for title evidence and accessory documents.
- 3** You will receive a cash payment for the property.
- 4** If you are displaced, relocation assistance and payments are available to eligible property owners.

Before property is acquired, IDOT works with government agencies and private entities to ensure that the project meets all applicable requirements, which may include, but are not limited to, the adherence to design standards, safety measures, and environmental regulations.

The following steps occur during a typical land acquisition process:



- Selection of right of way or improvement location**  
After public meetings are held, and the railroad facility and/or roadway improvement location has been established, plans are completed based on the construction requirements for the particular type of improvement. Detailed plans are then prepared.
- Establishing a property value**  
Real estate professionals assist IDOT with determining compensation, which is based on an analysis of the current real estate market. All appraisals are evaluated by a review appraiser.
- Informing property owners**  
A real estate professional contacts each property owner, pointing out the area to be acquired, construction features, and other pertinent data for the relevant improvement. He or she will answer questions from the property owner.
- Making an offer to purchase**  
The purchase offer will be made in writing and will match the established property value. This offer will not be modified, unless items affecting the real estate value were overlooked. An IDOT representative will be available for any questions from the property owner.
- Deciding on the offer**  
Each property owner will have a reasonable amount of time to consider the offer for the property. The sale is concluded in a similar manner to other real estate transactions.
- Receiving relocation assistance**  
If displaced, the occupant of an improved property (e.g. a house or business) may be eligible to receive relocation assistance and payments.

## Frequently Asked Questions

### When will I know if my property is going to be purchased?

The location and design of a project must first be determined before preliminary land acquisition activities can begin. You will not be approached to discuss the specific sale of your property until a thorough analysis and a sound appraisal have been made to protect your interests.

### What happens if only part of my property is acquired?

You will be compensated fairly and equitably, if the loss of a portion of your property reduces the value of the remaining property.

### Will I have time to find a new home?

As with other real estate transactions, a month or two is needed to complete sale details after you sign the conveyance documents. If your property is needed immediately, you will have time to relocate; if your property is not needed immediately, arrangements to continue living on your property may be made.

### What if I need financial help in relocating?

IDOT's Relocation Assistance and Payments Program can help you when displaced by highway and railroad activities. IDOT will send you a letter outlining in detail the benefits available.

### When will I receive payment?

In most cases, payment will be made within three months from the date you signed the deed.

### How is the loan on my property affected?

Your lending institution may require part or all of the proceeds of the sale. Your actual situation will depend on the status of your loan and the portion of your property sold to the State.

### Will I have to pay income tax on the sale of my property?

IDOT cannot provide tax advice; you should consult a tax advisor. Relocation payments, however, are not considered as income.

# Highway and Railroad Improvements

From time to time, the Illinois Department of Transportation (IDOT) will need to obtain private property for highway and railroad improvements, including, but not limited to, the addition of lanes to highways, the reconfiguration of existing roadways, or the installation of new rail lines and stations. Although every effort is made to avoid displacing landowners, IDOT will pay just compensation, plus relocation costs, if applicable, to individuals, families, and businesses that have their property acquired for these transportation purposes.

IDOT has established policies and procedures for the acquisition of property to ensure that both private and State rights are protected. These policies and procedures require a high standard of integrity and professionalism by IDOT and its agents in the acquisition process. In addition, the program allows for full consideration of social, economic, and environmental impacts and for meaningful input from the public and affected property owners.

Each year, IDOT develops a multi-year improvement program that is approved by the Illinois legislature. The program is used to appropriate money for the design and construction of transportation improvements, including highways and railroad facilities. However, prior to building new or relocating existing facilities, IDOT will confer with local officials and will hold public meetings in order to inform interested citizens, as well as to provide an opportunity for people to voice their opinions regarding the proposed projects.

## Division of Public and Intermodal Transportation

James R. Thompson Center  
100 W. Randolph Street, Suite 6-600  
Chicago, IL 60601-3229  
(312) 793-2111

## Division of Highways

Harry Hanley Building  
2300 South Dirksen Parkway  
Springfield, IL 62764  
(217) 785-0888

DISTRICT 1  
201 West Center Court  
Schaumburg, IL 60196  
(847) 705-4000

DISTRICT 2  
819 Depot Avenue  
Dixon, IL 61021-3546  
(815) 284-2271

DISTRICT 3  
700 East Norris Drive  
Ottawa, IL 61350-0697  
(815) 434-6131

DISTRICT 4  
401 Main Street  
Peoria, IL 61602-1111  
(309) 671-3333

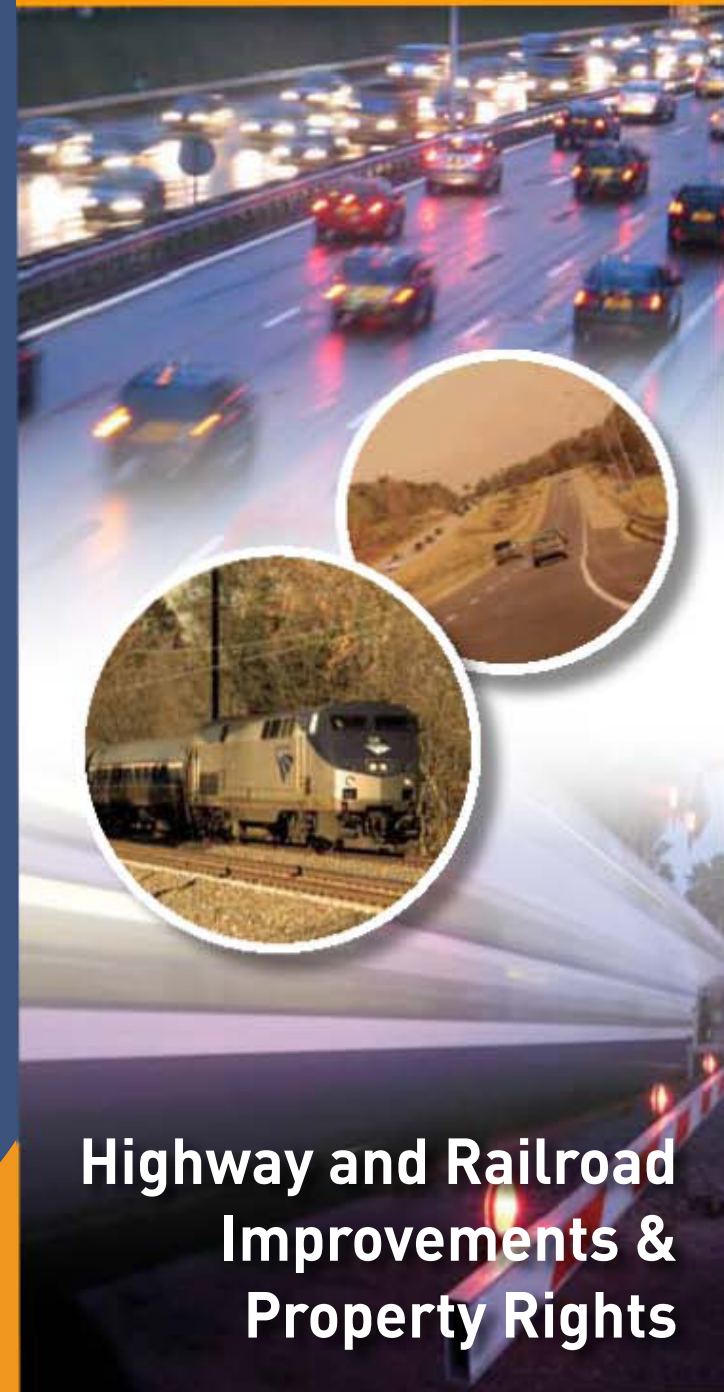
DISTRICT 5  
13473 IL Hwy 133  
P.O. Box 610  
Paris, IL 61944-0610  
(217) 465-4181

DISTRICT 6  
126 East Ash Street  
Springfield, IL 62704-4792  
(217) 782-7301

DISTRICT 7  
400 West Wabash  
Effingham, IL 62401-2699  
(217) 342-3951

DISTRICT 8  
1102 Eastport Plaza Drive  
Collinsville, IL 62234-6198  
(618) 346-3100

DISTRICT 9  
State Transportation Building  
P.O. Box 100  
Carbondale, IL 62903-0100  
(618) 549-2171



# Highway and Railroad Improvements & Property Rights