

Appendix E

Meeting Transcripts

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ILLINOIS DEPARTMENT OF TRANSPORTATION
GRAND CROSSING RAIL PROJECT

RANGE OF ALTERNATIVES
PUBLIC MEETING

Monday, March 26, 2012
6:00 p.m.
Grand Crossing Field House
7655 South Ingleside
Chicago, Illinois 60619

Reported by: Donna T. Wadlington, CSR

1 P R O C E E D I N G S

2 MS. TROTTER: Well, good evening and
3 welcome, everyone.

4 RESPONSE: Good evening.

5 MS. TROTTER: Can you hear me okay?

6 RESPONSE: No.

7 MS. TROTTER: Good evening. Can you
8 hear me now?

9 RESPONSE: No.

10 MS. TROTTER: Can you hear me now?

11 RESPONSE: Yes.

12 MS. TROTTER: Good evening and welcome
13 to the CREATE Grand Crossing Rail Project. This
14 is the second public meeting.

15 And I'm Jakita Trotter. I'm
16 the CREATE Outreach Manager for the Illinois
17 Department of Transportation. Again, thank you
18 for taking the time to come out and to attend
19 this meeting.

20 We are still in the early
21 stages of preparing the environmental impact
22 study for the project, and there is plenty of

1 time for you to help shape the outcome of the
2 study. We have a lot to talk to you about
3 tonight. So please be patient, as we explain
4 this project and the process to you.

5 And so that the meeting
6 proceeds in a productive, timely and respectful
7 manner, I'd like to go over a few meeting
8 guidelines.

9 Please silence your cellphone.
10 When someone has the floor, please respect their
11 input and do not interrupt. Please refrain from
12 side conversations, as they are disruptive to
13 those that are speaking, and we ask that
14 conversations remain focused as possible on
15 project-related concerns. So to sum it up, just
16 to please be mindful of, you know, everyone's
17 time and input this evening.

18 Well, as I said, there is a
19 lot that we want to go over this evening, and
20 one is that we want to explain the Grand
21 Crossing Rail Project to you and why it's
22 needed. And you will also hear about the range

1 of alternatives that were developed to help
2 solve the project-related transportation issues
3 in your community.

4 We are committed to hearing
5 you out, and you can do that by contributing and
6 commenting on these alternatives that, you know,
7 will be presented to you this evening.

8 Would you please raise your
9 hand if you need an index card or a comment
10 form?

11 (Show of hands.)

12 RESPONSE: Why do I need an index
13 card?

14 MS. TROTTER: The index card will be
15 used for you to jot your question down as you
16 review the presentation. So that way, you know,
17 we can respond to the questions that you would
18 have as you are looking at the presentation.

19 Right now I have the pleasure
20 of introducing Ms. Marva Boyd, Chief of Staff of
21 the Illinois Department of Transportation.
22 She'll say a few words right now. Marva.

1 MS. BOYD: Thank you, Jakita. Hello,
2 everyone.

3 RESPONSE: Hello.

4 MS. BOYD: And thank you so much for
5 coming tonight. I really just want to be very
6 brief and convey my sincere thank you on behalf
7 of all of IDOT for the fact that all of you are
8 here tonight, that you are concerned enough to
9 take time out of your valuable schedules today
10 to come to learn more about this project, and
11 more importantly, to voice your opinions, share
12 your input, ask questions and seek greater
13 understanding about this project.

14 We have a number of staff
15 members here from IDOT, as well as the
16 railroads, and I encourage you to, if you
17 haven't already, to walk around the room, take a
18 look at these billboards, pay great attention to
19 the presentation that you are about to see.

20 And as Jakita mentioned, most
21 of you who have questions, please write them
22 down on the index cards. It's my understanding

1 that there will be an orderly process by which
2 we will address each and every one of those
3 questions. So please take the time to write
4 them down, as they -- as your questions come to
5 you, as you're watching the presentation or
6 listening to other speakers.

7 This project, the Chicago
8 Regional Environmental Transportation Efficiency
9 Project or CREATE, as we call it, is a very
10 vital project to the Chicago area, and it's also
11 very vital to you because it's impacting your
12 neighborhood. We anticipate that this project
13 is going to reduce congestion, improve
14 efficiencies and a host of other benefits, and
15 that's why it's so vital to Chicago.

16 Chicago is the hub of
17 transportation in the United States, and for
18 quite some time we have had a number of issues
19 that have to do with congestion and a number of
20 days that it takes trains to cross through this
21 area. And we are hoping to eliminate all those
22 bottlenecks and in general improve our economy

1 overall.

2 So, again, welcome. Thank you
3 all for attending and please ask questions and
4 pay attention to the presentation. Thank you so
5 much.

6 (Applause.)

7 MS. TROTTER: Thank you, Marva.

8 Okay. Well, you know, what we
9 also have here are all of the partners, the
10 CREATE partners, representatives of them, from
11 IDOT, Illinois Department of Transportation,
12 Chicago Department of Transportation, Federal
13 Highway Administration, or US Department of
14 Transportation, freight railroads, and Amtrak.
15 So those representatives are here this evening
16 to talk to you, answer your questions, as you go
17 along and look at the exhibits.

18 And last but not least, I'd
19 like to acknowledge any of the elected officials
20 that we may have here. Would you please stand.
21 Alderman Cochran.

22 (Applause.)

1 Would you like to say a few
2 words?

3 RESPONSE: No. No.

4 ALDERMAN COCHRAN: Yes, I would.
5 Thank you.

6 Hello, everyone.

7 RESPONSE: Hello.

8 ALDERMAN COCHRAN: My name is Willie
9 Cochran. I'm the 20th Ward Alderman. I'm glad
10 to be here today to see that the room is full.

11 This project is just as
12 important to me as it is you. I want to let you
13 know that I have been engaged with Norfolk and
14 Southern, and the Illinois Department of
15 Transportation, and the Chicago Department of
16 Transportation for about three-and-a-half years
17 on this project.

18 Many of the things that --
19 many of the questions that you might have, they
20 will be able to answer in terms of environment,
21 home prices, and employment, contracting,
22 vending and so on and so forth. We have had

1 many discussions, and I have given them many
2 headaches over that same project. Because it is
3 important for me to -- for you to be employed
4 and it is important for me to make sure that
5 people are qualified in getting into the
6 logistics business and getting the education
7 that they need.

8 It is important that the
9 businesses in the surrounding community get
10 opportunities, to get the vending opportunities,
11 and these kind of conversations have been -- and
12 I have been involved in since the very
13 beginning. We have asked them to invest in our
14 local schools. They have done that. On our
15 grade schools, to support their growth and the
16 opportunities that our children have, and we
17 have developed great partnerships.

18 Tonight I'm here because I
19 want to hear what you have to say and what your
20 concerns are. Because those things that you
21 speak of will not just fall on deaf ears. If I
22 have not traversed the issues, Alderman Dowell

1 has been at the table with us, and we are
2 looking to represent you and your concerns.

3 And so I'm here as an elected
4 official, as a person that people in the
5 community have elected to represent them to hear
6 your concerns and take them back for you. So,
7 I'm in the back taking notes.

8 And after this meeting is over
9 with, we will continue to be engaged with this
10 process, and we'll continue to represent you no
11 matter what the issues are and make sure that
12 you have the information that's necessary.
13 Thank you for giving me a few minutes of your
14 time.

15 (Applause.)

16 MS. TROTTER: Thank you, Alderman
17 Cochran.

18 Okay. Now, let's get started
19 with the presentation and afterwards -- after
20 the presentation, we will go into the question
21 and answer part of the program.

22 Thanks again for coming.

1 (WHEREUPON, a video
2 presentation was played.)

3 MS. TROTTER: Okay. I hope we have
4 peaked your interest to the point of where you
5 wrote some questions down on your comment cards,
6 which will be collected.

7 Right now we are going to
8 start with some questions that we were handed
9 from Ms. CeCe Edwards and that may address most
10 of the concerns that you have. Tony will do the
11 honors of that. Can you hear me okay?

12 RESPONSE: No.

13 MS. TROTTER: Sorry.

14 MS. JASPER: May I ask a question,
15 please. After the questions are read, you said
16 something about collecting the cards.

17 MS. TROTTER: Yes, after the
18 questions. Because if the answers were provided
19 from the questions, you know, then that's when
20 we can find that out.

21 MS. JASPER: Okay. But my true
22 question is, once you've collected the cards and

1 you read those questions, will you be reading
2 questions from these cards that we have passed
3 on tonight?

4 MS. TROTTER: Yes. They are relevant,
5 if they have not been responded to already. We
6 don't want to reiterate the same question if
7 it's already been answered.

8 MS. JASPER: Okay.

9 MR. PAKELTIS: Great. So if you have
10 a question you have written on a card or you're
11 still doing that, if you could finish that up
12 and get it passed in. We have people around
13 collecting. If you want to just raise the card
14 up, somebody will come and collect it from you,
15 and then we will get those questions grouped and
16 we will answer them.

17 As Jakita mentioned, I have a
18 series of questions here that were submitted
19 that I'm going through first, and then we can
20 see what we have on the question cards as well
21 and we will answer those.

22 All right. I'm going to run

1 through these questions the best I can. Some I
2 was able to take a look at them here. Some of
3 them I have seen previously, and some of them I
4 was able to look at here tonight. A lot of
5 these questions we will be able to answer
6 tonight. Some of them we may not have enough
7 information to answer tonight, and we commit to
8 getting answers to all of these questions to you
9 very soon.

10 Okay. The first one, we have
11 -- and this is from the Citizens Coalition of
12 Grand Crossing Railroad Project. We have
13 unanimously voted and requested by letter to
14 Illinois Governor Pat Quinn and CREATE Director
15 Joe Shakter and renew our request to rescind,
16 relabel the CREATE IDOT hearing held at Grand
17 Crossing Park on December 12, 2011 on all
18 official documents, including the CREATE
19 website.

20 Your website inaccurately
21 states that resident input was given at this
22 meeting. The two to three residents who

1 attended could not and do not represent the
2 community of the P4 project area.

3 Recognizing the critical
4 importance of an accurate public record of
5 proceedings in projects of this scale and
6 involving federal and other public funds and in
7 the spirit of fair process, authentic community
8 education and engagement and adherence to your
9 own protocol, we will not allow that convening
10 to be represented as a public hearing on the
11 record. Rather, a replacement public hearing is
12 requested to be convened prior to moving forward
13 to phase two of P4.

14 Okay. First, just one matter
15 of clarification. The meeting that was held
16 here in December was a public meeting. It was
17 not a public hearing. There is only one round
18 of public hearings scheduled for the project,
19 and that would be after the draft environmental
20 impact statement was published, and that's
21 currently -- that public hearing is currently
22 scheduled for early next year.

1 However, IDOT and the CREATE
2 partners have heard this comment previously and
3 respect it, and they are looking into the
4 potential of having an additional community
5 meeting to go over the same material that was
6 presented at the December public meeting so that
7 people who did not or were unable to attend that
8 meeting would have the opportunity to comment on
9 material presented at that meeting.

10 So I don't have an answer
11 tonight as to whether or not there will be
12 another meeting, but that is being looked at
13 currently by IDOT.

14 MS. TROTTER: Yes.

15 MR. PAKELTIS: All right. No. 2,
16 detail the complete geographic parameters of P4
17 using street names for all coordinates.

18 So I think -- hopefully, you
19 got a chance to look at the materials here
20 around the room and that will -- a lot of the
21 recent material has been posted on the website
22 and all this material will be as well. I think

1 it does a good job explaining the limits of the
2 project area.

3 You know, we are -- the
4 project extends from 115th Street on the south
5 to about Pershing Road on the north. It's along
6 the Canadian National or CN rail lines, along
7 the Norfolk Southern and NS rail lines and along
8 Metra as well. And so that's the limits of the
9 project area. Again, we will have the maps that
10 you see here today that show those extents and
11 will be on the website here very shortly.

12 No. 3, the CREATE website
13 describes the P4 project as providing more
14 direct routing for passenger trains from the
15 south, shaving 10 to 15 minutes off the train
16 schedule relative to current routing. Please
17 describe exactly what work will be done in the
18 P4 project area and zone of impact, including
19 all alternatives currently being considered.

20 Okay. Again, at the
21 presentation tonight and the boards here, I
22 think that we have detailed what improvements

1 are part of the project. We have rail signal
2 improvements. There will also be bridge
3 improvements made. We have what's called the CN
4 connection, which takes place at around -- from
5 around 83rd and Dobson to 75th and Greenwood.
6 We have the south alignments that we are looking
7 at that are looking at expanding the railroad
8 tracks along the Norfolk Southern right-of-way
9 between 75th and Greenwood on the east and about
10 63rd and State on the west.

11 And then we have the north
12 alignments where we are looking at making
13 improvements either connecting the Norfolk
14 Southern to the Metra line between around 62nd
15 Place and 59th Street or looking at the north
16 two alignment which looks at widening the NS
17 between about 67th Street up to about 43rd
18 Street.

19 All right. Regarding work to
20 be done in the P4 project area, questions
21 include but are not limited to how many sets of
22 track will be expanded in the P4 project area.

1 Again, that's also on the
2 exhibits here tonight, and that range is
3 depending on where we are looking at. The CN
4 connection is one track along the Norfolk
5 Southern in what we call our south alignment
6 area. The amount of additional tracks could
7 range from one to three depending on location,
8 and then with the north alignments, we are
9 looking at -- with north one, two tracks; north
10 two, one new track.

11 What percentage of P4 track
12 will be passenger versus freight traffic and
13 would the percentage of the freight traffic be
14 increasing?

15 Well, the project is to
16 reroute the Amtrak trains on the Illini, Saluki
17 and Northern line. So that's six trains per day
18 that would be rerouted from its current route
19 onto the route that we are looking at, as part
20 of the Grand Crossing Rail Project.

21 In terms of freight growth, we
22 cannot estimate. We don't have data on

1 projected freight growth here tonight. There
2 may be some freight expansion. You know,
3 freight traffic is a matter of how the economy
4 goes. As the economy improves, there may be
5 additional freight traffic. If the economy is
6 not doing well, then there may be probably less
7 freight traffic, but I don't have any details on
8 that for you tonight.

9 What traffic calming or
10 right-of-way procedures will be established to
11 handle difficulties within the boundaries of
12 work to be conducted?

13 I looked at this question.
14 I'm not sure I understand it. I don't know if
15 CeCe or Brad, if you could clarify that
16 question. I'd like to take a -- I'd like to
17 make an attempt to answer that, but I'm not sure
18 I understand that question.

19 MS. EDWARDS: The response is just
20 it's basically to find out what is going to
21 happen in that particular area when we have all
22 this traffic coming in from Cottage Grove into

1 this area on 76th all the way down, 75th,
2 Cottage Grove and also South Chicago into Stony
3 Island. These are major arteries.

4 MR. PAKELTIS: You're talking about
5 construction traffic?

6 MS. EDWARDS: Yes. They are talking
7 traffic calming areas.

8 MR. PAKELTIS: That's going to be an
9 area where I don't have enough detail to answer
10 that question tonight.

11 And really, in terms of
12 maintenance of traffic, in our phase one study
13 we've started to develop some preliminary
14 concepts in terms of how traffic would be
15 maintained, but details in terms of where
16 construction and traffic would be required to
17 go, that would be at a later phase. In phase
18 two, during final design, there would be those
19 issues.

20 MS. EDWARDS: So you will be working
21 with the City's Department of Transportation?

22 MR. PAKELTIS: There would be

1 coordination with the City's Department of
2 Transportation on how construction traffic would
3 be routed. But, again, those details would be
4 looked at in phase two of the study which is
5 again final -- we are in phase one, which is
6 what we are in now. We are doing preliminary
7 engineering, environmental clearance,
8 environmental impact statement. Phase two is
9 the preparation of final designs and
10 construction plans, and then phase three is
11 construction.

12 What construction equipment
13 will be used? I don't have details on that now
14 in terms of how the project would be built or
15 what equipment we'd use, so I'm unable to answer
16 that question.

17 What impact, including street
18 closings, will affect 75th to 76th on South
19 Chicago and along 71st, 75th, 76th and 79th
20 Streets?

21 We -- as part of our project
22 and in an area where we are looking at the CN

1 connection, we may have to lower some -- we may
2 have to look at streets, the 75th Street
3 crossing, the 76th Street crossing and
4 Greenwood. All of those streets would have to
5 be lowered to get underneath the new tracks, if
6 they are to remain open.

7 And so we will be studying
8 that further as we move forward on the project.
9 We don't have a determination now in terms of
10 exactly how much the street would have to be
11 lowered and what impact that would cause or if
12 it's not feasible to lower the street. So we
13 will be looking at those streets in that part of
14 the project.

15 AUDIENCE MEMBER: Do we have to worry
16 about this thing in eminent domain?

17 MR. PAKELTIS: Can we get through
18 these questions and then we will -- I think
19 there's a question later on where that comes up,
20 and we are going to ask IDOT representative to
21 answer some of that for you. Okay. Thank you.

22 What impact should be expected

1 to normal travel times, to church, funerals,
2 ambulance, emergency, fire, police and work in
3 the affected route areas?

4 And I assume that's related to
5 construction. And, again, I would have to
6 respond that we don't have the details on that
7 now. There will be, you know, as part of the
8 project, we are going to be looking at putting,
9 you know, new track over existing streets,
10 potentially lowering streets. There will be
11 some temporary -- there will be some temporary
12 impact to vehicular circulation as that
13 construction takes place, but we are just not at
14 the point where we have the details of those
15 improvements at this time.

16 What time limits will be
17 placed on the work? For example, 7:00 to 3:00
18 p.m. or 8:00 to 4:00 p.m., Monday through
19 Friday.

20 Again, that's a detail that
21 will be determined later on in the project.
22 It's not -- it's not something that we'll get

1 into detail here during the phase one portion of
2 the project.

3 What practices of construction
4 maintenance, including street sweeping, will be
5 established?

6 Again, we are too early in the
7 project to answer that question. So I apologize
8 for that.

9 What additional freight come
10 through south side communities that would
11 contain hazardous material?

12 I don't have a specific answer
13 to that. In terms of freight traffic and
14 hazardous material, I don't know. I know some
15 people from the NS, Norfolk Southern, are here.
16 I don't know if there's an answer to the
17 question.

18 What additional freight come
19 through south side communities that would
20 contain hazardous material? I don't think the
21 project effects that, but I don't know if
22 there's anything to add from NS.

1 MR. ALLEN: Tony, I don't think the
2 project is going to affect that. The freight is
3 going to move on this line. This project is
4 going to either allow passenger trains to go
5 through it or not.

6 MR. PAKELTIS: Right.

7 The project is to reroute the
8 Amtrak trains and, you know, the freight
9 activity, you know, is going to continue in that
10 corridor, whether or not this project moves
11 forward or not. And so, you know, there is just
12 are -- you know, that type of activity does
13 fluctuate over time, but there's no way to
14 pinpoint it, and it's not really -- it's not
15 tied to the improvements we are making as part
16 of this project.

17 MS. EDWARDS: So it's not going to
18 compound it, is it? It's not going to double?

19 MR. PAKELTIS: No, it wouldn't. No,
20 it won't -- the project itself won't affect the
21 amount of hazardous material moving through the
22 corridor. That will change on its own

1 independent of this project.

2 What specific commitments,
3 including all accountable parties, such as the
4 City of Chicago, have been made to upgrade the
5 quality of underpass trestle maintenance and
6 what plans are made to fire community members
7 for this work?

8 RESPONSE: Hire.

9 MR. PAKELTIS: What's that?

10 RESPONSE: Hire.

11 MR. PAKELTIS: Oh, yeah. It does say
12 fire, but I got you. I didn't understand that
13 part and now I know why.

14 To hire community members for
15 this work.

16 Well, as part of our project,
17 we may have to widen existing viaducts to
18 accommodate the new tracks. So as part of that,
19 if that work is required, then those viaducts
20 would be improved.

21 In terms of hiring, it's
22 too -- again, I know you don't like to hear this

1 answer now, but it's just too early to get into
2 any details of how people would be hired for
3 this project. We just don't have details to
4 that right now.

5 MS. TROTTER: Tony, I can say
6 something on the hiring part.

7 MR. PAKELTIS: Okay.

8 MS. TROTTER: Though right now for the
9 project, for the Grand Crossing Rail Project,
10 there is no hiring involved because we are
11 currently still in the first phase.

12 For the Englewood Flyover,
13 which I'm not sure if some of you, most of you
14 may be familiar with, which is at 63rd and
15 State, that is also a CREATE project, and they
16 are currently in the construction phase of that
17 project.

18 And I do know that they are
19 working on developing an apprenticeship program,
20 Metra that is, a Metra apprenticeship program
21 for the local residents in the community. So
22 that is currently going on or will be going on,

1 you know, very, very soon.

2 Again, because that's in the
3 first -- the phase three of, you know, the
4 process, which we are just in the early stages
5 of phase one. Okay. Just as a point of
6 reference.

7 And also, the railroads are
8 always hiring. You know, to that end, we have
9 on our sign-in table over there some employment
10 fact sheets that list all of the railroad
11 websites where you can go to, see what they have
12 available here or wherever, and so that's
13 current. That's for what's going on now.

14 And then it also has some
15 other suggestions on there. So, you know, and
16 not to say that we would not be looking at other
17 opportunities as, you know, sooner than later
18 for this project, you know, as it gets closer to
19 the construction phase of it, but right now we
20 don't have a direct answer to that. Because
21 it's just a bit -- it's a bit too early.

22 But I don't want you to think

1 that we are not thinking about it; okay? Thank
2 you.

3 MR. PAKELTIS: Stay close, Jakita. I
4 may have another one for you.

5 We request a full P4 site tour
6 to accommodate all interested P4 community
7 members.

8 MS. TROTTER: Pardon me?

9 MR. PAKELTIS: We request a full P4
10 site tour to accommodate all interested P4
11 community members.

12 MS. TROTTER: We have maps available,
13 and you're able to, you know, go along by map
14 route.

15 Unfortunately, IDOT cannot,
16 you know, pay for or provide that for the
17 community to take you on a tour of the project.
18 That would be a bit cost prohibitive for us to
19 do. It's a long project, as you can see. You
20 know, it extends -- there's a north and there's
21 a south. That's why we have two separate, you
22 know, meetings for community advisory groups and

1 public meetings. So, unfortunately, we wouldn't
2 be able to abide by that request.

3 But you're more than welcome,
4 you know, to talk to us to find out more details
5 about -- and you are going on people's private
6 property as well, you know, to try to get to see
7 these different sites, you know. And you're not
8 going to get on railroad property as private
9 citizens. So it's a bit -- you know, that's a
10 bit of a stretch to try to do.

11 AUDIENCE MEMBER: Well, I think it was
12 that they did a tour for the other projects not
13 the other -- one of the other projects, and they
14 allowed them to go with the -- maybe not IDOT.
15 Probably the railroad, I'm not sure which. And
16 we were hoping that we could --

17 MS. TROTTER: I know what you are
18 talking and that was the CSX and it was
19 regarding a specific -- if the property -- if it
20 was going over into this person's property line.
21 That is what was being addressed about. It
22 wasn't about a tour of the project.

1 AUDIENCE MEMBER: Okay.

2 MS. TROTTER: It was actually for that
3 particular community advisory group member, and
4 then she happened to invite her neighborhood
5 club, block club to it. And, you know, so
6 that's what that was about. It was not a tour.

7 MS. EDWARDS: So when we get to P4, if
8 we get the funding, is there a possibility that
9 we can maybe streamline it down so those groups
10 that are affected --

11 MS. TROTTER: No.

12 MS. EDWARDS: -- could make that tour.

13 MS. TROTTER: Well, for those that are
14 affected, I'm sure that -- if they want to see
15 if it's going on their property, I am sure that
16 that could be addressed.

17 MS. EDWARDS: Okay.

18 MS. TROTTER: But for overall, you
19 know, for -- just to say come on y'all let's get
20 some buses and go on a tour, that's not going to
21 happen. I'm sorry.

22 MS. EDWARDS: Thank you.

1 MR. PAKELTIS: All right. Thanks,
2 Jakita.

3 All right. The next one I may
4 look for some assistance from Norfolk Southern.
5 Is it true that switching operations, in
6 particular, those involving night horns and
7 other industrial commotion, were moved from
8 north side neighborhoods to our south side
9 communities?

10 Chuck, can you help on that?
11 I will take it from the top. Is it true that
12 switching operations, in particular, those
13 involving night horns and other industrial
14 commotion, were moved from north side
15 neighborhoods to our south side communities?

16 MR. ALLEN: No.

17 AUDIENCE MEMBER: Who said that?

18 MR. PAKELTIS: We have a
19 representative from Norfolk Southern here who
20 indicates that that is not the case.

21 AUDIENCE MEMBER: Someone is looking
22 into that for us. It went from the north side.

1 The operations moved from around Roosevelt Road
2 and Halsted down to this area. Same answer?

3 MR. ALLEN: Yes. Same answer.

4 AUDIENCE MEMBER: Okay. Thank you.

5 MR. ALLEN: And we have looked into
6 the horn blowing, and we have actually talked to
7 the crews that are working in that area at
8 night, and they really were perplexed with this.
9 So if you have horn blowing, you know, I guess
10 you really need like a time and a date. There
11 should not be any horn blowing along that line
12 in this corridor --

13 (WHEREUPON, several people
14 were talking at the same
15 time.)

16 MR. ALLEN: Give us some specific
17 times, specific dates. We can find out who the
18 engineer was. There should not be any horn
19 blowing, unless there's emergency maintenance
20 going on and that is required by the federal
21 government to have to work with it. There
22 shouldn't be any workers --

1 AUDIENCE MEMBER: We can't hear.

2 MS. TROTTER: Chuck, can you come up
3 hear in the front, please.

4 AUDIENCE MEMBER: Come on up here.
5 Don't be afraid. We won't bite you.

6 MR. PAKELTIS: Chuck is coming up.
7 Chuck's not afraid.

8 AUDIENCE MEMBER: Come on down.

9 MR. ALLEN: Is this better?

10 RESPONSE: Yes.

11 MR. ALLEN: Okay. You raised at the
12 CAG meeting, you raised that question about horn
13 blowing at night along South Chicago Avenue.

14 As I say, we've checked with
15 our supervision. They've talked to the crews
16 that are working out there, and we are just not
17 finding anybody that does it. So if you can,
18 you can give us a very specific time and day.
19 We will try to follow up.

20 As I said, there's not a
21 reason for horn blowing, unless it's an
22 emergency situation. So, you know, that's like

1 one night a month or four nights a year or
2 something like that. So if you got it, give us
3 times. We will try to run that down. Because
4 there is not anything in the operations that
5 should require a bunch of horn blowing.

6 Now, we do do some switching
7 out of that 63rd Street yard. But, again, it
8 should not involve horn blowing.

9 AUDIENCE MEMBER: What about the
10 slamming? So that's the slamming?

11 MR. ALLEN: That may be the slamming.
12 We will talk to people about being a little
13 careful about the slack running in there.

14 But there is movement of empty
15 cars in and out of that yard 24 hours a day.
16 And so you may hear -- you may hear a train
17 that's stopped. When it starts up you will hear
18 some -- you will hear the slack come out of the
19 train. If they pull cars out, park them and
20 then put them back in, that could be.

21 But, you know, we are not
22 talking like a freight yard where you are just

1 doing one car, two cars, three cars. It will be
2 the entire track of cars would be pulled out and
3 left or taken and put back into the yard.

4 But we have really -- we're
5 perplexed by horn blowing. So if you have got
6 specifics on horn blowing, we'd be glad to get
7 into that. It doesn't make sense to us.

8 You have assured me that it's
9 up on the Norfolk Southern. It's not on the CN
10 or on the Metra. And I mean, Metra doesn't run
11 probably after midnight anyhow.

12 So if you can give us some
13 times and dates, it would be good if you would
14 do it starting now into the future because, as I
15 have said, we have already talked to people
16 working out there. And we can go back and say
17 and then take a look at who worked that night
18 and what were they doing.

19 MS. EDWARDS: So is there any reason
20 why you would have excessive, you know, like
21 shaking and slamming and, you know, going
22 across? Is there a reason for it?

1 MR. ALLEN: I would say some engineers
2 are better than others. So we can have a
3 conversation with them to be a little careful as
4 to how they start and stop.

5 MS. EDWARDS: Okay. Because some
6 people are complaining about their homes shaking
7 as it goes by.

8 MR. ALLEN: You may hear it. I don't
9 think you will get -- I mean, these are
10 literally all empty cars that are being handled
11 there.

12 But as I said, the horn
13 blowing, you know, we have looked into that, and
14 it does not make sense. Now, if we have got
15 some rogue engineer out there that likes to pull
16 the cord, we will -- you know, we will find him
17 and handle it, if you give us some times.

18 MS. EDWARDS: Thank you.

19 MR. PAKELTIS: That's Chuck Allen with
20 Norfolk Southern.

21 All right. Where was I?

22 No. 7, regarding community

1 benefits agreements, list all benefits presently
2 negotiated for south side communities, both
3 north and south project areas. Provide the
4 name, title and contact information of all
5 individuals authorized to contract terms of
6 agreement for community benefits, especially key
7 or chief authorities.

8 I'm not -- I don't know what a
9 community benefits agreement is. I don't --
10 there is no community benefits agreement related
11 to this project. If I'm not fully understanding
12 the question, if you want to followup now, I can
13 try to answer it, if I am not answering fully,
14 but I am just -- I'm not familiar with that
15 term.

16 You know, as part of the EIS,
17 we develop mitigation to specific impacts for
18 the project, but we don't -- we don't have a
19 community benefits agreement.

20 MS. DAVIS: Regarding a community
21 benefits agreement, they are contractual terms
22 between parties, usually the corporate cluster,

1 the CREATE group in this instance, and community
2 organizations, such as the one that's compounded
3 these questions. Whereby the health, wealth
4 benefits, possible or suggested by, are inherent
5 in the project could be negotiated, detailed,
6 implemented, and tracked.

7 And so many of us believe that
8 the value being derived from passage through and
9 use of land in our community is an important
10 asset that we believe warrants some return to
11 the community across the spectrum of
12 opportunities.

13 One is, you know, having to do
14 with health mitigation for diesel particulate
15 and high asthma and cancer risks in our
16 neighborhood. Part of it has to do with the
17 need for a tech part, a training, training that
18 starts now for jobs. As you've said on your
19 website, there are several or 17,000 jobs that
20 are going to be sustained through 2020 on these
21 CREATE-related projects.

22 So how do we get a system

1 estimate in place that ensures that the
2 50 percent plus unemployment in our neighborhood
3 is reduced substantially by the opportunities
4 presented, you know, in this plan.

5 (Applause.)

6 MS. JASPER: There are some businesses
7 in the communities that may be affected by the
8 construction.

9 MR. PAKELTIS: All right. Thank you.

10 Well, as part of the
11 environmental impact statement, we look at all
12 of the potential social, economic and
13 environmental impacts of the project, and then
14 we define mitigation that's warranted to offset
15 those impacts.

16 And someone over here can
17 correct me if I'm wrong, but I don't believe
18 there is any -- IDOT doesn't do community
19 benefits agreements as part of their
20 environmental statement process. I don't
21 believe it's part of the CREATE program, and so,
22 you know, I don't think there will be a

1 community benefits agreement, again, unless I'm
2 mistaken on that.

3 MS. JASPER: Well, we certainly -- we
4 certainly are sitting here to preserve that
5 option and the reason for asking who would have
6 the authority to --

7 MR. PAKELTIS: Well, I think what we
8 want to do is we want to work through these
9 meetings, community advisory group meetings and
10 getting your comments and feedback. I think we
11 want to hear what you think, you know, the
12 impacts are and how they should be mitigated.
13 And then we can look at those and include what's
14 practical in the mitigation plan for the
15 project. That's how we would move forward. The
16 environmental impact statement will document
17 what mitigation would be committed to for the
18 project.

19 MS. DAVIS: We understand that the
20 environmental -- the environmental impact
21 statement is a critical part of your being
22 declared a project and seeking funding for

1 the -- for -- you know, to move forward.

2 And regarding the
3 non-environmental, the economic impact, we --
4 you know, we had a brief conversation with Chuck
5 about warehousing of jobs associated with
6 transportation with Olive Harvey College and
7 what we are specifically -- you know, one, we
8 are looking at how to create a critical mass of
9 jobs in for -- of our -- of our neighbors. And
10 we believe that, and we have suggested this in
11 more than one forum, that a tech part, which
12 includes training, which includes destination
13 type facilities, and which includes the whole
14 transportation system should be -- should be
15 invested in in our community and in the project.

16 MS. JASPER: And this is the only
17 project that can only take place.

18 MR. PAKELTIS: Okay. Thank you.

19 Well, Jakita touched on what
20 we know now about jobs and training
21 opportunities. I don't think we need to expand
22 on that now.

1 And just again on the --
2 again, with the environmental impact statement,
3 it's called an environmental impact statement,
4 but we are looking at all social, economic and
5 environmental impacts associated with the
6 project. And as part of that, we will include a
7 mitigation plan for the project as it moves
8 forward. All right.

9 MS. DAVIS: But Tony, just to complete
10 that point. Who can we talk to? Because, you
11 know, this is an interim conversation. It's not
12 a concluded conversation. We definitely need an
13 accountable person to follow up with.

14 MS. TROTTER: You can talk to me but
15 not now. Let's do it sideline, you know, and
16 also to -- it sounds like you have a plan.

17 MS. DAVIS: Yes, we do.

18 MS. TROTTER: Put the plan in writing.
19 Submit it. I'm not the one that's -- you know,
20 gives the okay to approval. But, you know,
21 there is the -- it's a hierarchy than me and
22 also there is the CREATE partners, so...

1 MS. DAVIS: And that's what we would
2 like to engage.

3 MS. TROTTER: Sure. Put the plan
4 together and submit it. That would be the first
5 step. That's what I would suggest.

6 MS. JASPER: And then I keep hearing
7 Tony saying that we're in the environmental
8 stage.

9 MS. TROTTER: And it will be responded
10 to.

11 MS. JASPER: And he's reminding us
12 that we're in the environmental part of it,
13 which I understand. But we have been -- when we
14 submit this plan to you, what part of the phases
15 can we expect to have some form of answer back?

16 MS. TROTTER: I can't tell you at this
17 time. I'm being honest. Let's do the first
18 part, you know, and get the plan.

19 Okay. And then we can, you
20 know, back it up from there. But to give a
21 response right at this moment, I don't have it.

22 MS. JASPER: Okay.

1 MS. DAVIS: Thank you.

2 MR. PAKELTIS: Okay. The next
3 question -- and I think Jakita has covered a lot
4 of this. But Jakita, if I read this, if you
5 think you have got anything to add, it's related
6 to employment, feel free to add that then.

7 Regarding the employment-based
8 community benefits for CREATE-related work,
9 establish a task force accountable to, including
10 self-selected members of CCGCRP to coordinate
11 practices and to track results, including but
12 not limited responding to the following.

13 What, if any, investment for
14 training, curricular, certificates,
15 apprenticeships, or M/WBE contractor
16 participation have been established and made
17 acceptable to the spectrum of residents,
18 including under-employed -- unemployed,
19 under-employed and returning citizens in
20 Chicago's south side communities?

21 What, if any, agreements for
22 labor unions, sponsorships have been negotiated

1 with the business managers for hiring employees
2 from Chicago's south side communities?

3 What, if any, practices have
4 been established to educate outreach to
5 Chicago's south side communities on the
6 processes of application, training and hiring?

7 MS. TROTTER: None of the above. We
8 are just in phase one. It's still a little too
9 early.

10 Right now the railroads are
11 hiring. You know, I know Metra is looking into
12 that apprenticeship program which is -- you
13 know, should be going -- be up and running soon.
14 And Metra, since they are the lead on that
15 particular project, would have that information.

16 In regards to employment for
17 the Grand Crossing Rail Project, we don't have
18 the information about that as of this moment.

19 MS. JASPER: There seems to be some
20 setup where each phase has certain --

21 MS. TROTTER: Yeah. But employment
22 isn't usually in phase one because we don't even

1 know, you know, each as it gets funded. So
2 phase two, design and planning. Phase three,
3 construction. So, we don't have a response to
4 that question at this moment.

5 MS. JASPER: I understand that. I'm
6 just saying which phase should we be asking
7 those questions in prior to --

8 MS. TROTTER: You are asking them now.

9 MS. JASPER: So we can do it in this
10 phase, you just don't have an answer.

11 MS. TROTTER: Exactly.

12 MS. JASPER: But you might have an
13 answer in phase two or three. That's what I'm
14 trying to get to.

15 MS. TROTTER: Exactly. Yes.

16 MS. JASPER: Okay. So we will reask
17 the question in phase two and three or until we
18 get that answer that we're looking for.

19 MS. TROTTER: Yes. It's just no
20 response right at this moment.

21 MS. JASPER: I understand.

22 MS. TROTTER: Okay.

1 MR. PAKELTIS: Okay. On this next set
2 of questions, I may ask Michael Harris to assist
3 a little bit on the right-of-way acquisition.

4 Regarding community benefits
5 for CREATE-related land acquisition, it is
6 understood as involved in unmotivated sellers
7 which require to be made whole in any
8 displacements including but not limited to
9 responses to the following:

10 During what time period are
11 properties targeted for acquisition to be
12 identified, owners contacted and sales
13 completed?

14 Well, just so you know, as
15 part of our getting the word out for this round
16 of public meetings, we did send postcards to any
17 property owners that we thought could
18 potentially be directly impacted by the project.
19 And, you know, we will continue to send
20 information to those homeowners as future
21 meetings approach as well.

22 In terms of sales being

1 completed, right-of-way acquisition won't occur
2 until after this phase of the project is
3 completed. This slide shows the project
4 timeline. We are at the yellow star right now,
5 public meeting No. 2, where we are talking about
6 range of alternatives. Later this year we have
7 another community advisory group meeting
8 scheduled, and then there is a public hearing
9 scheduled for early next year after the draft
10 EIS is out.

11 The record of decision would
12 follow and at this time it's scheduled to occur
13 in early 2014, after which time if there's
14 funding available for the project and it's
15 moving forward, right-of-way acquisition would
16 begin at the time.

17 MS. JASPER: Can I ask a question?
18 You said that you sent a postcard out. Do
19 you -- can you tell us what exactly that
20 postcards says to those individuals? Is it
21 actually saying that your home may be --

22 MR. PAKELTIS: No. Not everyone may

1 be familiar with it. But it was the postcard
2 that we handed out to community advisory group
3 members just informing people of the public
4 meeting, what the purpose of the meeting was.
5 It did not specify that your property may be
6 acquired as part of this project.

7 MS. JASPER: Okay. And I want to say
8 this at this point. Because of the importance
9 of this, just a postcard saying that there's a
10 public meeting about a project, I don't think,
11 especially when you're displacing families, I
12 don't think that's enough.

13 I think it should be
14 emphasized how important it is to them.
15 Otherwise, we are just in this room sitting, and
16 that is not fair to individuals when families
17 are going to be moved and displaced.

18 A postcard should -- if you
19 are going to be fair about this, if you need to
20 certify it, whatever you need to do. But the
21 wording needs to say this project may have an
22 effect on your property. It doesn't have to say

1 you are going to move, but they need to know
2 that this will have an effect on their property
3 and that they need to be here.

4 It's not enough to send a
5 postcard telling them that it's a public
6 hearing. That's not fair.

7 AUDIENCE MEMBER: I have a question on
8 the 14th, and at that time I asked if you could
9 send out letters certified, registered to those
10 homeowners. Has any thought been given to that
11 by IDOT?

12 MR. PAKELTIS: I will ask Michael
13 Harris to assist in answering that question.

14 MR. HARRIS: Okay. The simple answer
15 to that question is yes.

16 It is not policy but it has
17 been practice. So when we come to an
18 alternative --

19 AUDIENCE MEMBER: Turn up the speaker,
20 please.

21 MR. HARRIS: When we come to an
22 alternative of what project we're going to go

1 with and which houses are going to be displaced,
2 those property owners will be notified by
3 certified mail of their property being acquired.

4 (WHEREUPON, several people
5 were talking at the same
6 time.)

7 MR. HARRIS: She has a question.

8 ALDERMAN HARRIS: I'd like to know
9 what properties are currently -- what properties
10 are currently, currently on that list for
11 acquisition within the affected -- the different
12 wards. We are talking about the 20th Ward, the
13 6th Ward and the 8th Ward. And as Alderman of
14 the 8th Ward, I would like to have a list of
15 every property that could possibly be affected
16 here by this project.

17 And it's very difficult for me
18 not to have information, you know. So I think
19 that I would like to have it broken down by
20 community.

21 MR. HARRIS: Okay. I'm sorry. That
22 question cannot be answered right now until we

1 get to an alternative that we have decided on.
2 We don't want to start alarming people, sending
3 out letters saying that we may possibly take
4 your house.

5 (WHEREUPON, several people
6 were talking at the same
7 time.)

8 MR. HARRIS: I understand you're
9 alarmed, but this is just the process. You
10 can't fault the process. The process is what it
11 is. This is the way it works.

12 We have to go through our EIS.
13 We have to go through phase one. We have to get
14 through our studies, the CAG group meets, and we
15 decide on an alternative. And when we decide on
16 the alternative, we'll notify the property
17 owners by certified mail of their property being
18 acquired. We can't give the information to what
19 properties are going to be acquired right now.

20 AUDIENCE MEMBER: Who's the CAG group?
21 What's that mean?

22 MS. JASPER: They don't know what the

1 CAG group means.

2 MS. STEWART: Hi. It's the community
3 advisory group. I'm sorry. Can you hear me
4 now?

5 RESPONSE: Yes.

6 MS. STEWART: It's the Community
7 Advisory Group.

8 Mike Harris is here
9 representing our land acquisition group, and
10 basically what's he's reporting to you is once
11 we have reached the points of where we are at a
12 preferred alternative, we can definitely share
13 that information. We can go through exactly
14 what you are asking for. But at this point in
15 the process, it would not be appropriate for us
16 to share that information, besides what we
17 presented here today.

18 MS. JASPER: I have to ask why.

19 MS. STEWART: Because we have various
20 alternatives. We showed two different bands of
21 possible takes. We haven't refined our
22 alternatives.

1 MS. JASPER: Let me understand that.
2 Let me say this.

3 We do understand exactly what
4 all of you are saying right now. But when you
5 look at it realistically, a person who knows --
6 it's the same thing when you're sending out
7 something about a TIF. If you say this is a TIF
8 and it's tax increment financing, they
9 understand the possibility of their home being
10 displaced, and they get the opportunity to come
11 in a room like this and ask the questions they
12 need to ask for their -- about their properties.
13 They do it for TIF things and there is no -- I
14 mean, I don't know what you seem to think is
15 going to happen. But people come in the room
16 and they do just what we are doing right now.
17 They are sitting, they are listening and they
18 are asking questions.

19 All I'm saying to you is that
20 people don't understand that this project could
21 possibly remove them from their homes. So
22 that -- that language that was sent out on this

1 card like this was an everyday, okay, IDOT is
2 having a meeting sort of thing. It should have
3 been a little more realistic in letting people
4 know that your lives are about to be turned
5 upside down by a project. You may get a better
6 response that way than coming off like, okay,
7 it's just a meeting. You know, you can come or
8 not come.

9 It needs to be worded in a
10 certain way so they can understand it. And I'm
11 not saying you have to say, oh, your home is
12 about to be ripped up. But make it sound
13 important enough for them to be in the room so
14 they can hear and respect what you're doing.
15 That's all I'm saying.

16 MS. STEWART: And I hear you and I
17 understand what you're saying. But we've done
18 numerous environmental impact statements. This
19 is pretty much the template of the public notice
20 that we send out. It's been agreed to by FHWA.
21 We agreed to accept federal money, and with that
22 we need to follow certain protocols, and we

1 can't give out information that possibly could
2 be false information. It's too specific at this
3 point in the process.

4 And I don't want to keep
5 repeating the same thing and making you angry or
6 creating a situation. I just want to be honest
7 with you as to where we are in the process.

8 MS. JASPER: I just think -- okay.
9 Since you said that, then I would like to know
10 what regulations you follow and what we need to
11 do as a public to change that so that we are
12 informed about our homes. Because that is not
13 fair to us.

14 And since it's our words and
15 that seems to be holding us back, we need to
16 know what those are. So if somewhere along the
17 line in this process, whatever is holding you
18 back from telling us what we need to know, we
19 need to know when to ask that so we get an
20 understanding.

21 MS. STEWART: Can I just respond to
22 that real quick?

1 Maybe the positive impact of
2 that is we have gone -- we have created door
3 hangers. We've gone door to door and maybe
4 there is some -- I'd like to use the same
5 template of material, but maybe there's
6 something that we can do, you know, to even be
7 more proactive. We are always looking for ways
8 to be more proactive.

9 But in terms of changing the
10 verbiage on there, we cannot go ahead and do
11 that. And I want to be honest with you that --
12 you know, I'm not leading you on to something
13 that we can do that we can't do.

14 MS. JASPER: I just want to help you
15 get the process done. That's all.

16 AUDIENCE MEMBER: I'm saying at some
17 point when you're planning the different
18 alternatives, all the different ones, one, two,
19 three, four that when you -- if we require
20 alternative two, that we are going to have to
21 divide up this much property. This will affect
22 this many people. So you have to have some

1 idea. I mean --

2 MS. STEWART: We do have some idea,
3 but at this point in the process we can't get
4 any more specific. The environmental impact
5 statement does not allow us, according to
6 federal guidelines, to go any more specific than
7 what we're presenting here today.

8 AUDIENCE MEMBER: Okay.

9 MS. TROTTER: Do you mind if we
10 continue to move along. I mean, I want to be
11 respectful of those people that are --

12 AUDIENCE MEMBER: Let's move on.

13 MR. PAKELTIS: We want to move through
14 these questions, and I know some have submitted
15 comments or question cards as well that we will
16 follow up with, so...

17 MR. ESTES: I just have one quick
18 question, sir, before you move forward. And I
19 just need to know who the CAG is and what is
20 that made up of?

21 MS. TROTTER: The CAG is the community
22 advisory group members.

1 MR. ESTES: Made up of whom?

2 MS. TROTTER: They're made up of local
3 residents, community organizations, police.

4 MR. ESTES: I'm asking specific -- so
5 since this is a public meeting, I'm trying to
6 get a clear understanding as to who the CAG
7 people are. So if there are people in here from
8 Chatham --

9 MS. TROTTER: I don't have a list in
10 front of me, sir, but we can talk about that
11 after the meeting; okay?

12 MR. ESTES: No. I don't know of after
13 the meeting type of -- I mean, you have people
14 here that --

15 (WHEREUPON, several people
16 were talking at the same
17 time.)

18 MS. JASPER: Carlos, I can help you.

19 MS. TROTTER: Anyone from the CAG
20 group, please raise your hands.

21 MS. JASPER: Just a minute. Carlos,
22 it's a group of people --

1 MS. TROTTER: If you're here from the
2 CAG group, please raise your hand.

3 MS. JASPER: -- and you can come to
4 those meetings, too.

5 MS. TROTTER: Members of the CAG
6 group, please raise your hand.

7 (Show of hands.)

8 MS. TROTTER: Thank you.

9 AUDIENCE MEMBER: Thank you.

10 MS. TROTTER: You're welcome.

11 (WHEREUPON, several people
12 were talking at the same
13 time.)

14 MR. PAKELTIS: The next question is,
15 communication by certified letter to such
16 targeted owners as required with copies to
17 CCGCRP.

18 And Mike has already indicated
19 that certified letters would go out. I just --
20 for clarification, Mike, those letters -- will
21 those letters -- will the certified letters go
22 out in advance of the public hearing for the

1 draft EIS or will they go out at a different
2 time?

3 MR. HARRIS: Before the public
4 hearing.

5 MR. PAKELTIS: Before the public
6 hearing?

7 MR. HARRIS: Yes.

8 MR. PAKELTIS: Okay. So the certified
9 letters to property owners who might be impacted
10 by the project will go out in advance of the
11 public hearing, which is scheduled for early
12 next year.

13 For city-owned property that's
14 scheduled of targeted properties and expansion
15 plans especially such that land-based
16 initiatives currently planned or implemented can
17 propose relocation coordination.

18 Well, as part of the project,
19 we are working with the City of Chicago, and
20 they are aware of the project, in general, where
21 potential properties may be affected, and so we
22 are coordinating with the City on that in that

1 regard.

2 Jakita just reminded me that
3 as part of the project, we are looking at
4 property acquisition in the north portion of the
5 project, which is west of the Dan Ryan
6 Expressway and north of 63rd. At this point no
7 residential/commercial displacements are planned
8 east of the Dan Ryan through the remainder --
9 remaining southern portion of the project area.

10 No. 10, regarding the contents
11 of all CREATE-related environmental impact
12 studies, we request advance notice of criterion
13 standards to be certified for establishing
14 projected increases in pollution and acceptable
15 levels for such increases in pollution,
16 including but not limited to sound, vibration,
17 construction materials, chemical particulate
18 exposure, safety for children, security on
19 tracks. Advance notice of all current,
20 traditional and prospective procedures to be
21 used to make a pollution. Advance notice of the
22 parties' procedures and timetable for all

1 enviromental analysis and examination and input
2 from CCGCRP advisory group, especially if you're
3 convening with CREATE design and environmental
4 design use.

5 Okay. I think this question
6 and also 11 regarding CREATE procedure to
7 provide access to procedures applicable to
8 following -- for the P4 project.

9 In general, I spoke to some
10 about this question in advance of this
11 presentation, and you are looking for the
12 procedures and guidelines that govern the study
13 that we are conducting.

14 And we will compile -- there's
15 a series of, you know, state, federal guidelines
16 that we are following. We'll compile those and
17 make them available probably through links
18 through our website. But we will get that
19 information out so you know what procedures we
20 are following as part of this project.

21 No. 12, regarding any and all
22 aspects of the CREATE project, list all public

1 funding sources, federal, state, county, city,
2 present, prospective, foreseeable and desired
3 for the duration of all Chicago south side work.
4 Be specific with source, name, number and agency
5 contact, and include citations to any
6 requirements for community engagement.

7 Okay. So currently, just the
8 phase one portion of this project is funded, and
9 that funding is coming through a variety of
10 sources, federal, state and American Association
11 of Railroads. That's the funding that we have
12 currently for this project.

13 There's no funding currently
14 for future phases, which will be phase two,
15 final design and preparation of construction
16 plans. And there is no funding currently
17 available for construction.

18 Potential sources would
19 include state, federal and railroad funds, but
20 those have not been identified at this time.

21 MS. EDWARDS: So, Tony, the
22 156 million that was given to the State, the

1 State gave that to the Englewood Flyover, none
2 of those funds are going to come here; is that
3 correct?

4 MR. PAKELTIS: Right. That money --
5 the money for the Englewood Flyover was --
6 actually most of it was -- is federal funded and
7 it's all going to the P1 project. That's
8 correct. It's not for the P4 project.

9 MS. EDWARDS: Thank you.

10 MR. PAKELTIS: Correspondingly, list
11 all corporate and foundation grants available to
12 impact the south side community's for health and
13 economic development enhancements.

14 I don't have any information
15 on that. Jakita, I think we talked about this
16 before. We don't have any information available
17 on that.

18 All right. That concludes the
19 13 questions here.

20 MS. TROTTER: And I have questions
21 here. Some probably have been addressed
22 already, you know, through the series -- I'm

1 sorry. Some probably have been addressed
2 already, you know, through the questions that
3 Tony just went through, but we will proceed.

4 Will this project be regulated
5 by the EPA in reference to the toxins and waste
6 being constantly polluting this area? So will
7 it be regulated by the EPA, I guess is the
8 question, right?

9 AUDIENCE MEMBER: Yes.

10 MS. TROTTER: Yes.

11 AUDIENCE MEMBER: So it will be
12 regulated by the EPA?

13 MS. TROTTER: Yes.

14 AUDIENCE MEMBER: Okay. Because one
15 thing that is very critical is that this
16 pollution will definitely have an effect on our
17 environment. Dealing with this type of fumes,
18 is there a relationship between the rail people
19 and also the EPA, so we won't have to be
20 inhaling these toxins on a constant basis.
21 Because this is hazardous to our health.

22 Bringing in people -- so we

1 won't talk about jobs. They gonna bring their
2 own people anyway.

3 (WHEREUPON, several people
4 were talking at the same
5 time.)

6 MS. TROTTER: Okay.

7 MR. PAKELTIS: It seems like the
8 question is related to unkept property along the
9 current Amtrak line. So that would not be
10 addressed as part of this project.

11 I think though there is a
12 number on one of the handouts, the 311 number,
13 that if there is any specific complaints about
14 property not being kept up that that number is
15 the one that you should call regarding that.
16 But that's not specifically something we'll be
17 addressing as part of this project.

18 MS. TROTTER: There has been increased
19 horn blowing on the south end, Dauphine Avenue
20 to 95th Street day and night daily in the last
21 three months.

22 AUDIENCE MEMBER: They addressed that.

1 (WHEREUPON, several people
2 were talking at the same
3 time.)

4 MS. TROTTER: All right. All right.
5 All right.

6 Why has there not been a
7 meeting with all community associations, CPC,
8 churches, businesses in a roundtable discussion?

9 Because we have been doing the
10 process the way that we have been doing it. I
11 mean, you know, it's been with inviting the
12 community advisory people that we felt should be
13 part of the community advisory group and also
14 representatives of your community, of your
15 neighborhoods, block club residents, you know,
16 community organizations, police, schools, so on
17 and so forth. So, that's the process that we're
18 currently, you know, following in regards to --
19 why we aren't?

20 I think that should be
21 something that is responsive to that particular
22 question.

1 What is the total cost of this
2 project? I don't know because it's not over
3 yet. So is there a generality?

4 AUDIENCE MEMBER: A ballpark.

5 MR. PAKELTIS: We will -- we don't
6 have any estimates to share with you tonight.
7 We will be developing cost estimates for the
8 alternatives as part of our screening process,
9 and so that information will be available
10 shortly, but it's not available tonight.

11 MS. EDWARDS: And, again, you are
12 going to have federal funds and state funds?

13 MR. PAKELTIS: We don't know where the
14 funding is going to be. It could be from those,
15 a combination of that, but we don't know where
16 the funding is going to come from for
17 construction.

18 MS. TROTTER: How will IDOT deal with
19 African-American participation, economic
20 development wise and job creation? We have
21 discussed this.

22 Why are you not holding

1 meetings in Englewood, Park Manor, Chatham,
2 Roseland Heights, Pullman and historic?

3 Because we are holding
4 meetings in the south and the north section of
5 the project, and for those that are, you know,
6 within the general project study area that are
7 aware of it. And everyone is welcome to come,
8 but we can't hold a meeting in every -- in every
9 community.

10 Will there be a --

11 MR. PAKELTIS: Will there be a damage
12 control fund for property owners who find harm
13 to their property through either construction or
14 increased train traffic?

15 MS. EDWARDS: Like foundation cracks.

16 MR. PAKELTIS: How will the process
17 work?

18 MS. EDWARDS: And flooding.

19 MR. PAKELTIS: Well, again, as part of
20 the project, we are going to evaluate those
21 issues related to things you have mentioned;
22 vibration, drainage issues, etc.

1 And, you know, as -- if we
2 are -- the project can cause impacts and you
3 can't create flooding issues of someone's
4 property without remediating it. So that will
5 be something that we'll identify as the property
6 moves forward and we develop the draft
7 enviromental impact statement.

8 MS. EDWARDS: So, again, can we kind
9 of count on it. Maybe not count on it, but look
10 at the community benefits agreement as part of
11 that language to be inserted once you get
12 finished?

13 MR. PAKELTIS: Well, mitigation is
14 going to be documented in the draft
15 environmental impact statement. I don't think
16 there's a plan for a community benefits
17 agreement.

18 MS. EDWARDS: That's what it
19 encompasses. That's what they were talking
20 about. These are some of the things that are
21 going to happen to us that we're not going to be
22 able to overcome, unless you do.

1 MR. PAKELTIS: That's not part of the
2 standard procedure that we follow here.

3 MS. EDWARDS: That's why I think they
4 wanted to know who the higher authority was to
5 address this. Do we have to go to the Governor?
6 Do we have to go to --

7 MS. TROTTER: You'll just send it to
8 us.

9 MS. EDWARDS: Okay. All right. There
10 is no answer.

11 MS. TROTTER: On the esthetics
12 creative side of the project, will there be
13 opportunities for neighborhood artists, i.e.,
14 murals, paintings, etc.?

15 That will be, I think, a CDOT
16 question. Jeff. Jeff, can you respond to that?
17 Jeff Sriver from the Chicago Department of
18 Transportation. Can you come here, please.

19 MR. SRIVER: The art component is
20 another one of the issues that's probably too
21 early at this stage to address conclusively. I
22 think oftentimes as part of federal grants for

1 projects, there can be a portion set aside for
2 art. If that is something that is important to
3 the community and sounds like it is, I think
4 this is the time to make sure that that's
5 represented in your comments, so it can be
6 something that gets carried forward into future
7 stages.

8 And once the funding, if it
9 does become a funded project many years into the
10 futures, then we can make sure that that
11 community concern is addressed in an appropriate
12 manner. So please make it known.

13 MS. TROTTER: Thank you, Jeff.

14 I have a couple questions here
15 for Mike Harris. You can read it.

16 MR. HARRIS: Residential
17 displacements, is this housing units or
18 structures?

19 Someone wants to know in that
20 30 to 40 displacements are actually families or
21 homes? Is that what you're asking? Is that the
22 question?

1 AUDIENCE MEMBER: Yes.

2 MR. HARRIS: I don't have an answer.
3 They calculated that number based on doing their
4 study, and it's just an estimate of a number
5 right now.

6 MS. JASPER: So it could be houses,
7 apartments?

8 MR. HARRIS: If it's like an apartment
9 would be -- if it's a four unit, it would be
10 four units, four families. If it's a house, it
11 would be one. So I don't have that breakdown.
12 No, I'm sorry.

13 AUDIENCE MEMBER: (Inaudible.)

14 MR. HARRIS: The 30 to 40 is just
15 based on properties.

16 MR. PAKELTIS: That's correct.
17 Alderman Cochran.

18 ALDERMAN COCHRAN: Yeah. I'm not
19 happy with these responses. I am not happy at
20 all with what's coming out here. Are you?

21 RESPONSE: No.

22

1 (WHEREUPON, several people
2 were talking at the same
3 time.)

4 ALDERMAN COCHRAN: And you have to do
5 better. You are coming to this community. You
6 are coming into a community Wednesday with all
7 of these boards up and these boards are up to
8 demonstrate what is possible, an incline with a
9 number of homes taken or a retaining wall.

10 We started this project out by
11 stating that this meeting is for people to
12 put -- have input and effect that, but we are
13 standing here telling them that we don't know.
14 We started out with 30 homes. Now, how do you
15 determine that? Well, you say we don't know.

16 Don't talk to us like that. I
17 cannot sit her as an elected official
18 representing these people and allow you to give
19 us answers like that. Absolutely not.
20 Absolutely not.

21 (Applause.)

22 ALDERMAN COCHRAN: You are going to

1 have to respect the process better than what is
2 being respected right here today.

3 Now, I -- this is a process
4 that is going to be going through the community.
5 We have been at the table with you. We have
6 talked about community benefits agreements right
7 from the beginning of this process.

8 (WHEREUPON, several people
9 were talking at the same
10 time.)

11 ALDERMAN COCHRAN: And for -- well --
12 and to say that we do not do community benefits
13 agreements, it's not up to you. It is up to the
14 community to make that distinction.

15 AUDIENCE MEMBER: Thank you.

16 ALDERMAN COCHRAN: And we are going to
17 make decisions like that.

18 (Applause.)

19 ALDERMAN COCHRAN: We talked about
20 hiring. We talked about contracting. All of
21 those things have been talked about.

22 But the people who are

1 standing here giving these answers are not --
2 either, Chuck, they are not informed or they are
3 not giving the right answers. And so there has
4 to be somebody who represents someone from
5 Norfolk and Southern and from the rest of these
6 rail companies, IDOT, CDOT, someone who can
7 respond appropriately to answers that are being
8 put out here.

9 And so I am not happy with it.
10 The Alderman of the 8th Ward is not happy with
11 it, and we are not going to let this just go
12 forward by getting the -- giving us these kind
13 of answers; okay.

14 So if you all want to give us
15 some answers like you would be giving to the
16 North Shore, like you would be giving to
17 Flossmoor, then we could do that, but it is not
18 going to go down like this. You all have to do
19 a better job. Thank you.

20 (Applause.)

21 MR. PAKELTIS: I would like to
22 continue to answer these questions here.

1 First with the residential
2 displacements, we are -- our estimate is based
3 on the number of structures potentially
4 impacted.

5 And just to follow up on some
6 other comments that were made, this is a project
7 where we come out early and often to get
8 feedback from the community. And so some are
9 frustrated that maybe there's not enough
10 information presented tonight, but that's part
11 of the process because we want to hear -- we
12 want to get the feedback from the community
13 before we develop final plans.

14 AUDIENCE MEMBER: You should have got
15 that on the front end when you started. We are
16 not frustrated. We just want to educate
17 ourselves about the project.

18 You come in the community and
19 put up 20 boards, and you've got a
20 multi-billion-dollar project that you're getting
21 ready to roll out, and then you tell the
22 community we don't have answers. You don't do

1 it on the North Shore. You don't do it on the
2 north side. Don't come to the south side and do
3 that. It's disrespectful to everybody in this
4 room.

5 MR. PAKELTIS: Well, we have tried to
6 explain where we are.

7 (WHEREUPON, several people
8 were talking at the same
9 time.)

10 MR. PAKELTIS: We've tried to explain
11 where we are in the process, and at this stage
12 we have developed alternatives and those
13 alternatives that we are trying to move forward
14 with the EIS where we will do those more
15 detailed studies. There's information on the
16 boards that reflect that, as well as in the
17 presentation.

18 All right. Question 2, a
19 connection appears across the commercial sand
20 gravel yard just south of 76th to 79th Street.
21 Will this be displaced?

22 There is a piece of property

1 in there where there is a business located.
2 That property is currently owned by Norfolk
3 Southern, and it may be impacted as part of the
4 CN connection. That is correct. But as I
5 mentioned, that property is owned by Norfolk
6 Southern.

7 What would be the difference
8 in noise and vibration to residents along
9 alignments one and alignments two?

10 Again, those detailed
11 vibration studies will be conducted. Right, the
12 south one and the south two alignments where we
13 are looking at different options to -- or
14 alternatives to add track through that area.

15 The noise and vibration
16 studies will be conducted later this year and
17 that will be included in the environmental
18 impact statement. Is that it?

19 MS. TROTTER: No. Oh, no. You know,
20 there's a group here. Oh, no.

21 How much parkland or
22 percentage of the parks will be required and

1 something?

2 MR. PAKELTIS: What percentage of the
3 parks will be required to implement and to --

4 MS. TROTTER: And to.

5 MR. PAKELTIS: Right. Although we're
6 looking at the -- as the illustration shows,
7 we're looking at potentially impacting around
8 75 feet there along the east side of the
9 existing railroad and so that's the part that
10 would be potentially impacted at the park.

11 MS. EDWARDS: As far as -- but as far
12 as any other areas down this project line, there
13 won't be any other -- any other parks?

14 MR. PAKELTIS: Only at -- with north
15 two, two parks potentially impacted.

16 (WHEREUPON, several people
17 were talking at the same
18 time.)

19 MS. EDWARDS: Yeah. Okay.

20 AUDIENCE MEMBER: And they are both
21 alongside of the train.

22 MS. EDWARDS: Because there's a lot of

1 play lots in between here and South Chicago on
2 79th to seventy -- I think 73rd, all the way
3 back. So they really want to know.

4 Okay. All right.

5 MS. TROTTER: Okay. Will this project
6 change the zoning in our area/communities?

7 Zoning. Like zoning --

8 MS. EDWARDS: Right. Like from
9 residential to commercial, B1.

10 MS. DAVIS: Will any zoning changes be
11 required?

12 MS. EDWARDS: Alderman Harris has a
13 comment.

14 ALDERMAN HARRIS: No.

15 MS. TROTTER: No. No.

16 MS. EDWARDS: Alderman Harris, 8th
17 Ward.

18 ALDERMAN HARRIS: I can speak for the
19 8th Ward only now.

20 MS. TROTTER: But we don't -- you
21 know, it's -- that would be news to us. But,
22 you know, maybe you know more than we.

1 MS. JASPER: So for the whole project,
2 you're saying there's no changes in the zoning
3 for the whole project?

4 MS. TROTTER: Not that we are aware
5 of.

6 MS. EDWARDS: Okay. Have you had to
7 apply for any zoning changes with the City of
8 Chicago?

9 MS. TROTTER: For this project, no.

10 MS. EDWARDS: Okay. So there's your
11 answer. You don't plan to do that; is that
12 right?

13 MS. TROTTER: Do we plan on doing
14 that?

15 MR. SRIVER: No zoning changes.

16 MS. TROTTER: Will there be any zoning
17 changes in regards to this project?

18 ALDERMAN HARRIS: It's already zoned
19 for that. So you wouldn't be required to --

20 MS. TROTTER: I have no idea. I am
21 not an engineer, so...

22 ALDERMAN HARRIS: I am just telling

1 you that.

2 MR. SRIVER: There will be no zoning
3 changes.

4 MS. TROTTER: Okay. How does adding
5 extra tracks on the south side address the delay
6 at 16th and Canal when you're not adding tracks
7 at 16th Street?

8 MR. PAKELTIS: When we reroute the
9 trains, we'll avoid that congested crossing.

10 MS. JASPER: I'm trying to find out --
11 I'm a detail person, so I'm trying to envision
12 this because I am not a train person.

13 So you've got this situation
14 at 16th and Canal, right? And you are trying to
15 alleviate it. I know you can't deal without,
16 but I'm trying to figure out from the north --
17 from the south through the train track all the
18 way through Englewood, I see all these different
19 train tracks added. So my brain doesn't say,
20 oh, this is going alleviate it down there. My
21 brain says, well, you are adding more train
22 tracks down here. How is that going to

1 alleviate what's down there when it's the same
2 train tracks that are on 16th?

3 MR. PAKELTIS: It's not the same train
4 tracks.

5 MS. JASPER: So that's what I'm trying
6 to hear.

7 MR. PAKELTIS: The new route would not
8 cross the -- cross the 16th Street crossing
9 you're referencing, if that's what's your point.

10 MS. JASPER: So they won't go into
11 that 16th Street Canal area at all?

12 MR. PAKELTIS: It will be in that
13 area, but it will not be using that crossing
14 that we are speaking of.

15 MS. JASPER: Okay. That's what I'm
16 trying to understand.

17 MS. DAVIS: But on that zoning issue,
18 how can residential properties be taken, if they
19 will be taken, without a change in zoning from
20 residential to something else?

21 MR. PAKELTIS: That's probably a
22 question for the City, if they could possibly --

1 the actual property for the railroad
2 improvements, would that be rezoned for railroad
3 purpose? I think maybe that's the question.

4 The property -- the existing
5 property not impacted would not be rezoned. I
6 think the question is would the property
7 acquired where you would be putting tracks where
8 they aren't currently would that be rezoned?

9 MS. DAVIS: Is a request for a zoning
10 change required under those circumstances?

11 MR. PAKELTIS: Jeff, do you know the
12 answer to that question?

13 MR. SRIVER: When a public works
14 improvement is made, that supersedes the zoning
15 over that land. It's a public facility that
16 would be built there. Now, if it's not a public
17 facility, I'm not sure about that. But in any
18 event --

19 MS. DAVIS: Who will answer that
20 question definitively?

21 MR. SRIVER: At the time that the
22 decision about whether to build something or

1 what to build and where to build it is made,
2 then it can be determined based upon what the --

3 MS. DAVIS: No. I'm talking about the
4 status of the process or the law or the protocol
5 as it currently exists. Like recommendations.

6 MS. STEWART: We can take that back as
7 a comment. We will take that back as a comment
8 and respond to it.

9 MS. DAVIS: And you're going to
10 research it?

11 MS. STEWART: Yes.

12 MS. DAVIS: Okay. Thank you,
13 Danielle.

14 MS. TROTTER: Okay. Will you build
15 more rail yards along the study area?

16 MR. PAKELTIS: The project -- as part
17 of the project, there's no plans for any rail
18 yard expansion. I think as some of you know,
19 Norfolk Southern does have some preliminary
20 plans for yard expansion to their 47th Street
21 intermodal yard. So that would be in the area
22 of the north alignments.

1 MS. TROTTER: What will you need --
2 and this is the last question, by the way, so
3 that we can have people go home and deal with
4 what they have to deal with.

5 What will you need from the
6 community that is tangible, such as potential,
7 etc., to get the community's true acceptance or
8 no build, nonacceptance of the project.

9 MR. PAKELTIS: Let me see that
10 question again here.

11 Well, what we're -- we want
12 the feedback from the community to help us
13 identify issues and to assist us in identifying
14 impacts. Ultimately, IDOT and the Federal
15 Highway Administration and the other CREATE
16 partners will look at that feedback and look at
17 the benefits and the impact of the project and
18 use all that information and make a decision on
19 how to move forward, whether it will be a no
20 build alternative or want to build alternatives.

21 MS. JASPER: Okay. That didn't answer
22 my question. I'm going to tell you that was my

1 part.

2 The thing is, what I'm asking
3 is and I'm trying to -- you can take all of our
4 comments. You can read them. But, again, that
5 would be your comprehension of what it is what
6 we're saying, unless we actually say to you, no,
7 that's not what we don't want.

8 So my question is, if we
9 decide that we don't want to do this or we want
10 to do this and what we are in favor of it, so
11 you're absolutely sure what we truly want, would
12 that come in the form of a petition? Where we
13 would survey our communities and say, hey, we
14 are interested in doing south one or north two
15 or whatever that is or we don't want -- no
16 build.

17 Will a submission, a petition
18 with signatures be viable for what it is that
19 you are looking for in terms of what the
20 community wants? That's what I wanted to know.

21 MR. PAKELTIS: Well, a petition is
22 fine, but comments are fine as well, and letters

1 from your coalition. All that will be
2 considered as input as we move forward.

3 MS. EDWARDS: So you're not ruling
4 anything out? So we can do that?

5 MR. PAKELTIS: No. Absolutely.

6 MS. JASPER: Okay. Thank you.

7 MR. ESTES: Ms. Trotter, one other
8 final point as you close out.

9 MS. TROTTER: Okay.

10 MR. ESTES: I would beg and ask that
11 IDOT, given your history with major projects
12 like the Dan Ryan construction project --

13 MS. TROTTER: Don't shoot the
14 messenger. Wait. IDOT is not the only partner
15 in this, just so you know.

16 MR. ESTES: I understand that.

17 Please be mindful as you move
18 forward with a project of this large to include
19 the African-American community which you are
20 going to give --

21 MS. TROTTER: You're talking to the
22 choir.

1 MR. ESTES: I understand that.

2 MS. TROTTER: Do you understand that?

3 MR. ESTES: I understand that. I'm
4 just saying it for the record. Okay.

5 MS. TROTTER: All right. And it is on
6 the record.

7 MR. ESTES: It is on record, so that's
8 why I'm saying it.

9 MS. TROTTER: But you're talking to
10 the choir.

11 MR. ESTES: Thank you.

12 AUDIENCE MEMBER: The last time you
13 were here for a meeting I raised the question.
14 The question, what's in it -- what's in it for
15 this community.

16 We are -- you are asking us to
17 endure a considerable period of time of being
18 tremendously inconvenienced.

19 Now, our railroad brethren
20 here we know own a considerable amount of these
21 tracks coming in from the southeast, southwest
22 and the object is getting people from those

1 areas downtown. And yet, we are going to be
2 enduring all of this without any benefit to us
3 directly.

4 Maybe a few people might get
5 some jobs. Because we know what's going to
6 happen with the construction. You're going to
7 bring Walsh and those people in, and then they
8 are going to give Huggins and a few other
9 African Americans a few jogs.

10 But the reality is, if our
11 railroad brethren coming in here really want to
12 make friends and really want this to be
13 acceptable, then there needs to be some
14 amenities. We are operating in these
15 communities with black males, in particular,
16 with over 50 percent unemployment.

17 The fact of the matter is
18 let's put a few factories up here along the
19 South Chicago route. You all trying to come in
20 on. Let's put a few factories up there and put
21 some of these people back to work. And I'm sure
22 you will have a lot more -- a lot better

1 reception that will go along because there won't
2 be as much apprehension and distrust of the
3 process, if there was some jobs to be created.

4 And we know that, as I say,
5 our railroad brothers are connected. They have
6 been -- they have been involved in this process
7 of moving stuff since the early 1800s. They
8 know. They know. You want -- if you want to
9 make some friends, then do something to help
10 these people. Thank you.

11 (Applause.)

12 MS. TROTTER: Okay. Thank you very
13 much. Thank you very much.

14 We are going to wrap this up
15 and say goodnight to everyone.

16 AUDIENCE MEMBER: I have a suggestion.

17 MS. TROTTER: I'm sorry. If we keep
18 going, we'll be here all night. I really want
19 to wrap this up, and I want to -- and you know
20 what, they're about to kick us out of here.

21 So you can get -- since your
22 email is up, put it on the comment form.

1 AUDIENCE MEMBER: I'm respecting you.
2 Can you please respect me for --

3 MS. TROTTER: No, you're not
4 respecting me because I said I was wrapping this
5 up.

6 AUDIENCE MEMBER: One quick question.

7 MS. TROTTER: And if you do, then I
8 need to have this gentleman say something
9 because I -- you know.

10 AUDIENCE MEMBER: Why don't we either
11 hire or create a black labor ready to hire those
12 people in the community? How about that?

13 MS. TROTTER: We're working on that,
14 sir.

15 AUDIENCE MEMBER: How about that?

16 MS. TROTTER: We're working on that,
17 sir.

18 AUDIENCE MEMBER: You don't want to go
19 through Walsh. How about that?

20 MS. TROTTER: Hold on. We have one
21 more comment.

22 AUDIENCE MEMBER: I'm -- (inaudible)

1 --

2 (WHEREUPON, several people
3 were talking at the same
4 time.)

5 AUDIENCE MEMBER: We had comment cards
6 and I addressed some of that problem as far
7 as -- (inaudible) -- possibility of having any
8 station over at 69th and Wentworth at which they
9 have a shopping center now to the station there
10 and transportation wise. And if they're
11 interested in jobs and everything else, talk to
12 me. I'm Executive Director of -- (inaudible) --
13 Chamber of Commerce and also a member of the
14 Board Back of Chicago -- (inaudible).

15 (WHEREUPON, several people
16 were talking at the same
17 time.)

18 MS. TROTTER: Thank you, everyone, for
19 coming.

20
21 (WHICH WERE ALL THE PROCEEDINGS HAD
22 IN THE ABOVE-ENTITLED MATTER.)

1 STATE OF ILLINOIS)
)
2 COUNTY OF C O O K)

3
4
5 I, DONNA T. WADLINGTON, a
6 Certified Shorthand Reporter, doing business in
7 the County of Cook and State of Illinois, do
8 hereby certify that I reported in machine
9 shorthand the proceedings in the above entitled
10 cause.

11 I further certify that the
12 foregoing is a true and correct transcript of
13 said proceedings as appears from the
14 stenographic notes so taken and transcribed by
15 me this 18th day of April, 2012.

16
17
18 _____
19 DONNA T. WADLINGTON
20 CSR #084-02443
21
22

0	72/22 about [53] 3/2 3/22 5/10 5/13 5/19 8/16 11/16 16/5 17/9 17/17 17/17 20/4 22/16 29/1 30/5 30/21 30/22 31/6 34/12 35/9 35/12 35/13 37/6 42/5 42/20 46/18 49/5 50/10 50/19 52/12 55/7 55/12 56/4 56/12 57/12 60/10 64/10 66/15 68/1 68/13 72/20 77/6 77/19 77/20 77/21 79/17 87/17 87/22 88/3 94/20 95/12 95/15 95/19	19/21 20/1 22/4 26/3 28/10 29/6 29/10 32/1 32/3 37/10 37/21 38/1 38/4 40/9 40/11 43/4 43/8 55/4 55/19 56/15 58/15 58/18 63/11 63/19 63/22 64/21 64/22 65/3 66/7 66/11 66/18 69/4 69/4 69/5 69/7 73/9 75/20 76/6 77/20 78/14 78/18 80/18 83/2 83/4 85/17 85/18 86/11 89/18 90/3 91/1 92/5 93/2 93/19 94/18 96/21
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ILLINOIS DEPARTMENT OF TRANSPORTATION
GRAND CROSSING RAIL PROJECT

RANGE OF ALTERNATIVES
PUBLIC MEETING

Wednesday, March 28, 2012
6:00 p.m.
Sherwood Park Field House
5701 South Shields
Chicago, Illinois 60619

Reported by: Donna T. Wadlington, CSR

1 P R O C E E D I N G S

2 MR. DRUDING: Hello, everyone.

3 Welcome to the Grand Crossing Rail Project
4 public meeting.

5 Real quick. I want to make
6 everyone aware of the exits at all corners of
7 the gymnasium. There are two fire extinguishers
8 in the room; one right here and one at the
9 opposite end. We do have certified project team
10 members in CPR. There are defibrillators, one
11 in front and there's a defibrillator out in the
12 front lobby behind the front desk.

13 In case anyone has to go to
14 the bathroom, please exit through the back door
15 and come down this hallway. The men's and
16 women's restrooms are directly behind me.

17 Thank you.

18 MS. TROTTER: All right. Good
19 evening, everyone. Can you hear me okay?

20 RESPONSE: No.

21 MS. TROTTER: No. Really? Can you
22 hear me now?

1 RESPONSE: Yes.

2 MS. TROTTER: Good evening and welcome
3 to the Grand Crossing Rail Project, second
4 public meeting.

5 I'm Jakita Trotter. I'm the
6 CREATE outreach manager, and this evening we
7 have a lot to tell you about. And so we hope
8 that you will be patient as we go about telling
9 you about the project and the process, the
10 environmental process.

11 And so that the meeting
12 proceeds in a productive, timely and respectful
13 manner, I would like to go over the meeting
14 guidelines with you right now.

15 Please silence your
16 cellphones. When someone has the floor, please
17 respect their input and do not interrupt.
18 Please refrain from side conversations, as they
19 are disruptive to those speaking, and we ask
20 that conversations remain focused on
21 project-related concerns. So please be mindful
22 of everyone's time and input.

1 So this evening you will hear
2 about the CREATE Grand Crossing Rail Project and
3 why it is needed. You'll also hear about the
4 range of alternatives developed to help solve
5 the project-related transportation issues in
6 your community. Your comments on the
7 alternatives that are presented here tonight are
8 important. They help the environmental team in
9 evaluating the preferred solution to the
10 rail-related transportation issues.

11 As you watch the presentation
12 and a question comes to mind, jot it down on the
13 index card. It looks like that and we will
14 collect these afterwards. Then we will go into
15 a Q and A.

16 So please raise your hand if
17 you need an index card or a comment form. Does
18 everyone have one? Good.

19 We are going to right now take
20 a little time to show a short video from Marva
21 Boyd. She's the Chief of Staff of the Illinois
22 Department of Transportation who, unfortunately,

1 could not be with us this evening.

2 ALDERMAN COCHRAN: Could I say
3 something before that starts?

4 MS. TROTTER: Oh, I'm sorry.

5 ALDERMAN COCHRAN: Hello, everyone.
6 I'm Alderman Willie Cochran, and I am here
7 tonight to let you know that we are here to make
8 sure that this project goes well for the
9 transportation industry, as well as for the
10 community, community residents, and those who
11 are interested in getting into the
12 transportation industry.

13 I have been engaged in this
14 process for the last three-and-a-half years,
15 along with Norfolk Southern and the Illinois and
16 Chicago Department of Transportation. We have
17 covered a number of different subject areas.
18 From acquisition of housing, environment, those
19 things that are going to affect our health,
20 opportunities for employment, contracting, and
21 so on and so forth.

22 At this stage of the game, we

1 are at the development stage and development
2 alternative stages. That is why you have these
3 signs around the room, so that you can look at
4 what alternatives are there. Some of them will
5 demonstrate retaining walls. Some of them
6 demonstrate grades. Some of -- that means that
7 the grades may undertake someone's home,
8 someone's buildings. Others mean that it will
9 not. It won't be so impacted.

10 But one of the most important
11 things is this; is that the alternatives and the
12 transportation, the environment -- I'm sorry,
13 the emissions and the environmental studies are
14 very important.

15 This industry is going to
16 increase about 89 percent over the next 20
17 years. Chicago is an intermodal capital of the
18 United States, and we plan on keeping it that
19 way. We plan on expanding rail yards. We plan
20 on expanding opportunities in the rail industry,
21 the logistics business.

22 And as such, myself, the

1 Governor, and the Mayor announced out at Olive
2 Harvey on the 13th a plan to build a technology
3 center that is at Olive Harvey. 200,000 square
4 feet will be introduced, and we will have that
5 up and rolling by 2013.

6 What does that mean? That
7 means that the logistics business is a good
8 business. It is an industry that pays people
9 very well, but you have to go to school. You
10 have to learn the business. That building will
11 create about 300 jobs, and it will -- it is a
12 \$43 million project, and it has been introduced
13 by the State and the City and the Department of
14 Transportation because we understand the
15 expansion and the impact that it is going to
16 have on our community and the jobs and the
17 professional employment that it is going to
18 require.

19 So I would advise you if you
20 are interested in the logistics business this is
21 a -- this is an opportunity to get into the
22 logistics business. It is not a job but it is a

1 profession. Olive-Harvey now has a
2 transportation program that can be -- you can
3 get into it right now. Tell your children, tell
4 your spouses, if you are changing employment or
5 looking for something to do, to get involved in
6 Olive Harvey.

7 And we will continue to put
8 that business in place. We will continue to
9 operate on the level that you will understand.

10 This is not just public
11 hearings that is going around in the community.
12 The Transportation Committee for the City
13 Council is also interested in ensuring that
14 things go forward. Your questions and your
15 inquiries will be collected today. If we need
16 to, we will be bringing this project in front of
17 the Transportation Committee that I sit on to
18 answer any issues that you have that we go
19 forward on.

20 Nothing here is secret.
21 Everything here is for the benefit of this city,
22 of your community, of the future, of job growth

1 and economic development.

2 I am here to represent you. I
3 am here to represent the industry, and I am here
4 to represent everyone's interest in trying to
5 make sure that this thing goes forward in the
6 appropriate way.

7 So, whatever questions you
8 have, whatever issues that might come forward
9 today, I'm here to hear it and collect
10 information. I have an assistant here, if I'm
11 not here, and we will be able to see you if you
12 want to come into our office and address any
13 issue that you might have.

14 Thank you for giving me the
15 time to speak.

16 MS. TROTTER: Surely. Thank you,
17 Alderman Cochran.

18 We are going to take a little
19 diversion from the program. I want to introduce
20 to you right now Shoshiwa Mabina. She is with
21 the Highway Construction Careers Training
22 Program, IDOT Career Training Program, and she

1 will give you a little background about that.

2 MS. MABINA: Good evening, everyone.

3 I wanted to introduce myself.

4 Thank you very much for taking this moment.

5 One of the things that I
6 wanted to speak about in regards to job creation
7 for this project, I wanted to let you know one
8 of the important things is construction
9 training, and that's one thing that IDOT is
10 doing. They are sponsoring for individuals to
11 get construction training for projects such as
12 this.

13 So if you are interested or if
14 you know someone who's interested in working on
15 this project, please come to Dawson to get the
16 construction training necessary to work on
17 projects similar to this.

18 And what you will get trained
19 in is carpentry, welding, plumbing. You will
20 get your OSHA 10, which is construction safety
21 training. You will also get blueprint reading.
22 You will get trade math. You will also get

1 advisory as far as resume building, mock
2 interviews. So you will get all of the
3 necessary training. So then that way you're
4 ready to work on a project such as this.

5 And I have contact
6 information. If you would stop by that desk, I
7 will leave a whole bunch of fliers on there. On
8 the back of it there's my name, there's my phone
9 number, my address, my email.

10 So that there are any
11 questions on job creation and how to get ready
12 so that you can work on the project such as
13 this, this is your resource. Because IDOT is
14 paying for your tuition. They are paying for
15 your books, your boots and your tools, so that
16 you will be ready for this project.

17 AUDIENCE MEMBER: Is there an age
18 limit on that?

19 MS. MABINA: There is no age limit.
20 You need to be at least 18 and over to be part
21 of the program.

22 AUDIENCE MEMBER: Okay.

1 AUDIENCE MEMBER: How many positions
2 are they leaving open?

3 MS. MABINA: As far as the program
4 itself? How many people can be in the program?

5 AUDIENCE MEMBER: Yes.

6 MS. MABINA: It depends on how many
7 cohorts I have that IDOT will let me do, but
8 pretty much 15 people per cohort.

9 And if you have any other
10 questions, please give me a call or email me.
11 Yes.

12 AUDIENCE MEMBER: How long is the
13 training to go on?

14 MS. MABINA: It's eight weeks, and
15 it's an intense program, which means that it's
16 really a 32 week training program.

17 AUDIENCE MEMBER: Will it be
18 continuous?

19 MS. MABINA: Yes.

20 MS. TROTTER: Is all the information
21 attached to that?

22 MS. MABINA: Yes.

1 As I mentioned it really
2 depends on IDOT's decision to continue the
3 program, but it has been around for 20 years.

4 MS. TROTTER: I think that is it.

5 MS. MABINA: I will leave my contact
6 information at the desk up front.

7 Did you have another question?

8 AUDIENCE MEMBER: Yes. Can anyone in
9 the city get into the program?

10 MS. MABINA: Yes. Male, female.
11 Depends -- it doesn't depend on your race. It
12 doesn't depend on your gender, ethnicity,
13 nothing. As long as you're willing to drive and
14 learn the construction trade.

15 AUDIENCE MEMBER: What about the
16 location?

17 MS. MABINA: Location? As far as
18 Dawson is located at 39th and State. Is that
19 what you're asking?

20 AUDIENCE MEMBER: No. The individuals
21 that are going to enroll in the program, are
22 they specifically from the community that the

1 project is going to be involved in?

2 MS. MABINA: I would like to have
3 individuals who are in the locations of the
4 project in the program, but pretty much -- I'm
5 District 1 so I can take people from Will
6 County, DeKalb, Cook County, Lake County, all of
7 District 1, IDOT's District 1.

8 AUDIENCE MEMBER: Thank you.

9 MS. TROTTER: All right. Thank you
10 very much.

11 MS. MABINA: Thank you.

12 MS. TROTTER: So we're going to get
13 rolling here.

14 Marva Boyd welcoming you to
15 convening this evening, and then we will go into
16 our program.

17 Oh, wait a minute. Before you
18 begin. Up here these are the representatives of
19 the CREATE partners. The names and placards in
20 front of them speak for themselves, but it's
21 IDOT representatives, Amtrak, FHWA, Chicago
22 Department of Transportation, Norfolk Southern.

1 Did I miss anyone?

2 No. So, there's our reps.

3 Thank you.

4 (WHEREUPON, a video
5 presentation was played.)

6 (WHEREUPON, several people
7 were talking at the same
8 time.)

9 MS. TROTTER: All right.

10 Ladies and gentlemen, ladies
11 and gentlemen, we're now at the part of the
12 meeting where we have questions and answers, and
13 you kindly jotted down your questions that you
14 had, and now the questions will be fielded to
15 the appropriate representative to respond to
16 them.

17 I'll start with the first one.
18 Are there regulations as to how many trains are
19 allowed on the tracks? Exactly what goes on in
20 the zone of setting between 57th and 87th and
21 Calumet to Greenwood? Which alternative is a
22 better long-term solution; three tracks versus

1 one track? And is this a public hearing?

2 Well, I can answer No. 4.

3 And no, it's not. It's a
4 public meeting. The public hearing will be held
5 in the early part of 2013 for the particular
6 project.

7 And as these are questions
8 that are, you know, different types I think Tony
9 could probably best respond.

10 MR. PAKELTIS: Sure. Are there
11 regulations as to how many trains are allowed on
12 the tracks? I might need a little help from
13 Norfolk Southern on that.

14 I don't believe there is any
15 regulations in terms of the number of trains.
16 Tracks are rated for a certain speed, but I
17 don't think there's a regulation that says you
18 have X number of trains operating on the tracks.

19 Chuck, did I get that
20 correctly?

21 MR. ALLEN: Yes. There is regulations
22 based upon signaling how close they could be

1 together and in general you're talking just one
2 track for the connections at Grand Crossing. So
3 you're talking one train at a time.

4 MR. PAKELTIS: Right. So the one
5 thing to point out here is that the new
6 connection is primarily one track, so only one
7 train can be operating on that at one time.
8 There's no regulations per se in terms of the
9 number of trains that can operate on the track
10 during the day, but you are limited in terms of
11 there's only so many trains that can get through
12 certain sections of track over one day.

13 MS. JASPER: Okay. So that's like
14 Amtrak is on this line along with Norfolk
15 Southern freight trains?

16 MR. PAKELTIS: Right. The tracks in
17 the project area for this project, the Grand
18 Crossing Rail Project, would be used by Amtrak
19 and Norfolk Southern primarily.

20 Exactly what goes on in the
21 zone starting between 67th and 87th and Calumet
22 to Greenwood?

1 So 67th to 87th, that's the
2 area where we have identified the south
3 alignments. We have two alignments through that
4 area, south one and south two.

5 The south one alignment
6 includes adding a new track, a single track
7 between 67th Street, 63rd Street on the west end
8 to about 75th Street where it ties with the CN
9 connection. South two -- the south two line is
10 a little different. The CN -- the CN connection
11 comes in and we don't add that additional track
12 between the Norfolk Southern and the Skyway
13 through that entire stretch. There's actually
14 additional capacity, additional track
15 improvements that would be made along the north
16 side of the right-of-way, kind of an offset, as
17 opposed to providing the additional track on the
18 south side of the right-of-way.

19 And the other part is Calumet
20 to Greenwood. That means along the CN. Along
21 the CN -- in the CN connection area we are
22 looking at using a former -- putting a former

1 connection in place. That work would start at
2 the south end at around 83rd Street and
3 Greenwood and the new connection would go off of
4 the east side of the CN right of way across the
5 CN and then connect with the NS.

6 And I see Liz has that up on
7 the screen here. That's probably the best thing
8 to do having the slide show right here.

9 So the CN -- somewhere I have
10 my pointer. Here's the CN connection. Again,
11 now this is a -- this connection used to be in
12 service. It's no longer. It hasn't been for a
13 number of years. Starts at around 83rd Street,
14 crosses the existing CN and Metra tracks at
15 around 79th Street and continues north until it
16 hits the area that we are calling the south
17 alignment. So that's a single track through
18 that area. That work would be within the
19 existing railroad right of way.

20 MS. JASPER: May I ask a second part
21 to that question?

22 MR. PAKELTIS: Okay.

1 MS. JASPER: What determines the study
2 area boundaries? I think that's kind of what
3 the question was.

4 MR. PAKELTIS: You mean this?

5 MS. JASPER: Yes. How you shaded that
6 area, what criteria is that used?

7 MR. PAKELTIS: That area is really --
8 it's somewhat arbitrary. It was just meant to
9 paint a broad brush through the project area and
10 saying that we're conducting a study in this
11 area. That which -- this doesn't really have
12 any meaning in terms of what we're doing. We
13 will look at -- in terms of the improvements we
14 are looking at, we will look out as far as we
15 need to from the proposed improvements to look
16 at things such as noise and vibration impacts.

17 But that -- again, that band
18 that you see going through the study area is
19 really just to give a broad brush of this is the
20 area that we are conducting the study.

21 MS. JASPER: Okay.

22 MR. PAKELTIS: Which alternative is

1 the better long-term solution; three tracks
2 versus one track?

3 Well, after this round of
4 meetings, we are going to evaluate these
5 alternatives in more detail and determine if
6 they -- if both alternatives -- I think you're
7 referring to the south alignments where we are
8 proposing one with -- the south one alignment on
9 one track on the south and with the south two
10 alignment anywhere from one to three tracks
11 along the north side of the right of way.

12 And we will evaluate that
13 after this meeting, and ultimately, hopefully,
14 by the summer, we will be thinking about what
15 our preferred solution is. And then we will be
16 looking at things in terms of costs, impacts and
17 operational issues to make that determination.
18 But we don't have the details of that right now.

19 And is this a public hearing?
20 This is not a public hearing. This is a public
21 meeting. The public hearing will -- there will
22 be just one round of public hearings as part of

1 this project. Those will occur after the draft
2 environmental impact statement is published,
3 which is currently scheduled for early next
4 year.

5 Okay. I got through those.

6 MS. TROTTER: Okay. Thanks, Tony.

7 This is one for Michael
8 Harris, who is here for -- from IDOT's land
9 acquisition in Schaumburg.

10 Is there information on
11 replacement value process?

12 MR. HARRIS: Replacement housing
13 purchase? That would be the direct answer.

14 There is no information that
15 we can hand out, but there is a replacement
16 housing purchase program that is through the
17 relocation process at IDOT.

18 MS. JASPER: And where does one --
19 that is my question.

20 MR. HARRIS: Where would you get that
21 information?

22 MS. JASPER: Yes. Because we were

1 provided information about land acquisition and
2 replacement.

3 So my question is in terms of
4 having something more positive, where do we find
5 information about replacement value or what the
6 process is for relocation? Where would we find
7 that kind of information?

8 MS. TROTTER: You mean if there is
9 something available on IDOT's website or on the
10 Internet or published or -- I guess --

11 MS. JASPER: All of that. Because we
12 have information about displacement so --

13 MR. HARRIS: Are you talking about
14 replacement for the price of the value of the
15 house?

16 MS. JASPER: Yes. Like, if I know my
17 home is being displaced and I found out the
18 replacement value on it, is there something that
19 the City, IDOT, State of Illinois, Federal
20 Government -- is there something set up that --
21 a process set up that I might go that route as
22 opposed to being displaced if someone decided

1 what my property value is.

2 MR. HARRIS: A replacement house in
3 value would be whatever -- say your house is
4 worth a certain amount. You want to know if
5 another house that you're going to purchase is
6 going to be the same value?

7 MS. JASPER: No. What I want to know
8 is in the displacement process -- maybe that's
9 another question -- do you give the property
10 owner the price of what their house -- what they
11 paid for their home or is that a different
12 price?

13 MR. HARRIS: It's appraised valued.
14 It's fair market value is what we offer for
15 their property.

16 MS. JASPER: Okay, fair market value.
17 But is there something called
18 replacement value? Is there a process that I
19 can go through to get what I paid for my home, a
20 replacement value.

21 MR. HARRIS: Replacement value is an
22 insurance term.

1 MS. JASPER: Yes.

2 MR. HARRIS: We are not an insurance
3 company. We will provide a fair market value
4 for the house that we acquire.

5 MS. JASPER: Okay. So you don't
6 respond to that. Just insurance companies. You
7 answered my question.

8 MR. HARRIS: You understand the
9 difference? Replacement value is a value that
10 insurance companies give you. If your house
11 burns down, there's a replacement value there.
12 This is different. We do what's called fair
13 market value.

14 MS. JASPER: Okay. So the City
15 doesn't offer that.

16 MS. DAVIS: But your brochure refers
17 to replacement settlement.

18 MR. HARRIS: Replacement housing is
19 what that's referring to. What happens in that
20 case is when your property is acquired you will
21 be given a replacement housing supplement to go
22 out and purchase another home. That's what that

1 is referring to in the pamphlet.

2 MS. DAVIS: Well, the booklet says you
3 may receive supplemental funds.

4 MS. TROTTER: Are you talking about
5 under water mortgage here?

6 MS. DAVIS: Here's what we are talking
7 about. We are talking about --

8 MS. TROTTER: Where you can find
9 information on --

10 MS. DAVIS: No. The question is, I
11 have a home. I have to leave that home. I have
12 to acquire another home to occupy. It's the
13 idea of being made whole in the transfer,
14 because I'm not interested in selling, I'm made
15 to sell. So what we want to see is that
16 homeowners are made whole in the transfer rather
17 than coming up short, having to patch and put
18 together, settle for, and find themselves in an
19 inferior situation than they would have been,
20 other than Norfolk and Southern came along.

21 MS. TROTTER: So what's the question
22 again? I'm sorry.

1 MR. HARRIS: Let me answer.

2 MS. DAVIS: The question is, he's --
3 Mr. Harris is distinguishing fair market value
4 and replacement. We understand there's a
5 difference.

6 We are -- as a community we,
7 of course, want to see our homeowners made
8 whole, rather than simply give -- fair market
9 value today are pennies. We all know that.

10 So the properties in our
11 neighborhoods have been devalued by almost every
12 financial standard known to man and so now to
13 say that my \$100,000 home because it's now
14 worth, according to some, you know,
15 trigonometry -- some trigonometric formula, it's
16 now 35, that we are going to receive 35 because
17 that's the fair market value rather than what we
18 will need to -- what we will need to have to
19 purchase something of equivalent value.

20 MR. HARRIS: Okay. I'm going to have
21 to answer your question in a number of ways.

22 MS. DAVIS: Okay.

1 MR. HARRIS: Of course, the first way.
2 We would acquire your property. The property
3 would be -- sorry about that.

4 Once we acquire the property,
5 we would provide relocation expenses. That's
6 moving costs. That's replacement housing
7 supplement for a purchase of another home. You
8 asked another question in regards to the value
9 of your property now.

10 After you acquired that
11 property or you bought your property when the
12 economy was booming, everyone knows when this
13 was. Property values were skyrocketing. Homes
14 were selling. People bought houses for really
15 numbers that some people maybe think were really
16 high or was fair at the time. At the time that
17 was the fair market value.

18 If you bought a property at
19 those times, we have now what's called a waiver,
20 temporary waiver program that's in effect right
21 now. So if you bought a house, say, five years
22 ago when the market was escalating at

1 astronomical numbers and now the market is
2 declining, as fast as it went up, the fair
3 market value isn't what it is now.

4 If you are in one of those
5 situations where you had bought a home then, we
6 would, through the temporary waiver process,
7 would pay off that mortgage and once we do that
8 we would then still provide a replacement
9 housing purchase supplement, so you can go out
10 and purchase another home.

11 MS. DAVIS: That sounds quite
12 different than saying we're just going to give
13 you fair market value.

14 MR. HARRIS: You're asking a number of
15 questions a number of ways. I'm just trying to
16 answer them.

17 AUDIENCE MEMBER: But what if the
18 house is paid for?

19 MR. HARRIS: Then if the house is paid
20 for, then we are going to give you what the fair
21 market value is of today.

22 AUDIENCE MEMBER: But that's not fair.

1 MR. HARRIS: If you were to sell your
2 house right now to me, what would be fair?

3 AUDIENCE MEMBER: If that was the
4 case, I wouldn't sell my house.

5 AUDIENCE MEMBER: Why would I move and
6 get a house with a mortgage when my house is
7 paid for.

8 AUDIENCE MEMBER: I believe she's
9 saying these two community situations and how
10 the properties have declined because of the
11 situation -- the areas. Our communities, most
12 of the Grand Crossing and the Englewood areas,
13 the properties have gone down because of issues,
14 the community basis -- the property values have
15 gone down.

16 (WHEREUPON, several people
17 were talking at the same
18 time.)

19 AUDIENCE MEMBER: Well, yeah. But I
20 thought you were trying to say because of
21 poverty in the Englewood and the Grand Crossing
22 Area. The property value is down period because

1 of the community, the particular communities
2 that you are going to be working in. You
3 understand what I'm saying.

4 MR. HARRIS: If you have -- okay. If
5 you have a house in the community now, paid for,
6 whatever that's worth, another house not far
7 away, which I'm trying to find you something
8 comparable in the area, it's going to be in that
9 same fair market value.

10 So in a sense even though it
11 may not be the same value that you think it
12 should be worth, you will get another
13 three-bedroom house or a two-bedroom house,
14 that's comparable to the one you're leaving.
15 You are going to be made whole.

16 MR. ESTES: Mr. Harris, I have a
17 question.

18 Is a person confined to the
19 community in which their home is that they are
20 being displaced from? Does that mean that they
21 would only get replacement housing or a home in
22 that community? Or can I say I want to live out

1 in Winnetka, you know what I mean?

2 MR. HARRIS: You will get whatever
3 your fair market value is in the area you're at.
4 You will get that replacement housing
5 supplement. If it's a certain figure, you can
6 use that same figure to go towards a house
7 wherever you want to go.

8 MS. JASPER: So if the person moves in
9 the community and you're saying that they can
10 get a home within the community, it sounds like
11 the idea is that they won't receive -- they
12 won't be in a position to have a mortgage if
13 they didn't have one before. That's a
14 possibility.

15 MR. HARRIS: That is a possibility,
16 yes.

17 MS. JASPER: Okay.

18 MS. DAVIS: Well, correspondingly then
19 and you will probably get to my set of
20 questions, but it relates to the properties that
21 have already been acquired.

22 And my question -- my

1 corresponding question would be then what you
2 are saying is that this no mortgage, made whole,
3 replacement value approach has been taken with
4 all of the properties that have already been
5 acquired? Question mark, question mark,
6 question mark.

7 MR. HARRIS: Are you asking a question
8 what IDOT did or another --

9 MS. TROTTER: Norfolk Southern.

10 MR. HARRIS: I can't answer for
11 Norfolk Southern. They would have to answer
12 that.

13 MS. DAVIS: Well, then may we have
14 Norfolk Southern answer that?

15 MS. TROTTER: Okay. But can we get a
16 little further along and not to -- that we won't
17 be coming back to that, but you said that that
18 was addressed on your question card, right?

19 MS. DAVIS: Yes.

20 MS. TROTTER: Okay. Then I definitely
21 will be reading it.

22 MS. DAVIS: Thank you.

1 MS. TROTTER: This question says the
2 Norfolk Southern rail yard expansion is in the
3 same area of the north one alignment. How would
4 this expansion project impact the north one
5 alignment? Will the elevated track be in the
6 alignment? How will the decision of no build be
7 determined? By public, input project team and
8 who has the final authority?

9 And No. 3, how does the
10 project relate to the Englewood flyover?

11 I could answer one of them,
12 but I will let Tony do the honors.

13 MR. PAKELTIS: Thanks.

14 Okay. The first in regards to
15 how does north one affect the Norfolk rail yard
16 expansion, there is no -- there is no impact.
17 The north one alignment can be constructed
18 without impacting Norfolk's plans to expand the
19 yard.

20 The yard expansion is planned
21 for this area. And it's really inside of the
22 two rail lines in between the Metra line and the

1 NS line. The north one alignment would expand
2 the tracks along the east side of the current
3 tracks so that would not -- as a result that
4 would not impact their plans for expansion.

5 Will the elevated tracks slope
6 in the rail yard? Actually, it slopes away. It
7 goes to the east side, so away from the rail
8 yard. North one, we expand to the east, so on
9 this side and the rail yard is on the west side.
10 So the improvement is going to extend out to the
11 east and not to the west. So it would be away
12 from the rail yard.

13 How will the decision of no
14 build be determined; public input, project team,
15 who has the final authority?

16 Well, as we continue through
17 the process here of evaluating alternatives and
18 selecting a preferred -- a preferred
19 alternative, you know, we're going to be working
20 with our community advisory groups. We are
21 going to get feedback from the public through
22 the public hearing.

1 Ultimately, the decision will
2 be made by the Federal Highway Administration
3 for this project as to whether or not the
4 project moves forward with a build or a no build
5 alternative. But that will be working closely
6 with the project team members and evaluating the
7 input from the public and weighing the benefits
8 and the impacts associated with the project.

9 How does the project relate to
10 the Englewood flyover? Well, they are both
11 CREATE projects, but they are independent. The
12 Englewood flyover is under construction now, and
13 will be completed -- would be completed before
14 this project would begin construction.

15 So, the Englewood flyover is
16 located -- it crosses our project area here and
17 that project includes elevating the Rock Island
18 District tracks over -- the Metra/Rock Island
19 District tracks over the Norfolk Southern. So
20 it crosses the project area and they are both
21 CREATE projects, but they're independent, and
22 the one would be constructed -- the Englewood

1 flyover construction would be completed before
2 this project would go under construction, if it
3 moves to that stage.

4 There's some on the back here,
5 Jakita.

6 MS. DAVIS: Can you say whether there
7 is -- I mean, apart from that they're separate
8 construction projects entirely, is there any --
9 is there any strategic connection or impact as
10 to why the flyover is being done and why the P4
11 is being done? Is there any connection in that
12 way?

13 MR. PAKELTIS: Well, I think if you
14 didn't -- if you weren't to grade separate those
15 tracks with the P1 flyover, again, taking the
16 Metra Rock Island over the Norfolk Southern
17 track, it might be difficult to make this
18 improvement where you would be adding Amtrak
19 trains to that crossing.

20 So the fact that that project
21 is going to occur probably does help make this
22 project -- you know, one of the factors that

1 would make this project possible.

2 MS. DAVIS: Thank you.

3 MR. ESTES: Question. So if the
4 Federal Government has the last and final say
5 period on this project or is it the Illinois
6 Department of Transportation outside of them
7 receiving any funding from the Federal
8 Government, so how does that work?

9 MR. PAKELTIS: Well, obviously, IDOT
10 is a big partner in this process, but under the
11 requirements of the federal law, since we are
12 doing this environmental impact statement,
13 ultimately, the federal -- the lead federal
14 agency, which is the Federal Highway
15 Administration, they have the final say on
16 whether or not the project moves forward.

17 Again, that would be -- you
18 know, they would be working with IDOT, and they
19 would be -- you know, IDOT would be, I'm sure,
20 in concurrence with the Federal Highway
21 Administration, if it was going to move forward.
22 But, ultimately, it's the Federal Highway

1 Administration's final decision.

2 All right. The next question
3 is, I understand how this benefits the railroad,
4 but how will this benefit the community?

5 Well, overall the Create --
6 you know, as part of the CREATE program where
7 the goals are to move freight and passenger
8 trains more efficiently through the community.

9 And then there is -- as
10 mentioned in the presentation and on some of the
11 slides, some of the goals associated with the
12 CREATE program include improved regional air
13 quality, improvement to reduce traffic delays at
14 grade crossings, enhancing public safety,
15 reducing energy consumption. Those are all
16 benefits that are part of the CREATE program of
17 which this project is part of.

18 AUDIENCE MEMBER: I guess my question
19 is how? How is that so? How does it improve
20 public safety?

21 MR. PAKELTIS: Well, as part of the
22 CREATE program, there's a number of grade

1 separation projects. So that would be
2 separating the highway traffic from the rail
3 traffic. So that would improve safety. That
4 would be one element.

5 AUDIENCE MEMBER: I have a question.
6 It goes back to the previous question that was
7 just asked.

8 Where the decision to move
9 forward on the project and you said that the
10 Federal Highway Administration has the final say
11 so. Just how much input from the community is
12 going to be considered? I mean, we are being
13 asked for our input, and we are being asked
14 regarding options. Is it really going to be
15 considered? Or as you said, they have the final
16 say so.

17 MR. PAKELTIS: Well, it will be
18 considered certainly. You know, I can't put a
19 percentage on it, but it's part of the -- it's
20 just part of the process and that will be
21 weighed along with, again, the benefits and the
22 impacts of the project, and they will make that

1 decision on whether or not to move forward.

2 Will housing options be
3 available for the residents who are displaced?

4 I think we have probably
5 covered that.

6 MS. TROTTER: That was covered.

7 MR. PAKELTIS: All right, Jakita.

8 MS. TROTTER: Everyone, it's going on
9 about 7:15, and I want to be, you know,
10 cognizant of the time and everyone's time that
11 is here.

12 So what I'm going to ask if
13 you do have anything additional over these
14 questions, you have, what is it, a three-week
15 comment period for you to apply to this public
16 meeting, and then there's several ways that I
17 believe it's listed on the last slide there as
18 to how you could, you know, provide us with your
19 comments.

20 And so for the sake of time,
21 I'm going to ask that you provide additional
22 comments that way so that we can get through the

1 cards that we do have here.

2 Moving forward, regarding the
3 N1 and N2, how many residential or commercial
4 displacements have currently taken place?
5 Meaning, how many properties acquired, list of
6 those addresses acquired, dates of acquisition,
7 prices paid.

8 And No. 2, were zoning changes
9 requested, made or will they be required?

10 This sounds like it's for a
11 totally different project from the Grand Rail
12 Crossing Project. And more specifically, the
13 Norfolk Southern acquisition that is going on
14 right now.

15 Cabell, can you speak on this
16 please. This is Cabell Brockman. He is a
17 representative from Norfolk Southern. Thank
18 you.

19 MR. BROCKMAN: You're welcome.

20 Just a quick overview on what
21 we are doing here. I'm assuming we're talking
22 about the Garfield area where we have been

1 purchasing a bunch of properties for expansion
2 of our rail yard. Is that where this question
3 is entitled to?

4 MS. DAVIS: Yes.

5 MR. BROCKMAN: Okay. Just, I guess, a
6 brief quick history here on this project.

7 Our intermodal business has
8 grown in the Chicago area, and we had to make a
9 choice on whether we want to stay inside Chicago
10 or go outside the city; namely, to Joliet. Some
11 other railroads have went to Joliet with
12 terminals. We looked at that option, but then
13 we decided we want to stay inside the city.
14 That's where our railroads are located.

15 We looked at areas inside the
16 city where we could expand. Our biggest issue
17 right now is the overcrowding of our parking for
18 our trailers that move on the intermodal trains.
19 They are in the 55th Street yard right in the
20 Garfield neighborhood.

21 We saw the opportunity just
22 north of Garfield. There was some vacant

1 property there. I believe there was a liquor
2 store there that we could purchase to where we
3 could build up the property there and use that
4 for excess parking. We acquired that land.

5 And if you have been there
6 during the last week or so, you may have noticed
7 it has been cleared out. The trees are down,
8 and we are starting construction in there where
9 we are going to raise the property, and that is
10 where our overflow trucks will be parked.

11 After we looked at that, we
12 started looking -- you know, once again, the
13 question came up where do we want to expand, and
14 we saw that we had the opportunity to continue
15 south to expand our rail yard. It's something
16 we kicked around within the corporation, and we
17 decided to look at expanding it there.

18 We then started going to the
19 neighborhood. We did hire a real estate agent
20 and a lawyer here in Chicago. They started
21 going through the neighborhood. They went door
22 to door, talked to people about selling their

1 property. We looked at vacant property. We
2 left fliers. I believe -- you know, they did
3 what they could to reach everybody down there.

4 MS. DAVIS: And what year did that
5 start?

6 MR. BROCKMAN: Oh, maybe three years
7 ago. I'm not sure. You know, I wish I could
8 tell you. I have been in Chicago for a year,
9 but I want to say it's probably been going on
10 for three or four years.

11 But the property that has been
12 acquired today, it's been willingly sold to us.
13 We have not pushed anybody into selling. You
14 know, everything we have done we have been
15 contacted. We have been in contact with
16 everyone else, and we have worked it out with
17 everyone.

18 Looking at the property that
19 is selling right now, I will tell you we have
20 been very surprised at how much property we have
21 acquired. This project right now is a ten-year
22 project for us. We are not expecting to have

1 this intermodal facility anytime soon.

2 Like I said, it's broken down
3 into phases, and our first phase is this parking
4 lot, and that's happening right now. We can see
5 it where it started.

6 MR. ESTES: How many jobs does --

7 MS. DAVIS: Excuse me. Excuse me.
8 I'm still working on this question; okay.

9 So between three and four
10 years ago you started acquiring properties. You
11 say that people sold willingly. At a later time
12 we can unpack that, and I would like to.

13 When you say you are surprised
14 at how many properties you acquired, how many
15 have that -- part of the question is how many
16 have you acquired?

17 MR. BROCKMAN: I want to say right now
18 we have acquired about 65 to 70 percent of the
19 properties inside -- inside our area where we
20 want to build our terminal.

21 MS. DAVIS: And how many,
22 approximately, structures is that?

1 MR. BROCKMAN: 250 maybe. It's a
2 large facility. It's a plot and I would have to
3 go back and look at it. And it's something I
4 don't look at everyday. I am not in the real
5 estate department. I don't deal with it
6 everyday. It's from what I gather when we have
7 meetings.

8 MS. JASPER: Is any of that
9 information on the website somewhere?

10 MR. BROCKMAN: We don't have a website
11 for that. I can't say that we will create one.
12 That's just something inside of the corporation.
13 We haven't done it. It's not saying we can't do
14 it in the future. But no, it's not on the web.
15 No, ma'am.

16 MS. DAVIS: Have you used the same
17 real estate agent?

18 MR. BROCKMAN: Yes.

19 MS. DAVIS: And what agent is that?

20 MR. BROCKMAN: His name is Mark
21 Matherson. I think it's Matherson Real Estate.

22 MS. DAVIS: He is the attorney, isn't

1 he?

2 MR. BROCKMAN: Yes, but he's also with
3 the real estate department.

4 MS. DAVIS: Mark Matherson?

5 MR. BROCKMAN: Yes.

6 MR. ESTES: How many jobs, Cabell, has
7 that -- will this project --

8 MS. DAVIS: Excuse me. He's still
9 working on that list of questions right there.

10 MR. ESTES: Oh, I'm sorry.

11 MR. BROCKMAN: So right now, like I
12 said, we are between 65 to 70 percent complete.
13 When I say the number of places that -- when I
14 say we're surprised to see how many are selling,
15 this month alone we are going to close on 30
16 houses that we have purchased.

17 And like I say, you know,
18 people have started coming to Mr. Matherson
19 wanting to sell and working out deals with him.
20 And I know there was a question on here talking
21 about dates. I don't have that and not with me.
22 The prices paid, they vary. Once again --

1 MS. DAVIS: Are you the person I would
2 follow up with for that information?

3 MR. BROCKMAN: No. But we can talk
4 afterwards and we can figure out who we can get
5 you to follow up with.

6 MS. DAVIS: Okay.

7 MR. BROCKMAN: And, once again, we are
8 getting into this -- I am not in the real estate
9 department. I don't know if this is
10 information -- I know it will be public records
11 one day when it's all closed and final and we
12 can get it. And until then I don't think I can
13 really tell you what we are offering people and
14 what --

15 MS. DAVIS: I'm sorry. I'm sorry.

16 To be in our neighborhood
17 acquiring properties at that scale, I don't
18 think it's appropriate for you to say you're not
19 sure you can share that or you would be willing
20 to share that. This is extremely important.

21 MR. BROCKMAN: Well, I know my
22 position, myself in the transportation

1 department. I am not in the real estate
2 department. I am not able to speak for my
3 corporation on what we are paying.

4 Now, as for the people that we
5 have made offers to or the offers that come back
6 to us, I can -- we cannot give that to you right
7 now because that would be against the law.
8 Not until it's a public thing when we close --

9 MS. DAVIS: I'm talking now about
10 acquired, past tense.

11 MR. BROCKMAN: Like I say, that's not
12 my specialty here with the Norfolk Southern.
13 I'm not in the real estate department. I am
14 transportation and that's who I represent here.

15 MS. DAVIS: And, of course, you could
16 probably tell the motivation behind the question
17 relates to the conversation I was having with
18 Mr. Harris are these -- are these people being
19 made whole.

20 MR. BROCKMAN: Okay. Well, since this
21 is a private project and it's funded completely
22 by a private corporation, which is Norfolk

1 Southern, we don't necessarily follow in the
2 same guidelines that IDOT does. We work our own
3 deals with the people in the neighborhood. And
4 that is why we have been successful so far in
5 acquiring the property. We have not forced
6 anybody to sell. It's all been willingly sold
7 and people have come to us. So, you know --

8 AUDIENCE MEMBER: And the City of
9 Chicago hasn't done anything with the
10 neighborhoods where the property is anyways. So
11 I mean --

12 (WHEREUPON, several people
13 were talking at the same
14 time.)

15 MR. BROCKMAN: You know, we've got
16 a -- have got a -- we've got a lot more to go
17 here, and we can talk -- we can talk offline.

18 MS. DAVIS: But the question about the
19 zoning, that's on there.

20 MR. BROCKMAN: Were the zoning changes
21 requested, made?

22 Once again, I will check with

1 the real estate department on that.

2 MS. DAVIS: I mean, are you -- you're
3 going from residential or commercial to
4 industrial.

5 MR. BROCKMAN: Yes.

6 MS. DAVIS: I'm assuming there will be
7 zoning changes.

8 MR. BROCKMAN: There would be zoning,
9 yes. That is correct.

10 MS. DAVIS: So some zoning changes
11 have already been approved then, have they not?

12 MR. BROCKMAN: I'm assuming. Once
13 again, I will have to check with the real estate
14 department.

15 MS. TROTTER: Jeff Sriver from CDOT.

16 MR. SRIVER: Just to speak to the
17 zoning before. I mean, NS cannot build an
18 intermodal yard on residentially zoned property.
19 So before that yard gets built, NS will not only
20 have to own the property, but will also have to
21 change the zoning. So that will be something
22 that will have to take place in the future.

1 That has not taken place yet.

2 MS. DAVIS: How do you know you will
3 get the zoning?

4 MS. TROTTER: Thank you.

5 Why can't Amtrak use the old
6 post office to receive trains? It's only one
7 block south of Union Station along the rail line
8 Amtrak.

9 MR. JAMES: Thanks. I'm Derrick James
10 with Amtrak here in Chicago.

11 We are actually engaging with
12 the City of Chicago in a master plan to figure
13 out how to make Union Station more efficient.
14 There are a number of possibilities that are
15 being considered, and we are engaged in sort of
16 a public outreach process on that right now
17 seeking public input. And I would welcome
18 whoever asked that question to engage me
19 afterwards. I'm here with my friend, Jeff
20 Sriver, from the City of Chicago who is working
21 with us on that. The website address for that
22 if you want to see what we have done to date

1 is --

2 MR. SRIVER: It's not related to this
3 project. It's a completely different project,
4 but if you're interested it's
5 www.unionstationmp.org. And it's all one word,
6 unionstationmp for master plan.

7 MS. JASPER: Dot org?

8 MR. SRIVER: I think .com works, too.
9 We've got both, I think.

10 MS. TROTTER: Thank you.

11 If 75 feet east of the current
12 railroad embankment plan north No. 2 is taken,
13 will the swimming pool in Fuller Park be
14 affected?

15 MR. PAKELTIS: Yes, it would be. That
16 pool would be impacted by the project if we use
17 the north two alignment.

18 MS. TROTTER: I think Grand Crossing
19 Rail project is a great project. I think it
20 will work for everybody, help with jobs,
21 transportation, and safety and etc.

22 I would be happy when the

1 project will start and hope that the project be
2 a success.

3 Well, thank you. The question
4 is -- someone did it. Oh, she even signed her
5 name.

6 (WHEREUPON, several people
7 were talking at the same
8 time.)

9 MS. JASPER: Yes, I know who wrote
10 that.

11 MS. TROTTER: Yes.

12 Are there going to be advanced
13 skill training for this particular project?

14 Well, you know, earlier you
15 were introduced to a young lady that is the
16 coordinator for the Highway Construction
17 Training Program that IDOT sponsors.

18 And I think if you recall I
19 also mentioned -- well, no, that was at the
20 first meeting -- that there is a
21 pre-apprenticeship program that Metra is -- will
22 be rolling out for the Englewood flyover

1 project, which is a CREATE project. That's on
2 63rd and State.

3 So 2, will there be an
4 advanced skill training for this program for
5 when it does come into the phase three of
6 construction? I would certainly hope so. But
7 right now what's currently going on is just what
8 I had mentioned.

9 And thank you.

10 Can you ID all rail parties
11 doing research in the study area? There is such
12 a wide base covering the area and extended far
13 beyond the anticipated construction area. Why
14 is it that way? I'm not really sure of this
15 question.

16 MR. PAKELTIS: I think it's maybe a
17 couple parts here. Can you ID rail parties
18 doing research in the study area?

19 Well, I think I can identify
20 what railroads are located in the study area. I
21 don't think I can necessarily confirm that they
22 are doing any research on it.

1 But if you could put up a map
2 here that shows the area. That's pretty good.

3 All right. So in the
4 project -- again, this orange band is our --
5 what we have identified as our study area. This
6 corridor includes both the Canadian National or
7 CN, as well as Metra. And then there's the
8 Norfolk Southern operating here and then in this
9 area it continues to be the Norfolk Southern
10 extending to the north. And then to the west of
11 that this is currently Metra tracks where Metra
12 Southwest service currently operates. We also,
13 as we mentioned earlier, in this area we crossed
14 over the Metra/Rock Island District tracks. So
15 those are the -- those are the railroads in our
16 study area.

17 And then the next part here,
18 there's such a wide band covering the area and
19 extends far behind the anticipated construction
20 area. Why is it that way?

21 I think we covered that a
22 little bit earlier, and I know there has been

1 some concern with that, but I have been calling
2 it a broad brush to identify our study area.
3 And really the limits of that were arbitrary.
4 Again, it was just to give you a general sense
5 of where the project was located and not in any
6 way to indicate the extent of potential impacts
7 or improvements.

8 MS. TROTTER: Well, don't go away.

9 Would the project affect this
10 neighborhood on 54th to 55th and Shields Avenue
11 to the homeowner to sell their home before 2014?

12 MR. PAKELTIS: I don't know who asked
13 that question, but we have more detail on the
14 board. I would be happy to go over and discuss
15 that with you. That is right in the area where
16 our north two alignment is, so there could be
17 the potential for impact. But I would like
18 to -- if you -- if that individual wants to see
19 me after the presentation, I would be happy to
20 explain what we are looking at in that area.

21 MS. TROTTER: It remains difficult for
22 me to fully measure the impact experienced by

1 Amtrak. Share with us more Amtrak's immediate
2 needs and its estimates of services delays.

3 Derrick. Mr. Derrick James.

4 MR. JAMES: I will do my best to
5 answer that question. If I don't completely
6 answer it, I will be staying afterwards. So
7 whoever it was, please feel free to pull me
8 aside.

9 It's estimated right now to be
10 six trains that we operate daily over the route
11 that's being proposed here. The current route
12 we experience roughly -- we would be able to
13 save 19 minutes per trip. So multiply that
14 times six trains a day times 365 days a year.
15 That 19 minutes, that times the customers are on
16 the train, that times that diesel fuel is --
17 when we are waiting at the 16th Street crossing
18 that diesel fuel being emitted in the
19 environment, that crew times. So, in essence,
20 to get more folks to ride passenger trains and
21 get them out of their cars, which are less
22 efficient than trains, requires the train to

1 move faster and be more reliable.

2 So that's sort of the
3 rationale behind this project and many others
4 like that for CREATE. The CREATE project
5 overall, again, is to move freight and passenger
6 traffic through the city, which makes Chicago a
7 more traffic-attractive place to do business.

8 MS. TROTTER: Thank you, Derrick.

9 Want to know the difference
10 between the north two alternatives for rise
11 railroad.

12 MR. PAKELTIS: What was the other
13 alternatives?

14 Well, I'm not sure I fully
15 understand that question. If I don't answer
16 it -- if I don't provide exactly what you're
17 looking for, you can let me know here.

18 The north two alternative,
19 those tracks are elevated because they need to
20 operate at the same level that the existing
21 Norfolk Southern tracks operates through that
22 area, and so there is really no option here.

1 This new track would have to
2 be elevated. You can't be -- it can't be -- it
3 can't be at street level. So there's no --
4 there's no option there. Alternatively, it
5 wouldn't function if that alternative were at
6 street level. So, I hope that answers the
7 question.

8 MS. TROTTER: Well, that's what we
9 have for my -- at least in my hand right now.

10 And any other questions or
11 comments, as I said, can be presented to the
12 project team of which there will be a written
13 response. And you have the open window period
14 of three weeks from today's meeting in order to
15 send in those comments or questions.

16 AUDIENCE MEMBER: If you would indulge
17 me, this is just a simple question. I came in
18 late. I do apologize.

19 How is this information being
20 disseminated to residents of Grand Crossing and
21 Englewood? Because I as a homeowner of a
22 multi-unit building, so now my tenants would be

1 impacted, I would like to know how am I getting
2 them this information. I am not going to send
3 them to a website to decipher this information.

4 So I found out about this
5 forum by word of mouth. When you check in, they
6 asked you how did you learn about this
7 information. I would expect in the grand scheme
8 of planning like this from the Federal
9 Government down to my block somebody would have
10 given me a letter, whether it's my elected
11 officials, the railroads, anybody should have
12 sent me a letter. Every time I sign in you get
13 all my information and nobody is mailing me
14 anything and telling me about it. I'm not
15 getting an email, phone call, nothing.

16 So how is this information
17 being disseminated to our residents?

18 MS. TROTTER: Through letters, through
19 fliers. We've also advertised -- let me finish,
20 please.

21 AUDIENCE MEMBER: Please.

22 MS. TROTTER: Okay. Through letters,

1 through fliers, through advertisements in the
2 newspaper, local and national or the Sun-Times,
3 through door hangers.

4 And specific numbers I think
5 it was, oh, about 1200 fliers, I believe, or
6 more. Door hangers that were -- that were
7 presented. All of the elected officials of
8 which are 11 of such they all received
9 deliveries of quantities. The libraries. I
10 think that there was some grocery stores. We
11 also have a handout over there about getting the
12 word out.

13 How we did it for the first
14 meetings and how -- and also some additional
15 information for how we did it for this second
16 meeting.

17 AUDIENCE MEMBER: Second part of the
18 question is you mentioned our elected officials.
19 So I know they are aware of it. We don't know
20 about it.

21 MS. TROTTER: Yes, they are.

22 AUDIENCE MEMBER: So I will be

1 contacting my elected official to letting them
2 know that my block nobody got anything.

3 MS. TROTTER: What is your block?
4 Where is your block located?

5 AUDIENCE MEMBER: 6900 South on Union.

6 MS. TROTTER: 6900 South Union.

7 AUDIENCE MEMBER: And I understand the
8 project is being done in phases as well. So
9 maybe you are only communicating with the people
10 who are directly impacted during that phase.

11 I'm just saying if that has
12 been going on for three or four years, I just
13 learned of it two weeks ago from somebody in
14 this room.

15 MR. PAKELTIS: Well, let me just
16 clarify a couple things there.

17 Our project has been going on
18 for three or four years. It actually started
19 last year. Our first round of public
20 involvement started at the end of last year. We
21 had our first round of public meetings in
22 December of last year.

1 And yes, our project is going
2 on in phases. Our first phase is environmental
3 clearance and preliminary engineering. The
4 second phase is where we would prepare final
5 design plans, and the third phase would be
6 construction.

7 However, the project that we
8 are studying now is the full extent of our
9 project. So it's the later phases aren't going
10 to, you know, produce a wider impact. The
11 project that we are presenting today is the one
12 that we would move forward with.

13 In terms of getting -- in
14 terms of additional information about how we got
15 the word out, you can see either me or you can
16 see Craig Moore right after the meeting. He
17 brought the map that indicates where we
18 distributed all of our materials and he can show
19 you that.

20 But at 69th and Union, you're
21 outside of where we would be sending post cards
22 or hanging fliers because you're outside of the

1 direct impact of the project.

2 Thank you. I think that's it.

3 MS. TROTTER: Well, this brings us to
4 the conclusion. I'm sorry, yes.

5 AUDIENCE MEMBER: You know, one of the
6 things I would like to say, if we have more
7 communication, maybe like a community liaison
8 manager that would actually work with you guys
9 to ensure that your information is getting out.
10 You know, I mean have you all thought about
11 that?

12 MS. TROTTER: Yes, we have. We have
13 community advisory groups which are
14 representatives of -- from community
15 organizations, block clubs, neighborhood groups,
16 private residents, elected officials. So yes,
17 the police, the schools.

18 AUDIENCE MEMBER: Could you provide a
19 list so -- could you provide a list so
20 individuals like her could actually go to and
21 see so they could actually talk to in their
22 community so they can actually get up the

1 information.

2 MS. TROTTER: Well, again, for that
3 particular -- in that particular instance, I
4 believe it's because her block is, you know, on
5 the outskirts of the project study area as to
6 why that there is no direct communication to
7 her. And thus, you know, it was not necessary
8 to extend out that far.

9 AUDIENCE MEMBER: Where are people
10 that can answer those questions?

11 MS. TROTTER: Can answer what
12 questions, ma'am?

13 AUDIENCE MEMBER: The elected
14 officials and all the other people.

15 MS. TROTTER: They were invited and
16 also called, so I can't speak for them.

17 But there was -- Alderman
18 Cochran was here earlier, but all are invited.
19 All received letters. All received phone calls.

20 MR. ESTES: Jakita, with all due
21 respect, you're closing out the meeting?

22 MS. TROTTER: Yes.

1 MR. ESTES: That information that you
2 have up there is not specific to my question,
3 which was for the gentleman from Norfolk
4 Southern.

5 Is that correct? Is that your
6 name, Cabell?

7 MR. BROCKMAN: Yes.

8 MR. ESTES: So I was asking the
9 question.

10 MS. TROTTER: Then that should be
11 taken on the side then.

12 MR. ESTES: The question that I was
13 asking was how many African Americans have you
14 all or will you be employing, since you have
15 done this massive purchase of property in terms
16 of jobs, as well as entrepreneurship
17 opportunities?

18 Can you speak to any of that
19 or do you have a plan for that? Or do you have
20 any intent to empower people from the community?

21 MR. BROCKMAN: Yes. And I'll talk to
22 you once she finishes up.

1 (WHEREUPON, several people
2 were talking at the same
3 time.)

4 MS. TROTTER: But that's not part of
5 this project. We want to try to keep this
6 focused on the project, but I understand, you
7 know, why you want to hear that information.
8 But -- and you still can. You guys can all go
9 over there after this meeting to finish this
10 project -- you know, at the conclusion of this
11 meeting. That's all that we are asking. We
12 want to keep it project related or focused.

13 Norfolk Southern's project has
14 nothing to do with this one.

15 AUDIENCE MEMBER: Well, the impact
16 report is --

17 MS. TROTTER: It has nothing to do
18 with this one.

19 AUDIENCE MEMBER: Well, the impact
20 report will because it's lead and asbestos and
21 so to make that kind of acquisition and then
22 demolition will, we hope, add value or add some

1 reporting about the impact in terms of lead
2 related.

3 MS. TROTTER: Well, that's why we have
4 a representative here from Norfolk Southern to
5 speak to your concerns in regards to that other
6 project.

7 But right now we are going to
8 conclude the meeting for this evening.

9 MS. DAVIS: But Jakita --

10 MS. TROTTER: And I want to thank --
11 can I finish, please.

12 MS. DAVIS: Okay.

13 MS. TROTTER: And I want to thank
14 everyone again for coming out and, you know,
15 spending the time with us. You will be hearing
16 from us again soon.

17 It's still -- it is not too
18 late to provide us your input and you the -- for
19 this particular project public meeting, I'm
20 sorry, it's a three-week open window period.
21 Information on where to send your comments and
22 questions are on the documents that you received

1 from the sign-up table.

2 MS. DAVIS: There is an open issue of
3 a replacement public meeting.

4 MS. TROTTER: And we are looking into
5 that.

6 MS. DAVIS: But I think it's important
7 for people here to know that rather than saying
8 that the next meeting is going to be a public
9 hearing in 2013 and --

10 MS. TROTTER: We are looking into
11 having possibly another public meeting.
12 Information will be provided when we have it
13 available. At this point we do not.

14 MS. JASPER: So this is like the last
15 one before --

16 MS. TROTTER: As I said, we are
17 looking into having a -- possibly having another
18 public meeting. Specific information is not
19 available at this time. Thank you.

20

21 (WHICH WERE ALL THE PROCEEDINGS HAD
22 IN THE ABOVE-ENTITLED MATTER.)

1 STATE OF ILLINOIS)
)
2 COUNTY OF C O O K)

3
4
5 I, DONNA T. WADLINGTON, a
6 Certified Shorthand Reporter, doing business in
7 the County of Cook and State of Illinois, do
8 hereby certify that I reported in machine
9 shorthand the proceedings in the above entitled
10 cause.

11 I further certify that the
12 foregoing is a true and correct transcript of
13 said proceedings as appears from the
14 stenographic notes so taken and transcribed by
15 me this 16th day of April, 2012.

16
17
18 _____
19 DONNA T. WADLINGTON
20 CSR #084-02443
21
22

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