APPENDIX B

Public Hearing Display Boards

West Lake Corridor Project
Public Hearing Open House

Welcome!

Purpose of the Hearing

- Provide information on the Project
- Present the potential impacts and benefits of the Project
- Provide an opportunity to comment on the Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation

Open House Process

- Sign-in & Get Handouts
- Watch Presentation
- View the Exhibits
- Reveiw the DEIS Document
- Ask questions of the Project Team
- Comment at tonight's public hearing by speaking to a court reporter or filling out a comment card

Comments due by February 3, 2017

Project Overview

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Project Purpose and Need

Purpose

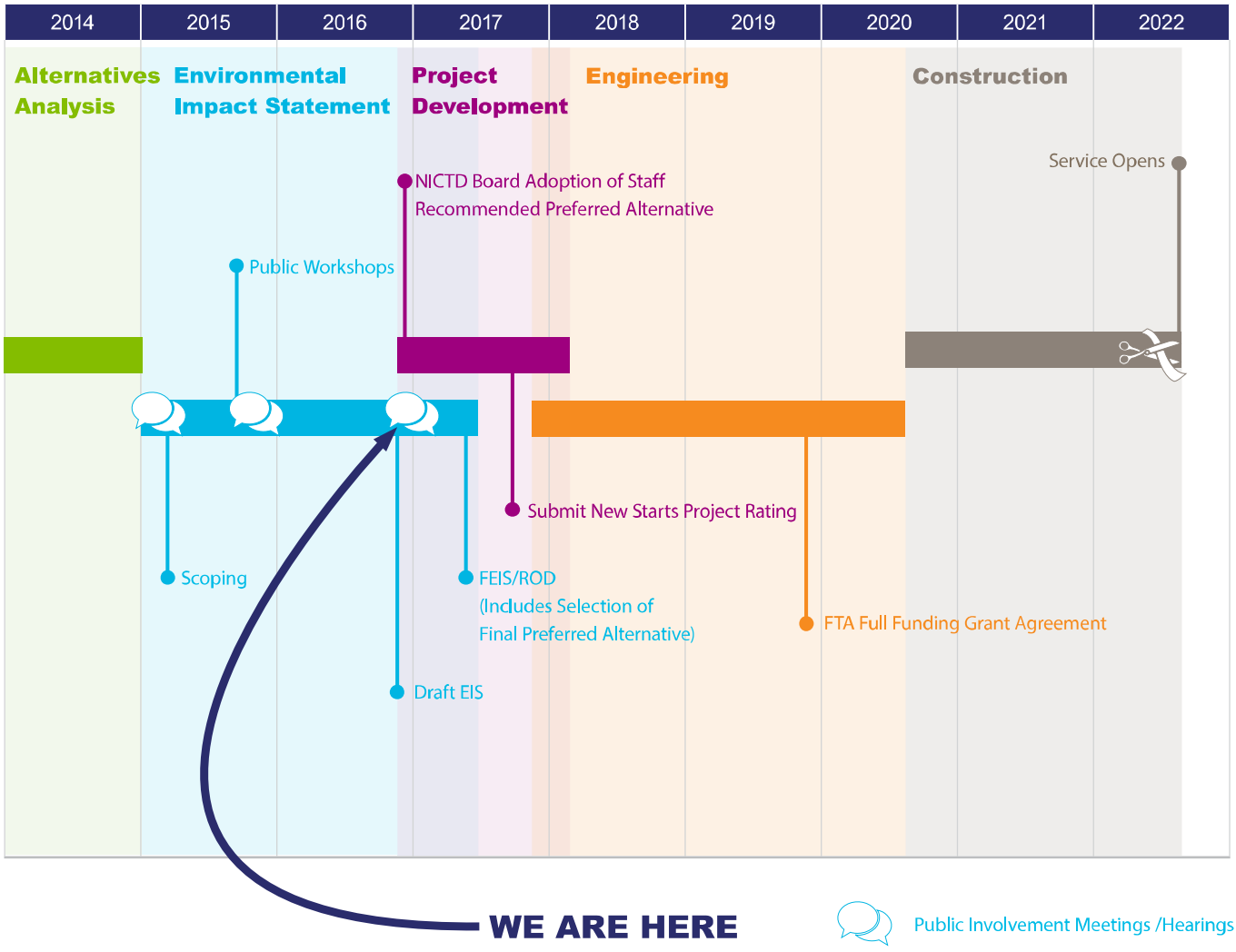
- Increase transportation options for central and southern Lake County residents traveling to downtown Chicago, reduce travel time and travel costs, and promote economic development opportunities in Lake County

Project Needs

- Limited reliable transportation options for accessing downtown Chicago from the study area
  ☑ **Increase transportation options for accessing downtown Chicago**
- Congested roadway system connecting Northwest Indiana and downtown Chicago
  ☑ **Reduce travel time to downtown Chicago**
- Parking at existing transit stations is oversubscribed
  ☑ **Reduce the parking burden at existing transit stations**
- High costs associated with driving to downtown Chicago
  ☑ **Reduce travel costs**
- New transit service is a key component in achieving economic development goals of local and regional plans
  ☑ **Promote economic development**

Overall Schedule

West Lake Corridor Project



Review and Comment: Information Presented in the DEIS

No Build Alternative

Build Alternative Options

NEPA Preferred Alternative

Environmental Impacts

Traffic Impacts

Social Impacts

Economic Impacts

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What is NEPA? What is an EIS?

The National Environmental Policy Act (NEPA)

requires federal agencies to integrate environmental values into their decision making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to those actions.

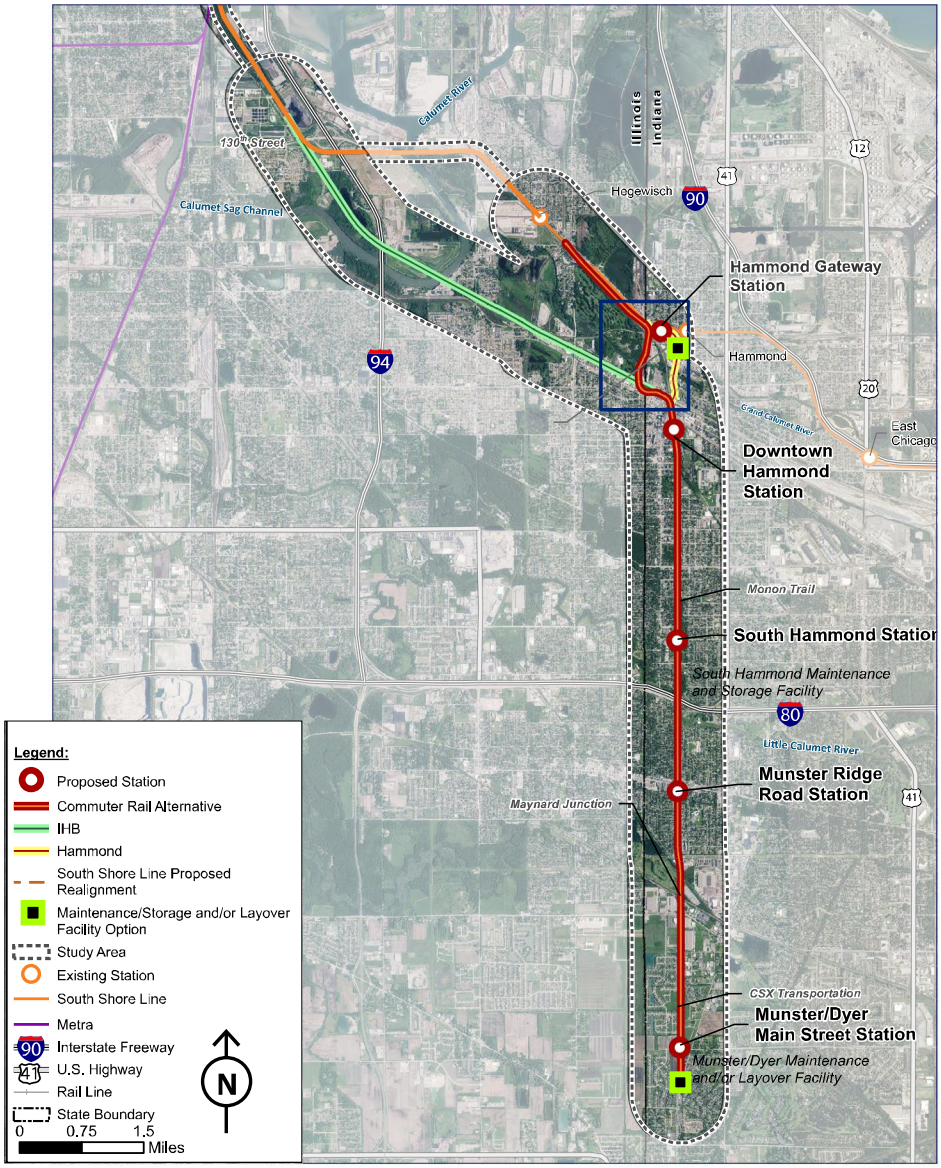
Environmental Impact Statement (EIS)

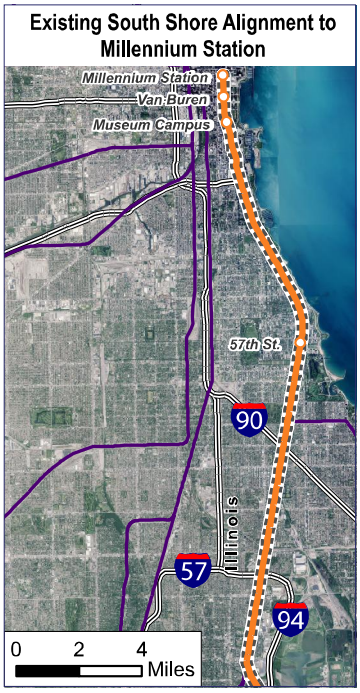
is a requirement of the National Environmental Policy Act (NEPA) for projects seeking Federal Action that may result in a significant effect on the quality of the Human or Natural Environment. An EIS is a tool for decision-making.

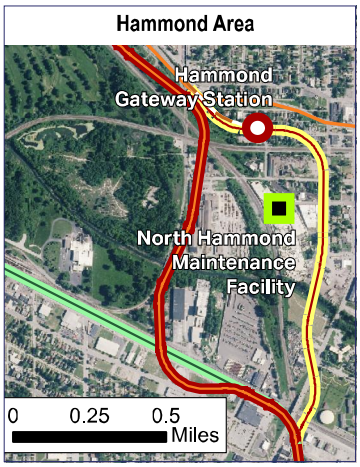
Environmental topics studied include:

- Purpose & Need
- Transportation
- Land Use & Zoning
- Socio-Economic Conditions
- Neighborhood & Community Services
- Visual & Aesthetic Considerations
- Historical & Archaeological Resources (Section 106)
- Parks and Recreation (Section 4(f))
- Natural Resources
- Water Resources
- Air Quality
- Noise & Vibration
- Energy Use
- Hazardous & Contaminated Materials
- Safety & Security
- Property Acquisitions
- Residential & Business Displacements
- Construction Impacts
- Environmental Justice
- Indirect & Cumulative Effects
- Public & Agency Input

Alternatives Evaluated in the DEIS







No Build Alternative

(includes only planned and programmed projects)

Build Alternatives

- Commuter Rail Alternative (4 Design Options)
- Indiana Harbor Belt (IHB) Alternative (4 Design Options)
- Hammond Alternative (3 Design Options)
- Maynard Junction Rail Profile Option (considered in conjunction with select Build Alternative Options)

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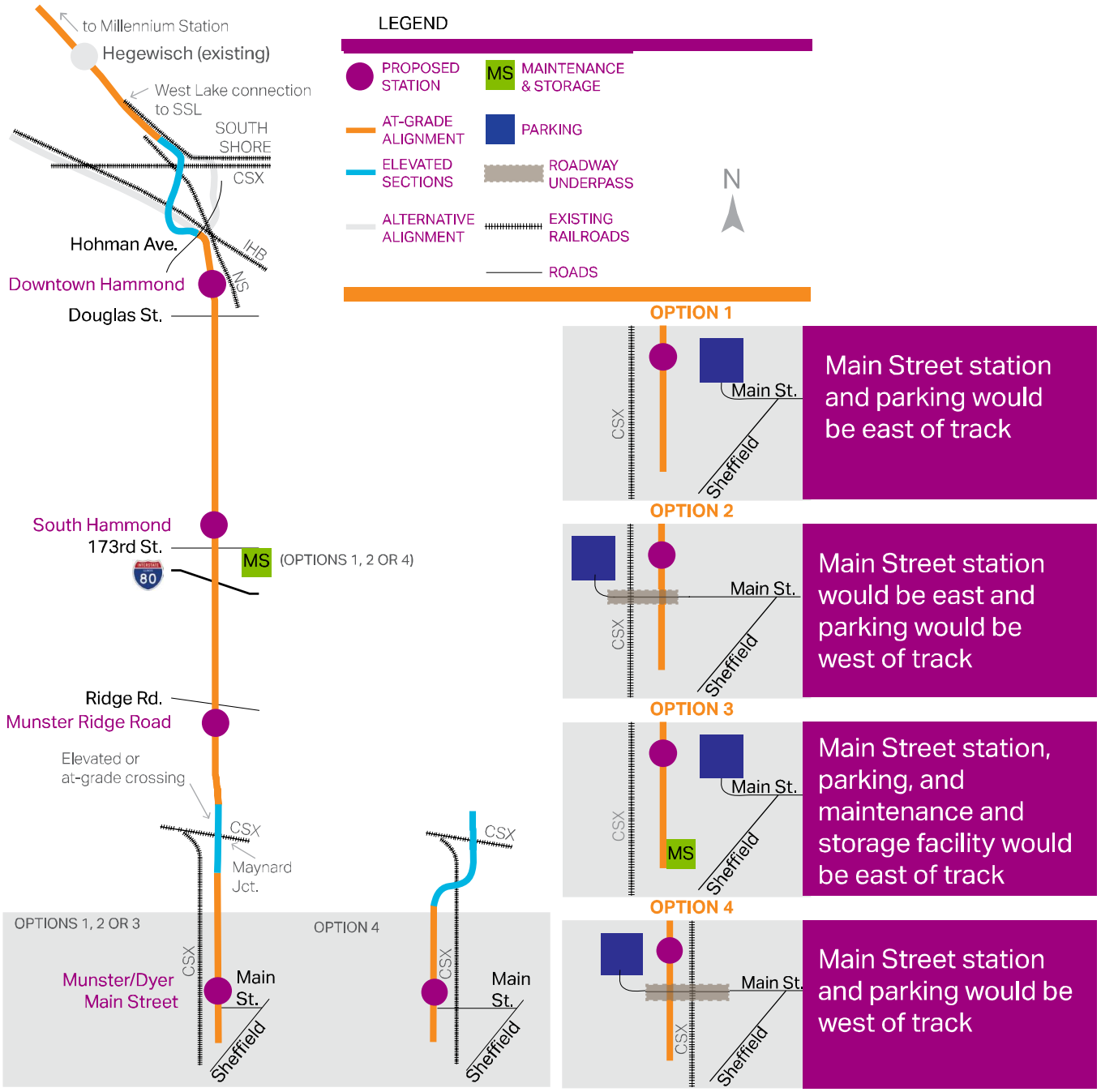
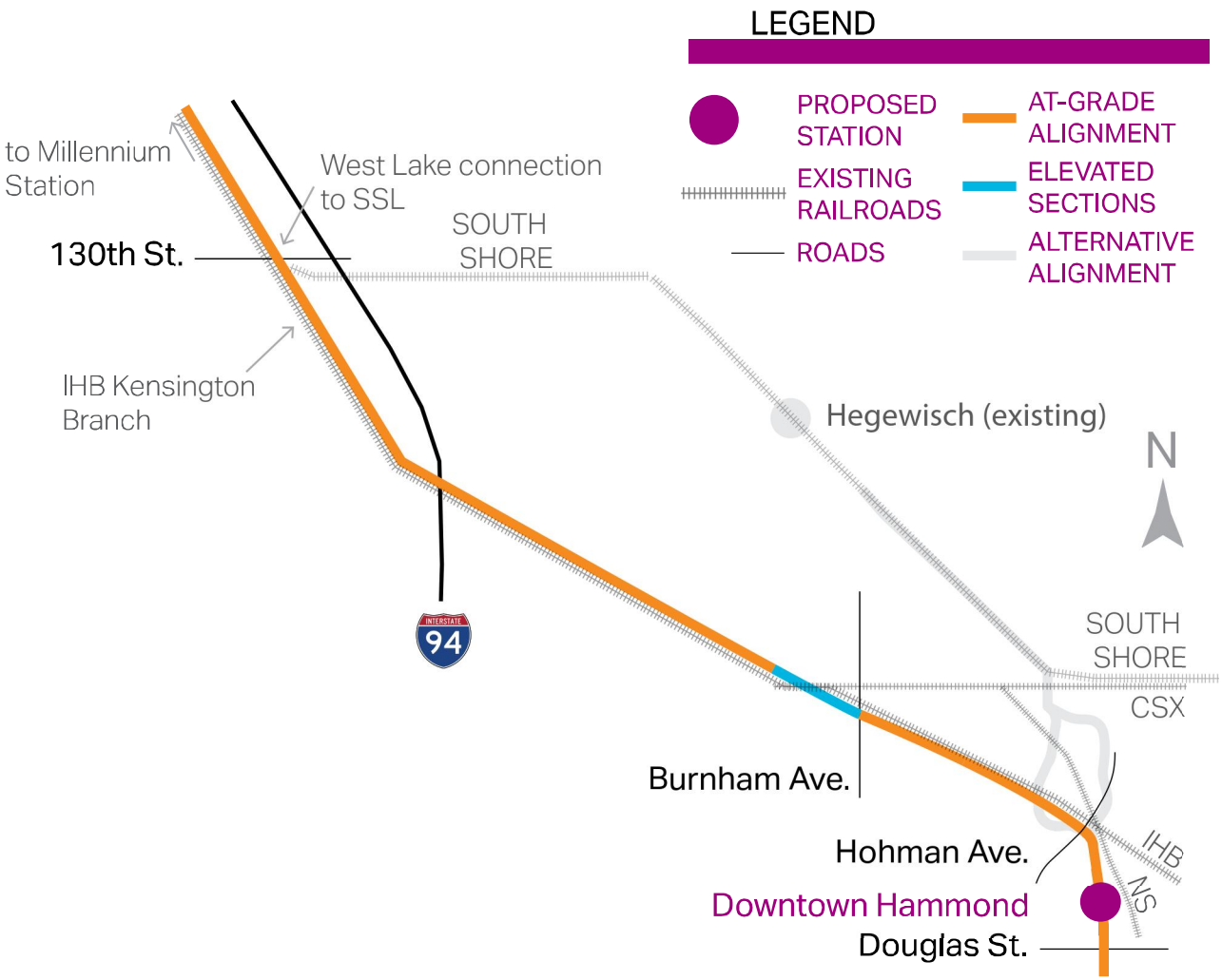
Commuter Rail Alternative



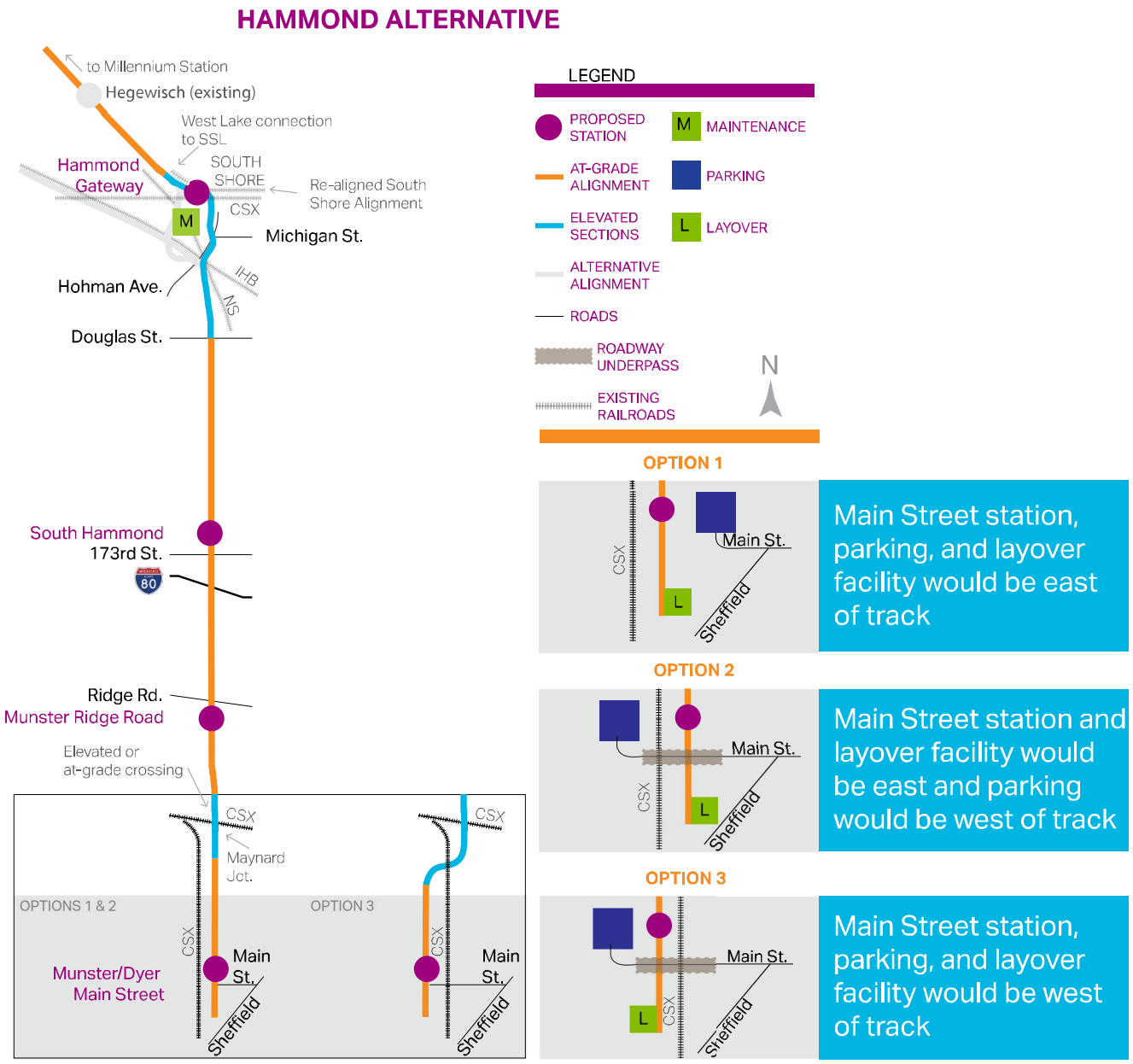
- Approximately 9 mile route extension; 4 new stations
- Maintenance and storage facility (2 locations considered)
- Connects to South Shore Line near Hegewisch Station

IHB Alternative



- Approximately 12 mile route extension; 4 new stations
- Connects to South Shore Line near 130th St. in Chicago
- Proposed design of the IHB Alternative options are the same as the Commuter Rail Alternative south of Douglas Street in Hammond

Hammond Alternative



- Approximately 8 mile route extension; 4 new stations
- Maintenance Facility in north Hammond, Layover Facility near Main St.
- Connects to SSL near Indiana-Illinois state line

Service Elements

Trains

Photo: South Shore Line Train

- Existing South Shore Electric Trains

Stations

Photo: Hegewisch Station, SSL

- Boarding Platforms
- Shelters
- Parking
- Multi-modal Access

Maintenance Facility

Photo: Denton County, TX Train Maintenance Facility

- Shop Building for Maintenance of Vehicles
- Storage Tracks
- Parking and Support Facilities

Layover Facility

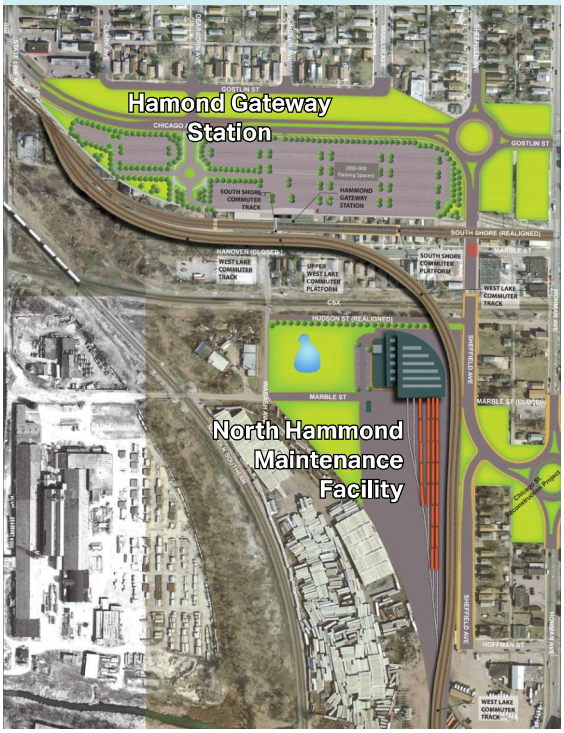
Photo: Metra Electric District - Richton Layover

- Welfare Building for Crew
- Storage Tracks for Overnight Layover
- Parking

Stations and Facilities

North Hammond Maintenance Facility & Hammond Gateway Station

Hammond Alternative Alignment



South Hammond Maintenance & Storage Facility

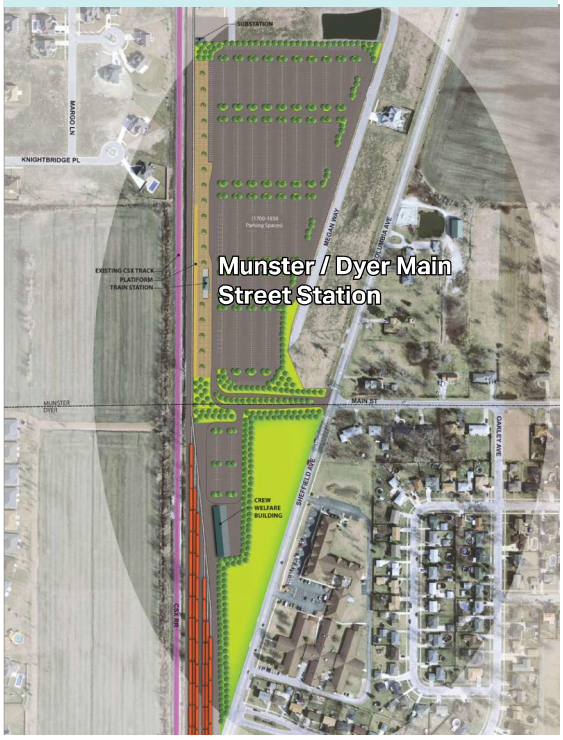
South Hammond Station

Munster Ridge Road Station

Stations

Munster / Dyer Main Street Station
East Side Parking with East Side Station, Maintenance & Storage Facilities

Munster / Dyer Main Street Station
East Side Parking with East Side Station & Layover Facilities



Munster / Dyer Main Street Station
West Side Parking with East Side Station & Layover

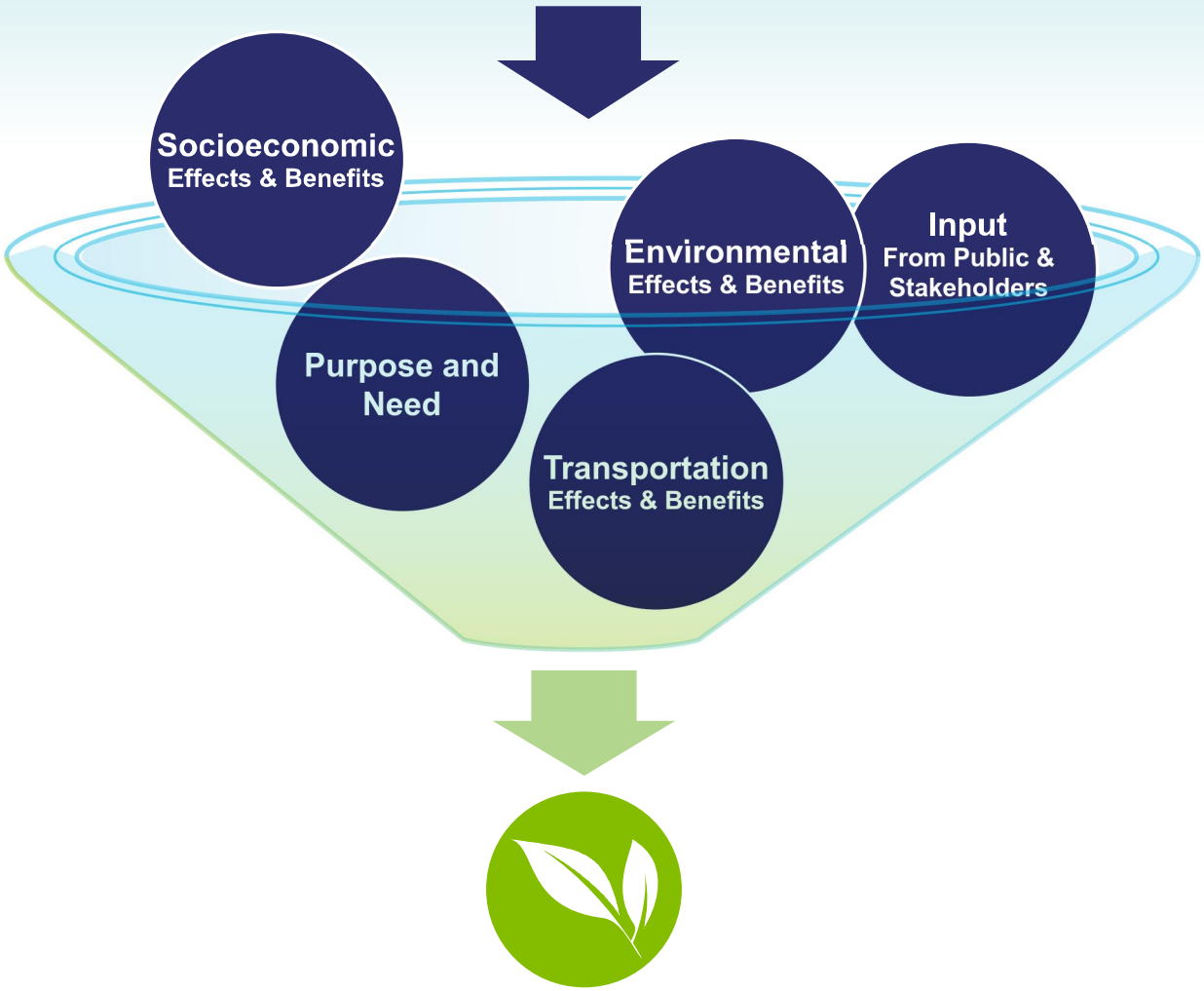
Munster / Dyer Main Street Station
West Side Parking with West Side Station & Layover

Alternatives Evaluation Results

Under current federal regulations, an EIS must include identification of the NEPA preferred alternative.

The No Build and Build Alternative Options were evaluated on a number of factors. This analysis led to the recommendation of the Hammond Alternative Option 2 as the NEPA Preferred Alternative.

No Build Alternative
Alternative Build Options



Recommendation of NEPA Preferred Alternative
Hammond Alternative Option 2

Service, Ridership & Costs by Build Alternative

	NEPA Preferred Alternative*	Commuter Rail Alternative Options 1-4	IHB Alternative Options 1-4	Hammond Alternative Options 1 & 3
Travel Time from Munster/Dyer Main St. to Millennium Station	47 mins	50 mins	46 mins	47 mins
Trains Per Weekday				
Peak	12	12	12	12
Off Peak	12	0	0	12
Trains per Saturday/Sunday	20	0	0	20
2040 Forecasted Weekday Boardings	7,120	6,220	5,750	7,120
Year of Expenditure Capital Costs (in millions)	$603	$599-634	$623-660	$592-603
Annual Operations and Maintenance Costs (in millions)	$13.6	$12.9	$12.8	$13.6

* The Hammond Alternative Option 2 is recommended as the NEPA Preferred Alternative.

Potential Impacts

Minimal to No Impact

The following resources would experience minimal potential impacts or no impacts as a result of the Build Alternatives.

- Parking
- Land Use and Zoning
- Air Quality
- Energy
- Public Transportation
- Environmental Justice

Potential Impacts

The following resources would result in potential impacts as a result of the Build Alternatives.

= Key Potential Impact

- Socioeconomics and Economic Development
- Freight Rail
- Bicycle and Pedestrian
- Traffic
- Land Acquisitions and Displacements
- Cultural Resources
- Safety and Security
- Noise
- Vibration
- Soils, Geologic Resources, and Farmlands
- Water Resources
- Biological Resources (Wildlife and Habitat, and Threatened and Endangered Species)
- Hazardous Materials
- Utilities
- Neighborhoods and Community Resouces
- Visual

Land Acquisitions & Displacements

Alternatives	Land Acquisitions (Acres)	Displacements
NEPA Preferred Alternative	139	91 Residential 14 Commercial 69 Other*
Commuter Rail Alternative Options	112 to 123	16 to 29 Residential 10 to 11 Commercial 66-70 Other*
IHB Alternative Options	132 to 143	16 to 29 Residential 7 to 8 Commercial 79-83 Other*
Hammond Alternative Options 1 & 3	129 to 149	92 to 94 Residential 13 to14 Commercial 66-69 Other*

* "Other" may include municipal, railroad, religious institution, charitable organization, and parcels without available record.

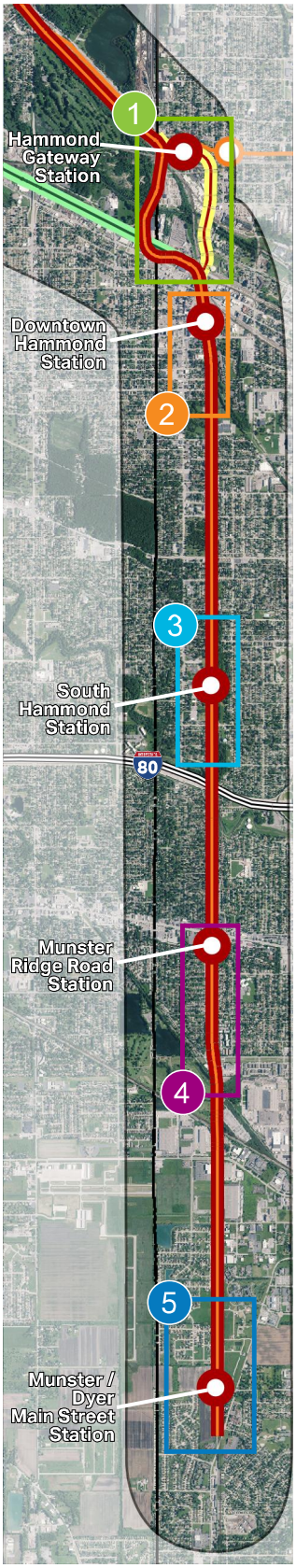
Mitigation

Acquisition and relocation process would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR § 24). For more information, see the handout from the Federal Transit Administration titled General Acquisition & Relocation Information.*

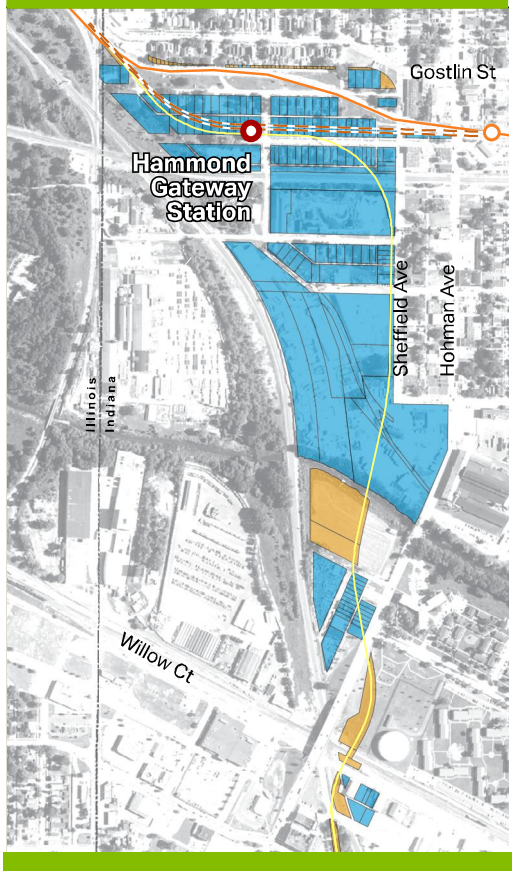
* Also available on the project website: www.nictdwestlake.com

Land Acquisitions

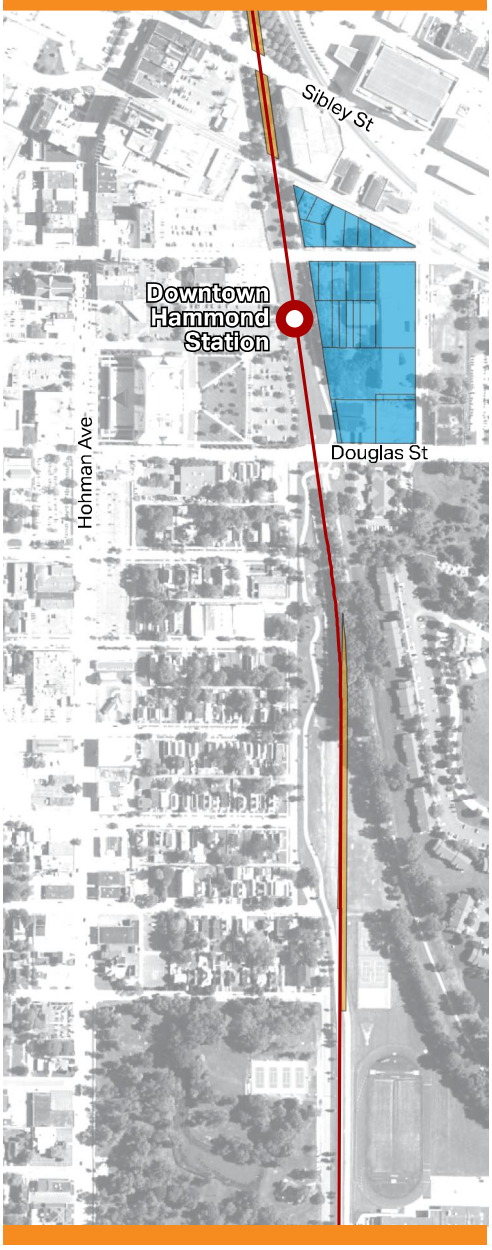
Stations and Facilities (1 of 2)



1 Hammond Gateway Station & North Hammond Maintenance Facility



2 Downtown Hammond Station



Partial Acquisition Full Acquisition

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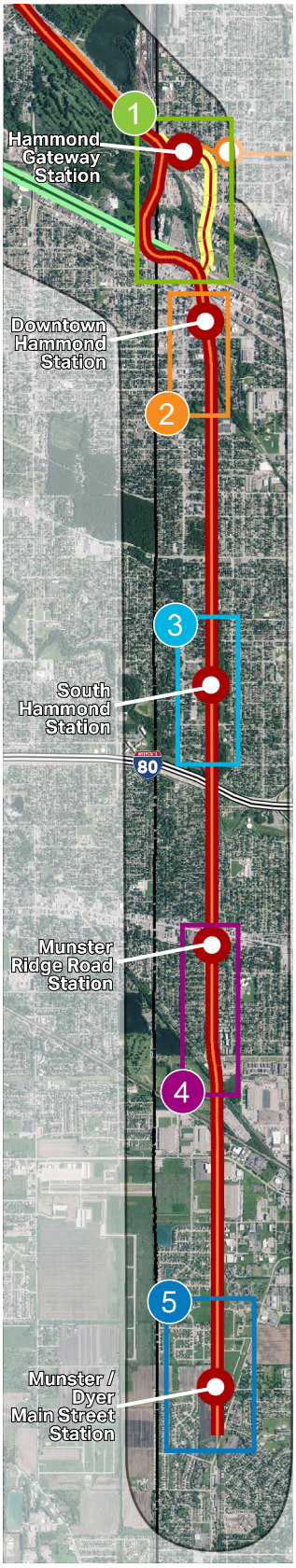
Land Acquisitions

Stations and Facilities (2 of 2)



3 South Hammond Station

4 Munster Ridge Road Station

5 See Munster / Dyer Main Street Station boards for potential land acquisition in this area.

Partial Acquisition

Full Acquisition

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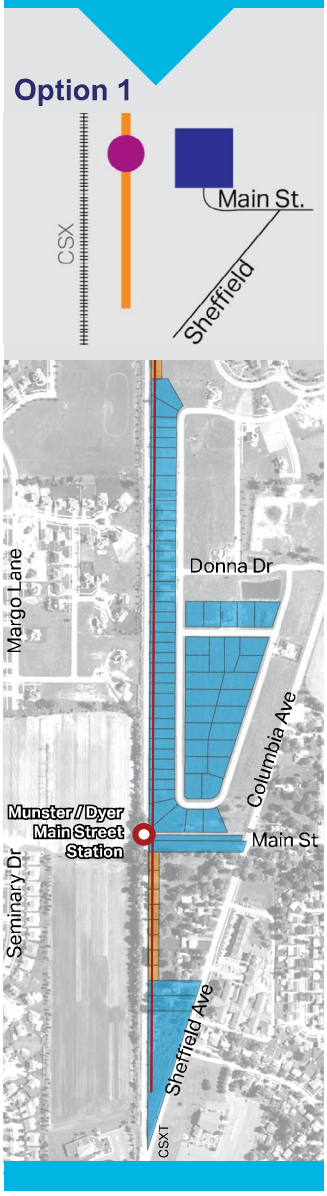
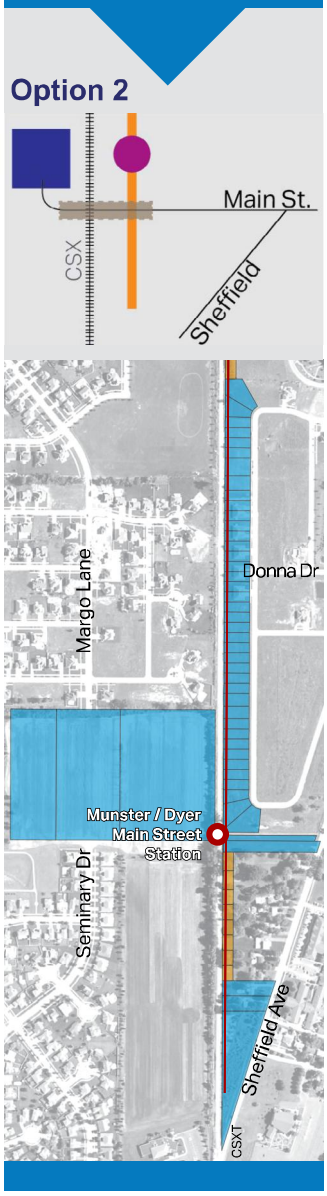
Land Acquisitions

Munster/Dyer Main Street Station (Commuter Rail Alternative Options and IHB Alternative Options)

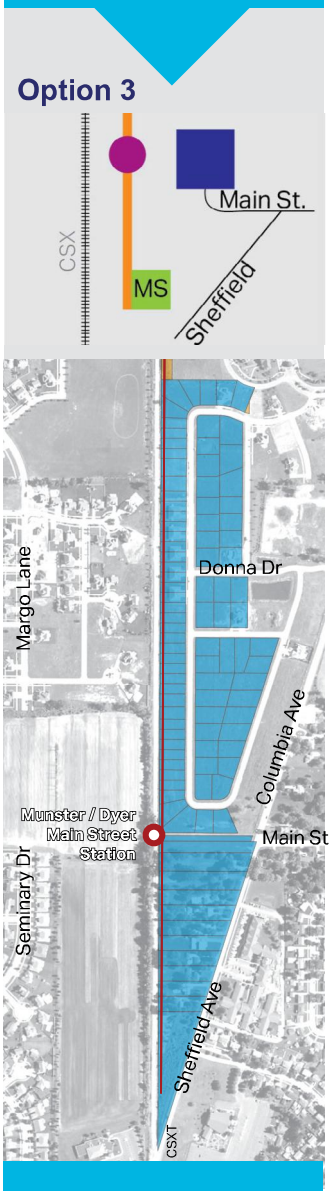
Commuter Rail Alternative Option 1 & IHB Alternative Option 1



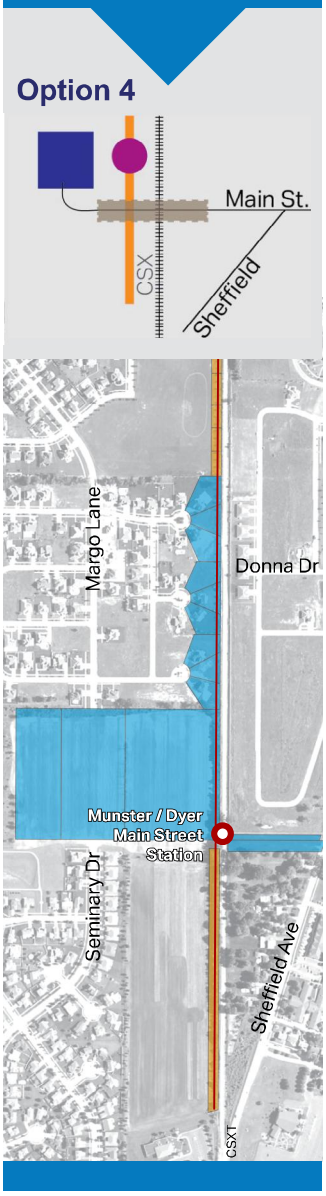
Commuter Rail Alternative Option 2 & IHB Alternative Option 2



Commuter Rail Alternative Option 3 & IHB Alternative Option 3



Commuter Rail Alternative Option 4 & IHB Alternative Option 4



Partial Acquisition Full Acquisition

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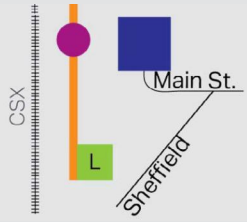
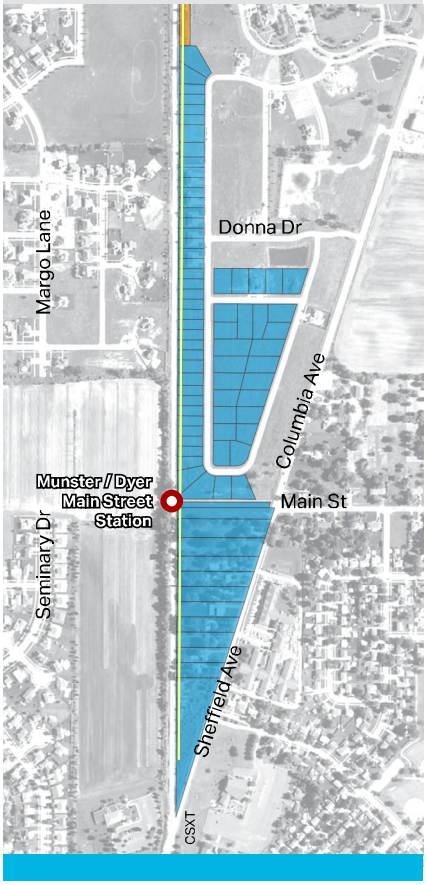
Land Acquisitions

Munster/Dyer Main Street Station (Hammond Alternative Options)

Hammond Alternative Option 1

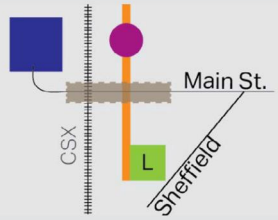
Option 1

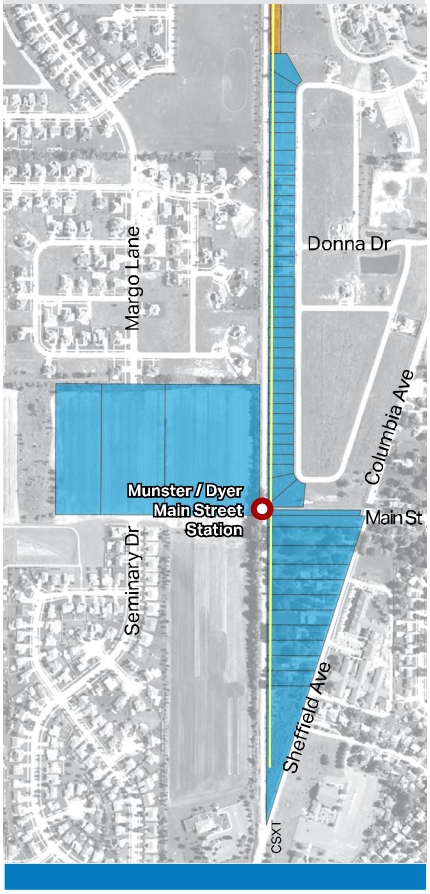




NEPA Preferred Alternative (Hammond Alternative Option 2)

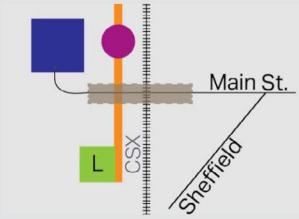
Option 2





Hammond Alternative Option 3

Option 3



Partial Acquisition Full Acquisition

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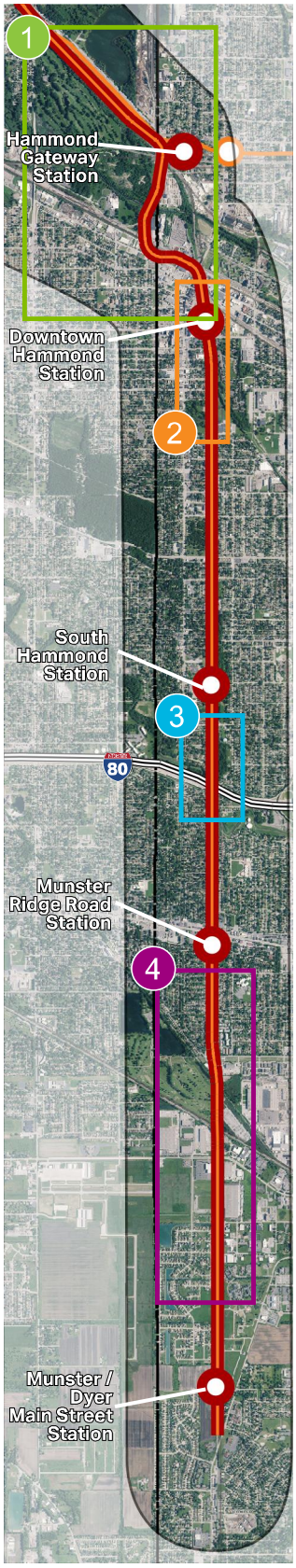
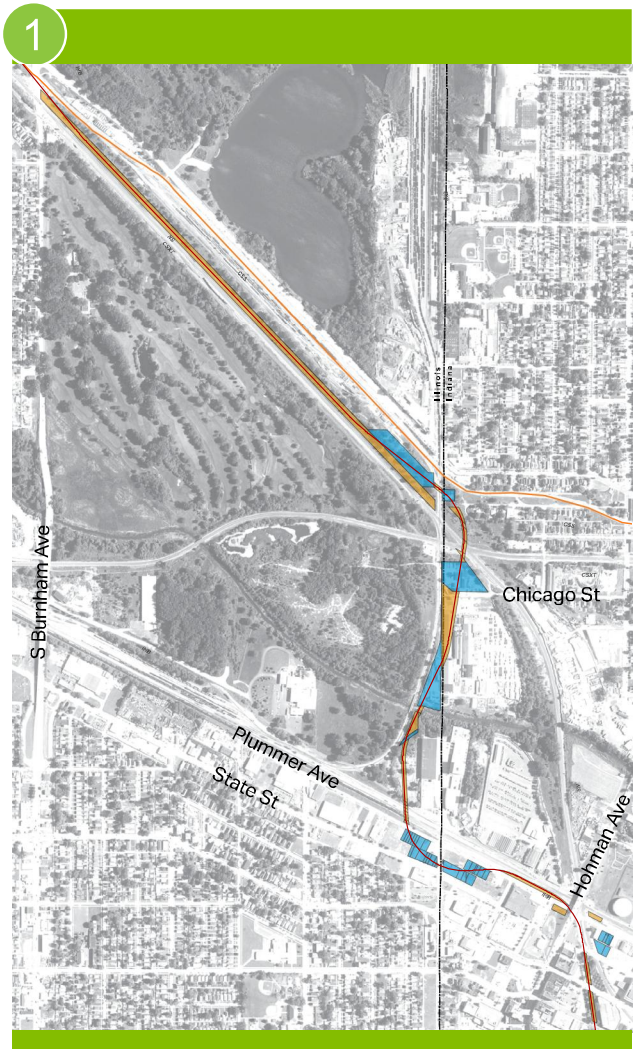
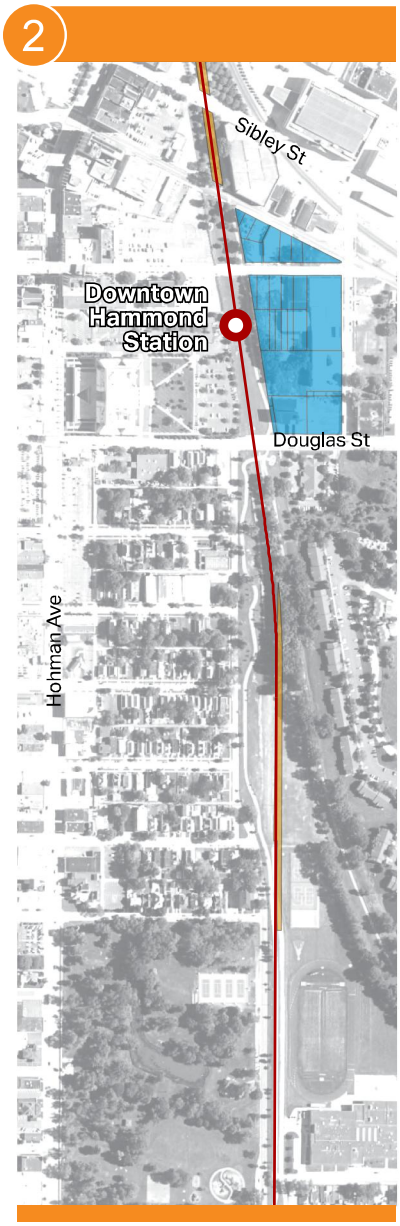
Land Acquisitions

Commuter Rail Alternative Alignment (1 of 2)







Partial Acquisition Full Acquisition

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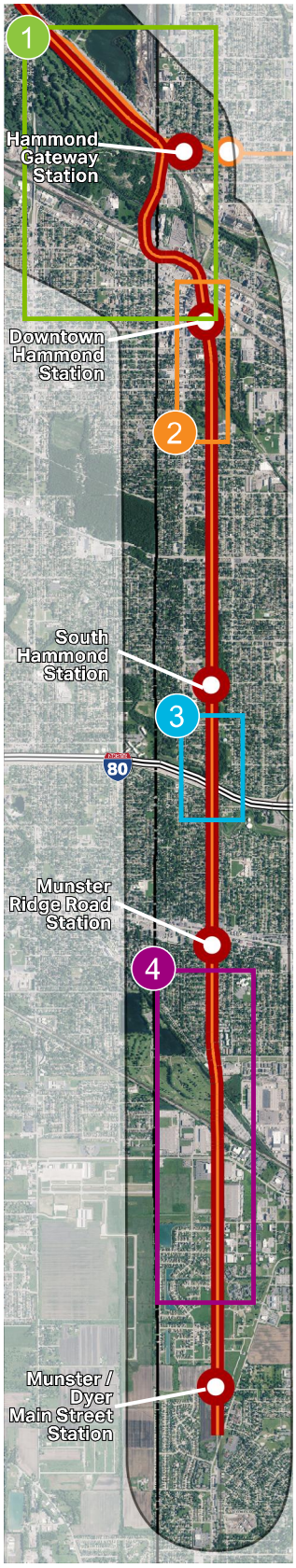
Land Acquisitions

Commuter Rail Alternative Alignment (2 of 2)



3 South Hammond Maintenance & Storage Facility

4

Partial Acquisition

Full Acquisition

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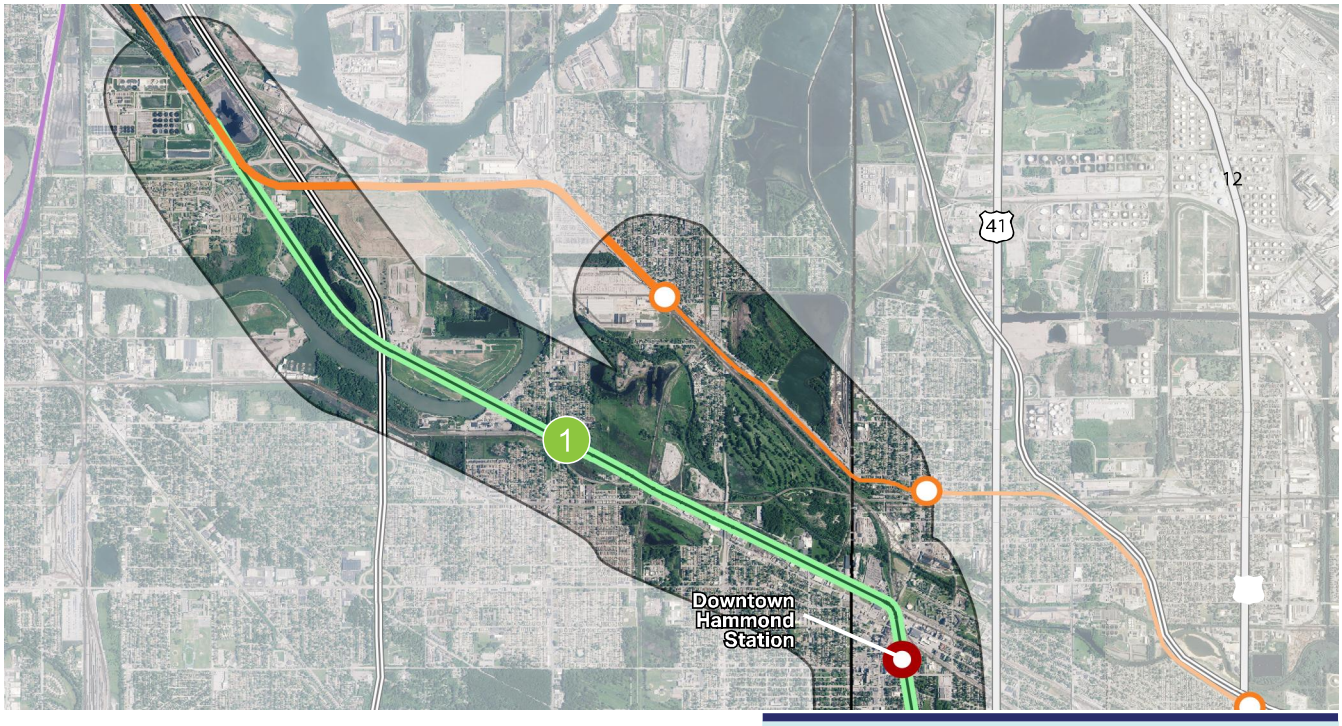
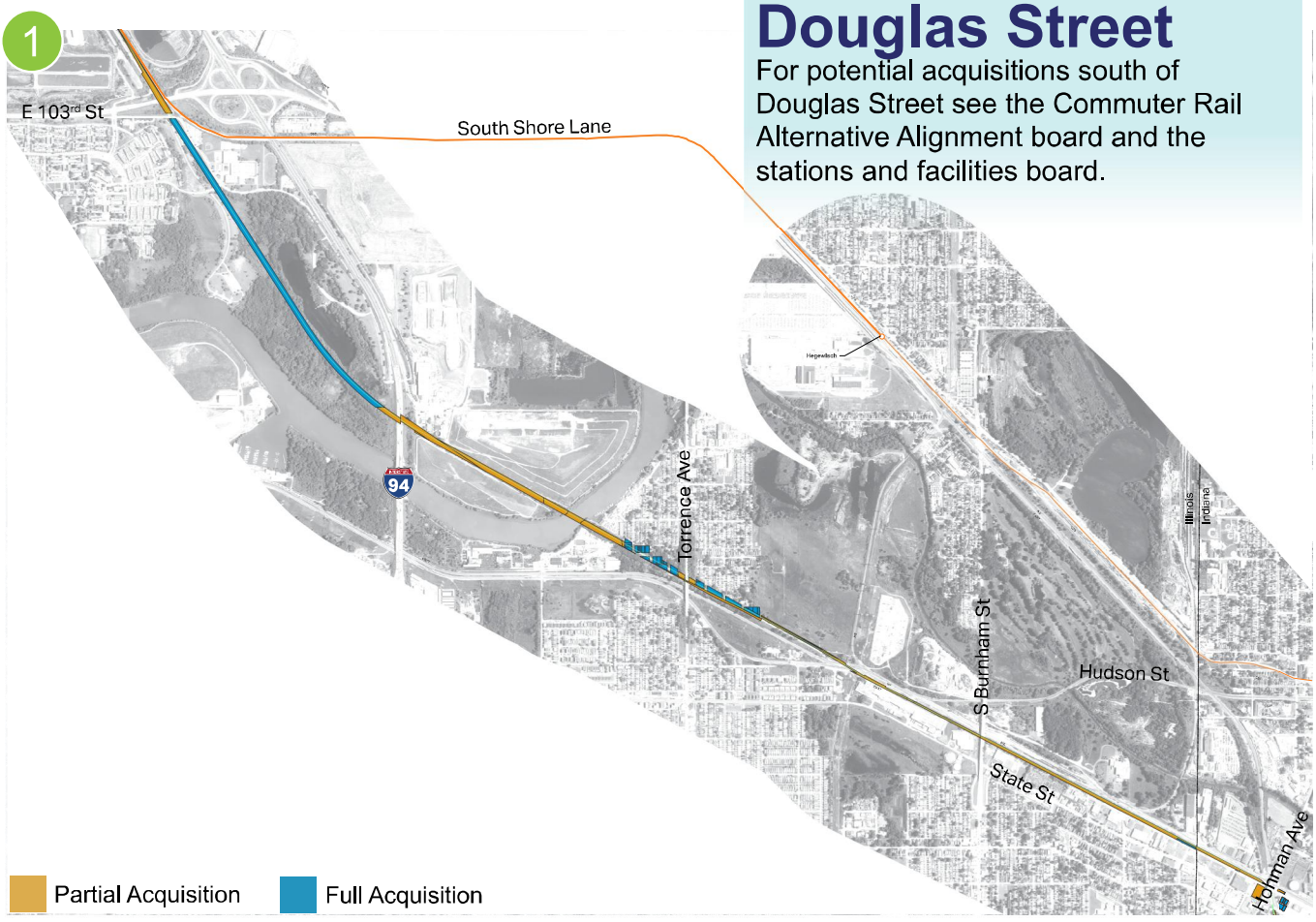
Land Acquisitions

IHB Alternative Alignment



Douglas Street

For potential acquisitions south of Douglas Street see the Commuter Rail Alternative Alignment board and the stations and facilities board.



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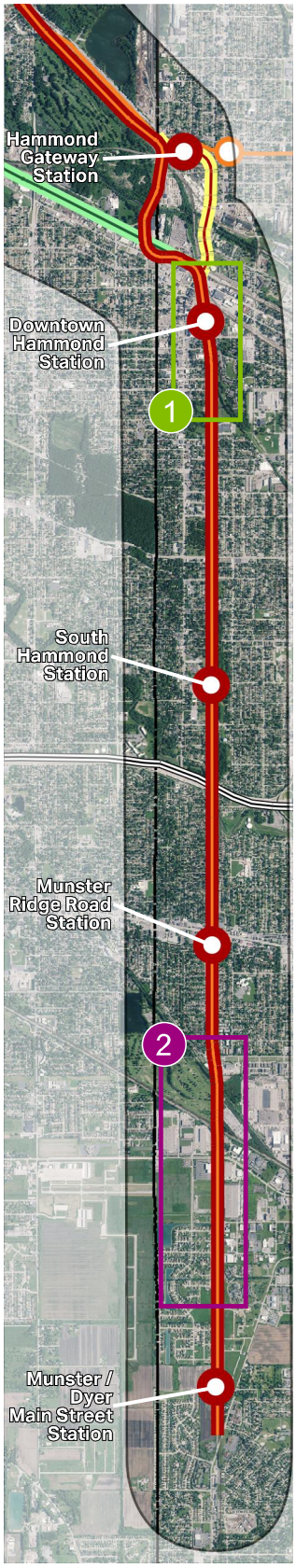
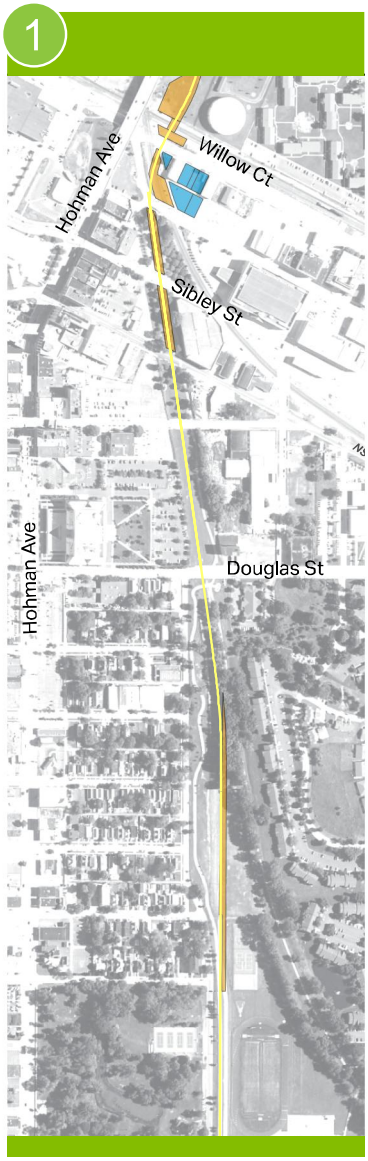
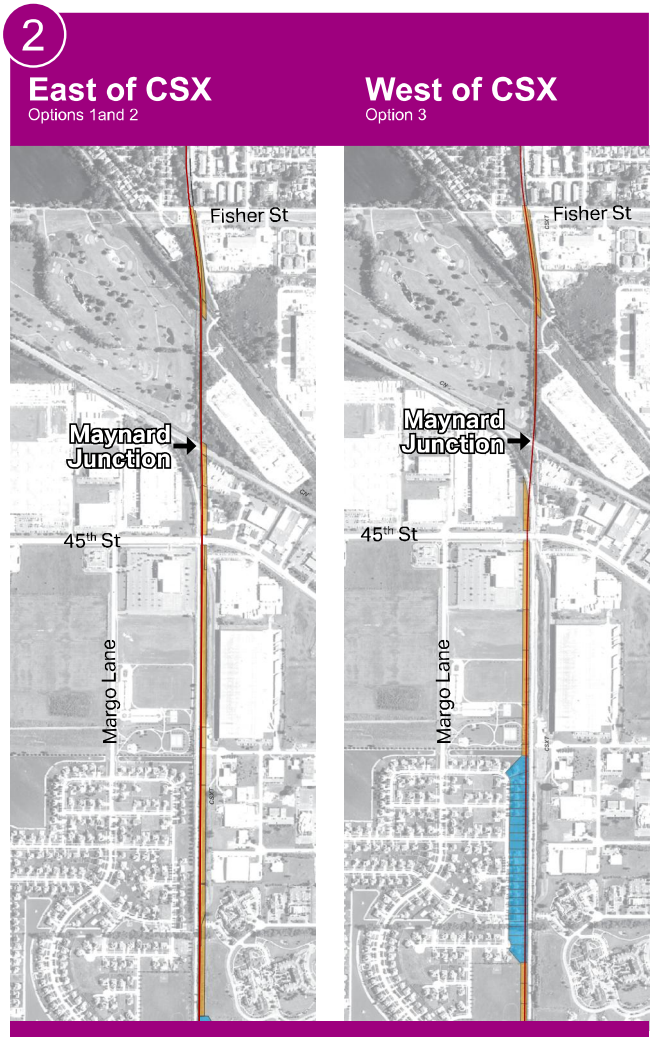
Land Acquisitions

Hammond Alternative Alignment







Partial Acquisition Full Acquisition

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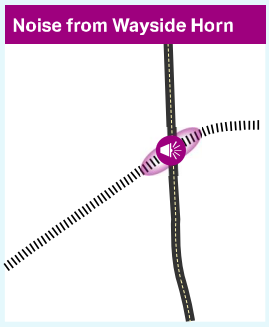
Noise and Vibration Impacts

Alternatives	Noise Impacts		Vibration Impacts	
	Before Mitigation	After Mitigation	Before Mitigation	After Mitigation
NEPA Preferred Alternative	458 sites	None	1	None
Commuter Rail Alternative Options	458 sites	None	1	None
IHB Alternative Options	491 sites	None	1	None
Hammond Alternative Options 1 & 3	458 sites	None	1	None

Mitigation

Noise impacts from train horns would be mitigated through design and use of wayside horns at grade crossings.

Vibration impacts would be mitigated by placing track turnout switches away from residences, installing ballast mats under the proposed switch, or utilizing pointless or spring frogs. Ballast mats and spring frogs are common techniques used in the railroad industry to minimize vibration.



Wayside Horns

are stationary devices installed at grade crossings that signal an approaching train instead of horns installed on the train.

This keeps the sound focused at the grade crossing.

Cultural Resources / Section 106

Alternatives	Historic Architectural and Archaeological Impacts
NEPA Preferred Alternative	• 1 Adverse Effect on O.K. Champion Building • No archaeological impacts
Commuter Rail Alternative Options	• 1 Adverse Effect on the Federal Cement Tile Company • No archaeological impacts
IHB Alternative Options	• None
Hammond Alternative Options 1 & 3	• 1 Adverse Effect on O.K. Champion Building • No archaeological impacts

Mitigation

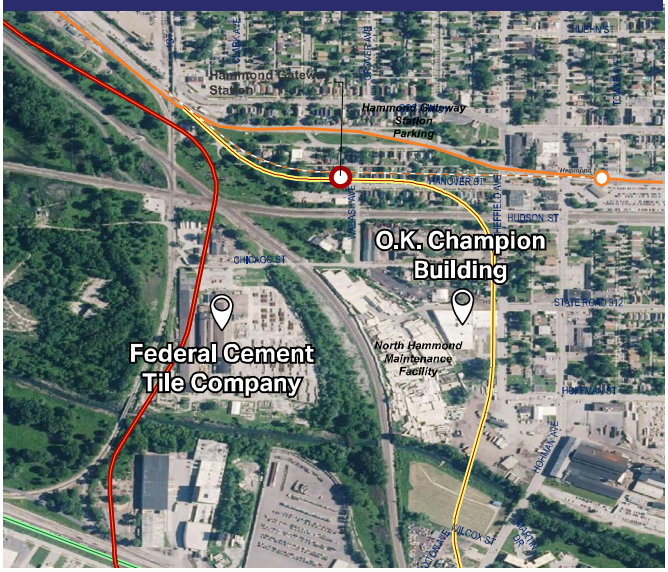
Archival Documentation of historic properties selected for demolition;

Educational Materials for public exhibition concerning the historic properties affected;

Amend the National Register of Historic Places (NRHP) nomination to reflect the State Street Commercial Historic District's current condition; and

Nomination of a similar historic property in the vicinity of the demolished property for the NRHP

Eligible Historic Resources



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Water Resources

Alternatives	Wetland Impacts (Acres)	Floodplain Impacts (Acres)
NEPA Preferred Alternative	8	1.5
Commuter Rail Alternative Options	5 to 9	1.5
IHB Alternative Options	19 to 21	1.5
Hammond Alternative Options 1 & 3	5 to 8	1.5

Mitigation

Wetland impacts would be mitigated through the replacement of lost wetland resources with created or restored wetlands. For example, credits for an existing wetland mitigation bank could be purchased

Floodways and Floodplains

Permanent fill within the existing floodways/floodplains would require compensatory storage and a hydraulically sized structure to ensure that water surface levels are not raised within the stream channel or along adjacent properties

Potential Impacts after Mitigation

Visual and Aesthetics

The track and overhead electrical contact structure would change the visual character of the Study Area. These project elements would not be much different from existing transportation or utility infrastructure. In the cases of elevated alignment and commuter rail related facilities, the visual impact would be greater.

Impacts would be minimized through context-sensitive design, but would not be completely mitigated.

Neighborhoods and Community Resources

Introduction of commuter rail service would affect the perceived or actual connectivity of neighborhoods where no rail operations currently exist. Neighborhood housing would be affected by localized changes in noise, light, and glare from adjacent commuter rail related facilities.

Mitigation includes designing facility lighting to reduce impacts from glare, reduce spillage of light onto neighboring properties and adjacent roadways, and design facilities to complement or blend with surrounding communities.

Section 4(f) Resources

Section 4(f)

Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 established requirements for USDOT (including the Federal Transit Administration) consideration of publicly-owned parks/recreational areas that are accessible to the general public, publicly-owned wildlife/waterfowl refuges, and publicly or privately owned historic sites of federal, state, or local significance in developing transportation projects.

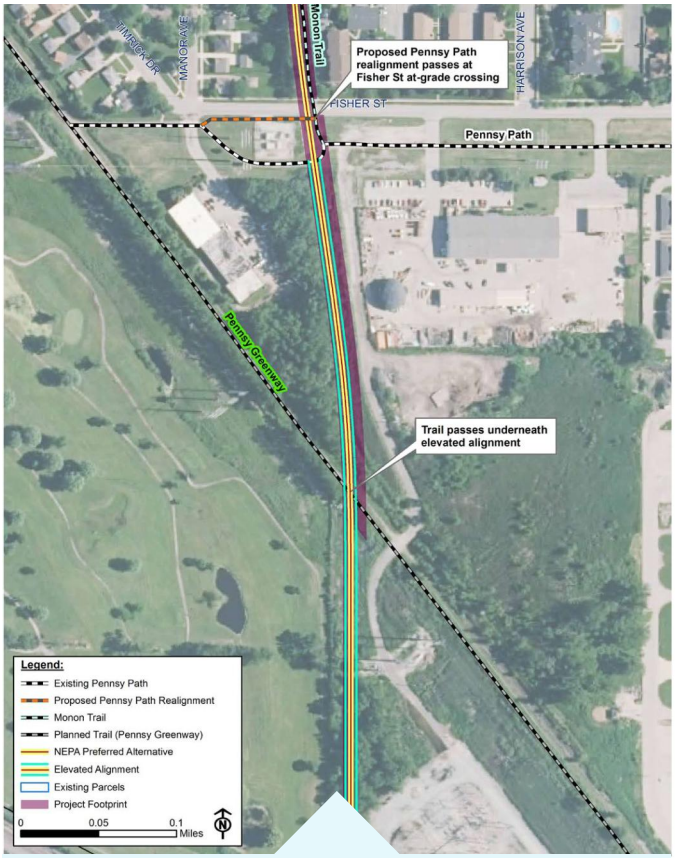
Section 4(f) Resource	Permanent Use, not de minimis	Permanent Use, de minimis	No Use	Existing Resource Dimension	Permanent Use Dimension	Percentage of Resource Pemanently Used
West Lakes Park			●	• 26 acres (Munster)	0 acres	0%
Pennsy Greenway		●		• 15 miles (overall) • 0.6 mile (Munster)	0.30 acre	<1% (Munster)
Erie Lackawanna Trail		●		• 17 miles (overall) • 4.5 miles (Hammond)	0.06 mile	1%
O.K. Champion Building	●			2.3 acres (Hammond)	2.3 acres	100%
Federal Cement Tile Company			●	20.8 acres (Hammond)	0 acres	0%
Burnham Greenway			●	11 miles (overall)	0 miles	0%
Monon Trail			●	• 3.6 miles (Hammond) • 1.6 miles (Munster)	0 feet	0%

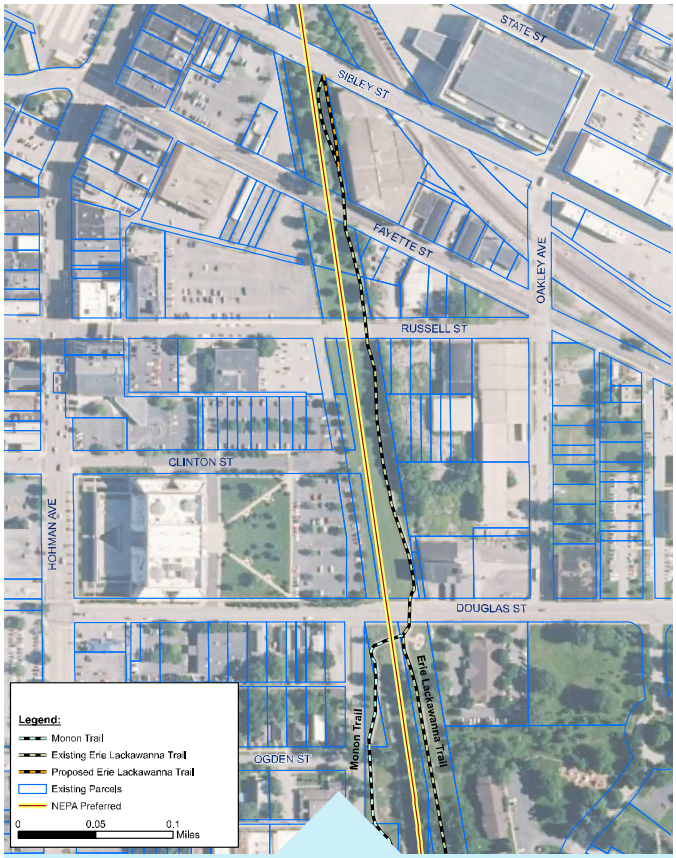
Values shown for **NEPA Preferred Alternative**

Monon Trail

The Monon Trail is a Section 4(f) resource and portions of the trail would be realigned as a result of the NEPA Preferred Alternative. However, an existing cooperative agreement between NICTD, Hammond, and Munster provides for future transportation improvements within the jointly-owned right-of-way. Because the trail was developed subsequent to the agreement, any effects on the Monon Trail are not considered a Section 4(f) "use".

Section 4(f) de minimis uses of the NEPA Preferred Alternative





Pennsy Greenway

Use of approximately 0.30 acre of Pennsy Greenway ROW to provide supports for the guideway structure in the ROW and a permanent easement for access and maintenance. The guideway structure would be designed to allow space for the future trail development.

Realignment of approximately 350 feet of the existing Pennsy Greenway between Manor Avenue and the Monon Trail.

Erie Lackawanna

Shift approximately 0.06 mile (320 feet) of the physical Erie Lackawanna Trail between Sibley Street and Ogden Street to provide adequate separation distance between the rail and trail alignments. The trail would be relocated within the existing ROW.

NEPA Preferred Alternative

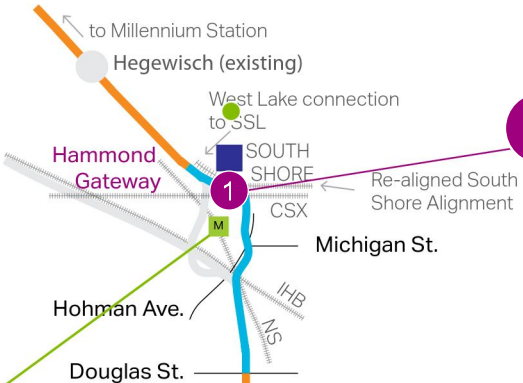
Why was Hammond Alternative Option 2 selected as the NEPA Preferred Alternative?

Meets Purpose and Need	**Yes.**
Environmental and Socioeconomic Effects & Benefits	**Minimizes impacts** to natural and man-made environment **Reduced emissions** and energy when compared to the No-Build Alternative **Enhanced economic development** benefits compared to the No-Build Alternative **Improved** access, connectivity, and mobility **Equality.** No one group would receive an unequal share of transit benefits at the expense of another group
Transportation Effects and Benefits	**Minimizes** travel time **Highest** forecasted ridership of alternatives considered **Connects** to the SSL in Indiana **Provides** off-peak and weekend services **Least impact** on freight activity **Least added trackage** of alternatives considered **Enables** a co-aligned Hammond Gateway Station for transfers with SSL service

NEPA Preferred Alternative Stations

North Hammond Maintenance Facility M

1 Hammond Gateway



2 South Hammond

Munster Ridge Road 3

4 Munster / Dyer Main St.

L Munster / Dyer Main St. Layover Facility

NICTD

WEST LAKE CORRIDOR PROJECT

Next Steps

Review and Comment: On the DEIS Evaluations

Website:
http://www.nictdwestlake.com/

Email:
project.email@nictdwestlake.com

Mailing address:
NICTD, 33 East US Highway 12,
Chesterton, IN 46304

Phone:
(219) -250-2920

Comment Period Ends Feb. 3, 2017

Next Steps: In 2017

Summer 2017

Final Environmental Impact Statement (FEIS) / Record of Decision (ROD)

- The FEIS will address substantive comments received during the DEIS public comment period.
- A Record of Decision (ROD) will state the Federal Transit Administration's final decision, discuss measures to minimize and avoid impacts, and disclose the project's mitigation commitments.

Summer/Fall 2017

Engineering Phase

- Engineering plans and designs will be refined and construction plans will be generated during this phase.