



**Springfield Rail Improvements Project
Stakeholder Advisory Group
Meeting #6 Summary
Thursday, May 18, 2017**

Overview

The sixth meeting of the Springfield Rail Improvements Project Stakeholder Advisory Group (SAG) was held at 5:30 pm on Thursday, May 18, 2017 at the Prairie Capital Convention Center. Fifteen participants and six members of the study team attended the 90 minute session, which provided an opportunity to share information on project planning, design, funding and public engagement. The purpose of the meeting was to:

- Present comprehensive updates on the project's progress;
- Share information about upcoming efforts and activities; and
- Solicit advisory group members' feedback.

Kevin Seals, of Hanson Professional Services Inc., opened the meeting with an introduction of the project team and a brief description of team members' responsibilities. He then invited meeting attendees to state their organizational affiliations. A list of meeting participants is presented below.

Advisory Group Members:

- Jamie Adaire Bunn Park Neighborhood Association, President
- Nate Bottom City of Springfield, Engineer
- Grant Franklin Town and Country Bank
- Gary Giacomelli S.I.U. School of Medicine
- Pat Grady Democrat Precinct Committeeperson Capitol #19
- Sandy Grimble C. Lee Carey Neighborhood Association, President
- Mitch Johnson Memorial Medical Center, Senior Vice President of Marketing and Planning
- Leroy Jordan Randall Court Neighborhood Association
- Shannon Karrick Springfield-Sangamon County Regional Planning Commission
- Mayor James Langfelder City of Springfield
- Rev. T. Ray McJunkins Faith Coalition for the Common Good
- Polly Poskin Harvard Park Neighborhood Association
- Herman Senior Springfield City Council, Alderman Ward 2
- Paul Wappel The Horace Mann Companies, Director of Community Relations

Project Team Members:

- Jimmie Austin Hanson Professional Services Inc.
- Kevin Seals Hanson Professional Services Inc.
- Nick Moore Hanson Professional Services Inc.
- Janaya Brown Hanson Professional Services Inc.
- Mandi Voegele Vector Communications Corp.
- Eve Blackwell-Lewis Project Ombudsman

Technical Presentation

Following the team and participant introductions, Kevin Seals – the project’s environmental and public engagement lead, Jimmie Austin – senior technician, and Nick Moore - resident engineer, gave a presentation on the project’s technical components. Mandi Voegele – the project’s public engagement consultant, presented on the public involvement and information distribution to date.

Presentation highlights included:

- A brief review of the project’s purpose and need, benefits, and approved alternative;
- Review of safety, delays and noise issues on the current tracks;
- Projected increase in train traffic;
- Funding update that 45% of the \$315 million project has been funded to date;
- Review of intergovernmental agreement and the project’s schedule;
- Review of completed Usable Segment I, Carpenter Street Underpass, including no flooding on new underpass to date;
- An overview of the Carpenter Street Archaeological Site, history of the site, and next steps for completing the Section 106 process;
- An update on Usable Segment II, the Ash and Laurel Street Underpasses, including that Laurel will remain open during the construction of Ash;
- Discussion of Usable Segment III, Madison and Jefferson Street Underpasses;
- Viewing of aerial video taken over Ridgely Avenue Crossing Improvement;
- Announcement of ribbon-cutting ceremony on Friday, May 26th at 10:00 a.m. at 11th and Ridgely;
- An overview of the public engagement program to date, and resource center;
- The project’s DBE construction goals, minority workforce numbers to date from the Carpenter Street Underpass, and minority training program including the Grow Our Own Minority Participation Program;
- Introduction of Hanson intern Janaya Brown;
- Promotion of new Shadow Hanson program for high school students to come spend a day in hands-on training twice each year; and
- Other Springfield rail projects including High Speed Rail (the connections between Alton and St. Louis as well as Joliet to Chicago have been placed on hold due to budge issues with the state of Illinois), the Flyover (awaiting FRA approval to proceed), and the Third Street safety improvements (to be completed this summer).

In response to the presentation, SAG members offered both questions and comments. Where appropriate, project team members provided answers and feedback. The exchanges are summarized on the following pages.

QUESTIONS DURING AND FOLLOWING PRESENTATION

Question / Comment	Team Response
<p>POLLY: With regards to the Archaeological site, what would be an ideal resolution?</p> <p>POLLY: What would that look like?</p>	<p>KEVIN: A compromise would be an ideal resolution.</p> <p>KEVIN: A lot of this falls under the railroads because they hold all of the cards. The railroads told us the rules at the beginning of the project, and now they say we are trying to bend the rules by compromising their design criteria. After the FRA and railroads meeting coming up we should have a better idea of what decision might be reached. Ideally in situations like this you want both parties to give a little and meet in the middle. But for now it is out of our hands and we don't know what will be decided. We have a public meeting coming up in August and should know more by then.</p>
<p>POLLY: So they will access their museum site through the CMS Entrance?</p> <p>POLLY: They can go north and get into the property?</p> <p>EVE: After it's completed, you won't be able to get from Laurel to Ash on 10 and a half street?</p> <p>POLLY: The Illinois State Museum north south entrance will be permanent? What we will have, a 4-way stop?</p> <p>POLLY: So there will be an east west flow of traffic on Ash Street?</p> <p>POLLY: There is some volume at the museum. You would be wise to come north.</p> <p>POLLY: So we won't be able to go that way anymore.</p> <p>POLLY: I agree.</p>	<p>NATE: Their access will be directly on Ash street.</p> <p>NATE: That's correct.</p> <p>NATE: That is correct. We purchased all the property on 10 and half street, and we accommodated all their entrances.</p> <p>NATE: There will be a 2-way stop. It will be the same as it is now.</p> <p>NATE: Correct.</p> <p>KEVIN: Yes, and we've met with those folks to discuss options.</p> <p>NATE: Correct, it will be a lot safer.</p>
<p>POLLY: How will we pay for the multi modal center?</p> <p>POLLY: So we will have to raise that \$2 million somewhere else.</p>	<p>NATE: Through future funding. The FRA did not grant us \$2 million for design in the last TIGER grant</p> <p>KEVIN: That is actually under the Federal Transit Administration, not the Federal Railroad Administration.</p>

LEROY: I have several questions. One question has to do with the employment as it relates to that phase. There was a 25% goal on the Carpenter street project that was reached for minority and women hiring. I want to know what is happening with this new phase, especially with the multi-modal center and the next phase. There doesn't seem to be any attention paid to the Community Benefits Agreement that the City and everybody signed. So the issue of employment and employment opportunities is still there. I am glad to see Nick Moore here, because I don't know him personally, but he looks like me, so there is some progress. But I just want to mention that in terms of the next phase of the project and really encourage the involvement of the community to try to reach the goals that were set in the Community Benefits Agreement. I would like to ask Kevin if he would explain about the consulting parties in this endeavor. If you don't know, they are in the community working as consulting parties to the FRA, so their work will have some impact on the results of what happened.

LEROY: There are no other questions from me.

KEVIN: As far as minority participation on the next segment, that is up to the contractor. Just like on the last phase it was Halverson. And they set their own goals and were really responsible for that 25% minority participation, which is absolutely fantastic. Minority goals are set at the federal level on a county-by-county basis throughout the country. For Springfield, I believe the goal is 4.5% that the contractor has to provide for minority participation. So for two years running, Halverson had 25%, which is about five times what the actual goal had to be. So they should be applauded for their efforts. We are going to have a new contractor, it could be Halverson this time, but we won't know until August 4th. It will be announced in the newspaper after that bid letting. You'll know the same time we know. It is up to that contractor to decide who his sub-contractors are going to be and how much minority hiring. Obviously we will express some of the history of this project and what our goals are, what we'd like to see for the city, but really it's going to be up to them. I'm sure you will contact him and express your interests and desires as well. So, until August 4th we won't know who that is. As far as the consulting parties, there is a group, but that is only for the determination of what to do with the archaeological site. Those groups were identified at two different public meetings we had in 2015 for any group that might be interested in the preservation of the Archaeological site or the mitigation process and how we should handle it. There were about 20 groups throughout the City of Springfield that expressed an interest in how we deal with the archaeological site, but it is strictly for the archaeological site. That group does not have anything to do with hiring the contractor for the next segment. They might have something to do with the process if we find an archaeological site at Ash and Laurel, but other than that, that group was specifically put together for mitigation of the archaeological site. Are there any other questions?

KEVIN: For the Faith Coalition and the NAACP, we do understand the Community Benefits Agreement. The community is striving to meet a lot of those goals and increase diversity in the work place. I will touch a bit more on what the community is doing, not so much on the construction front, but some of the minority programs that the City and the County and Hanson have put together.

	<p>NATE: One other thing on the agreement, we are trying to provide additional green space, and a multi-faceted approach where we utilize it for storage storm water in the area as well. I know that was also in the Community Benefits Agreement. We are planning on having larger storage areas between South Grand and Laurel and Ash, and additional storm water storage to help out between Cook Street and South Grand.</p>
<p>POLLY: We might do what between Cook and South Grand? Create more green space?</p> <p>POLLY: Will that help the South Grand underpass?</p> <p>POLLY: That is great Nate.</p>	<p>NATE: There is going to be additional green space and creation of more storage to combat the flooding for the downtown area.</p> <p>NATE: We are designing it as well to help the South Grand underpass as well.</p> <p>KEVIN: And, as we get closer to that section with design we will have more details as well. It's very preliminary at this point.</p>
<p>LEROY: I would like to make sure we are talking about minorities and women. So we want to see employment for women go up too.</p> <p>EVE: That was by hour right, not by person?</p>	<p>KEVIN: Yes, and I have something to share with you.</p> <p>MANDI: Leroy, the numbers from last year, that 25% didn't include women, that was just minorities by ethnicity, and women were additional on top of that, correct?</p> <p>KEVIN: Correct, that did not include Caucasian women.</p> <p>MANDI: Yes, that was by the contractors' work hours.</p> <p>KEVIN: It is the same process that IDOT uses.</p>
<p>POLLY: Eve, would you say that the property owners who are being bought out are satisfied? On a broad spectrum? I know it's hard to quantify.</p> <p>EVE: I am curious about what study or consideration was given for the impact that the 80 something trains along the corridor will do the structures and houses that are left behind. That is a two fold question, not only</p>	<p>EVE: For the people who are renting it is sometimes better for them because the properties are not kept up. For people who are homeowners it is sometimes more difficult because they have invested in their homes. What they can get that is comparable is much more expensive, which means in the future their taxes will be higher. So it's a process that they have to go through, emotionally. It is not easy and a lot of them don't embrace it. A lot of them feel that it is forced on them and that they don't have a choice, and in reality they don't. It's a process.</p> <p>KEVIN: We have done vibration studies and there are certain thresholds and vibrations that affect structures. We did not see anything that was going</p>

<p>because I believe some of my property was damaged by it already, because I had a new driveway put in that is now cracked once they tore down that house. We have talked before about other damage that has happened because of increase use on the tracks. There is no row of houses there to create a barrier.</p> <p>EVE: Well the cracks in my brand new driveway weren't natural, I'll tell you that. I just put it in October and by the time they tore down that house it had a crack. I was in the house and could feel the house shaking. It wasn't 50-feet away, it was across the street. I am concerned that down the road, people who are left behind may find that there are repercussions to 85 trains running down that corridor every day. Especially if we are going to have four tracks. I'm curious to know how that is going to play out.</p>	<p>to negatively affect structures. The row of houses that you mentioned is more of a noise barrier. Vibration carries through the ground and doesn't go very far from the tracks, literally less than about 50 feet, most of that dissipates. The reports that we had done did not show any structural damage to properties along the tracks with increase of the trains. The newer rail design with concrete ties and longer rails avoids a lot of the knocking and banging that increases the vibration with some of the new designs it lessens that effect. We have studied the potential issues and don't feel that there will be any negative effect from the vibrations.</p>
<p>POLLY: When you say bridges at 5th and 6th, do you mean the railroad bridge? So is it the bridge and 6th and Princeton, and 5th and Stanford? So at Cook at South Grand, it will be the existing bridges that carry the trains?</p>	<p>KEVIN: Yes. That is correct.</p>
<p>POLLY: I think the planned August 10 Open House is the same day at the state fair parade.</p>	<p>MANDI: We will check on that and move the date as needed. Thank you for bringing that to our attention, we want to make sure that the public meetings don't conflict with big events in the community.</p>
<p>LEROY: Do the consulting parties get the newsletters?</p> <p>LEROY: Does the NAACP get that information?</p>	<p>MANDI: Yes, they are all on the mailing list and get both the newsletters and the postcards for open houses.</p> <p>MANDI: Yes, Ms. Haley and I correspond and she hosts a booth at each open house, or sends a representative.</p>