



Acquisitions and Displacements / Economic Assessment Technical Report

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Appendices

Appendix A	Maps of Acquisitions
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Acronyms

ACS	American Community Survey
BEA	Bureau of Economic Analysis
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CMAP	Chicago Metropolitan Agency for Planning
CRP	Comprehensive Regional Plan
DEIS	Draft Environmental Impact Statement
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
GRP	Gross Regional Product
IHB	Indiana Harbor Belt
MED	Metra Electric District
MSA	Metropolitan Statistical Area
NEPA	National Environmental Policy Act
NICTD	Northern Indiana Commuter Transportation District
NIRPC	Northwestern Indiana Regional Planning Commission
NS	Norfolk Southern
O&M	Operations & Maintenance
R&D	Research & Development
RIMS II	Regional Input-Output Modeling System
ROW	right-of-way
SSL	South Shore Line
TOD	Transit-Oriented Development
USC	United States Code

1. INTRODUCTION

The Federal Transit Administration (FTA) and Northern Indiana Commuter Transportation District (NICTD) are conducting the environmental review process for the West Lake Corridor Project (Project) in Lake County, Indiana, and Cook County, Illinois, in accordance with the National Environmental Policy Act (NEPA) and other regulatory requirements. A Draft Environmental Impact Statement (DEIS) is being prepared as part of this process, with the FTA as the Federal Lead Agency and NICTD as the Local Project Sponsor responsible for implementing the Project under NEPA.

1.1 Purpose of Report

The purpose of this report is to identify and assess the economic and fiscal impacts associated with construction and operation of the Commuter Rail Alternative Options, Indiana Harbor Belt (IHB) Alternative Options, Hammond Alternative Options, and Maynard Junction Rail Profile Options. The analysis is intended to evaluate the following:

- Potential fiscal impacts associated with losses to the tax base due to property acquisitions and displacements required to construct the Build Alternatives
- Potential economic impacts associated with the construction and operation of the Build Alternatives

1.2 Project Overview

The environmental review process builds upon NICTD's prior West Lake Corridor studies that examined a broad range of alignments, technologies, and transit modes. The studies concluded that a rail-based service between the Munster/Dyer area and Metra's Millennium Station in downtown Chicago, shown on **Figure 1-1**, would best meet the transportation needs of the Northwest Indiana area. Thus, NICTD advanced a "Commuter Rail" Alternative for more detailed analysis in the DEIS. NEPA also requires consideration of a "No Build" Alternative to provide a basis for comparison to the Commuter Rail Alternative. In addition, a number of design variations are being considered related to alignment, stations, parking, and maintenance and storage facilities (see **Figure 1-2**).

1.2.1 No Build Alternative

The No Build Alternative is defined as the existing transportation system, plus any committed transportation improvements included in the Northwestern Indiana Regional Planning Commission's (NIRPC) *2040 Comprehensive Regional Plan* (CRP) (NIRPC 2011) and Chicago Metropolitan Agency for Planning's (CMAP) *GO TO 2040 Comprehensive Regional Plan* (CMAP 2014) through the planning horizon year 2040. It also includes capacity improvements to the existing Metra Electric District's (MED) line and Millennium Station, documented in NICTD's *20-Year Strategic Business Plan* (NICTD 2014).



Figure 1-1 Regional Setting for West Lake Corridor Project

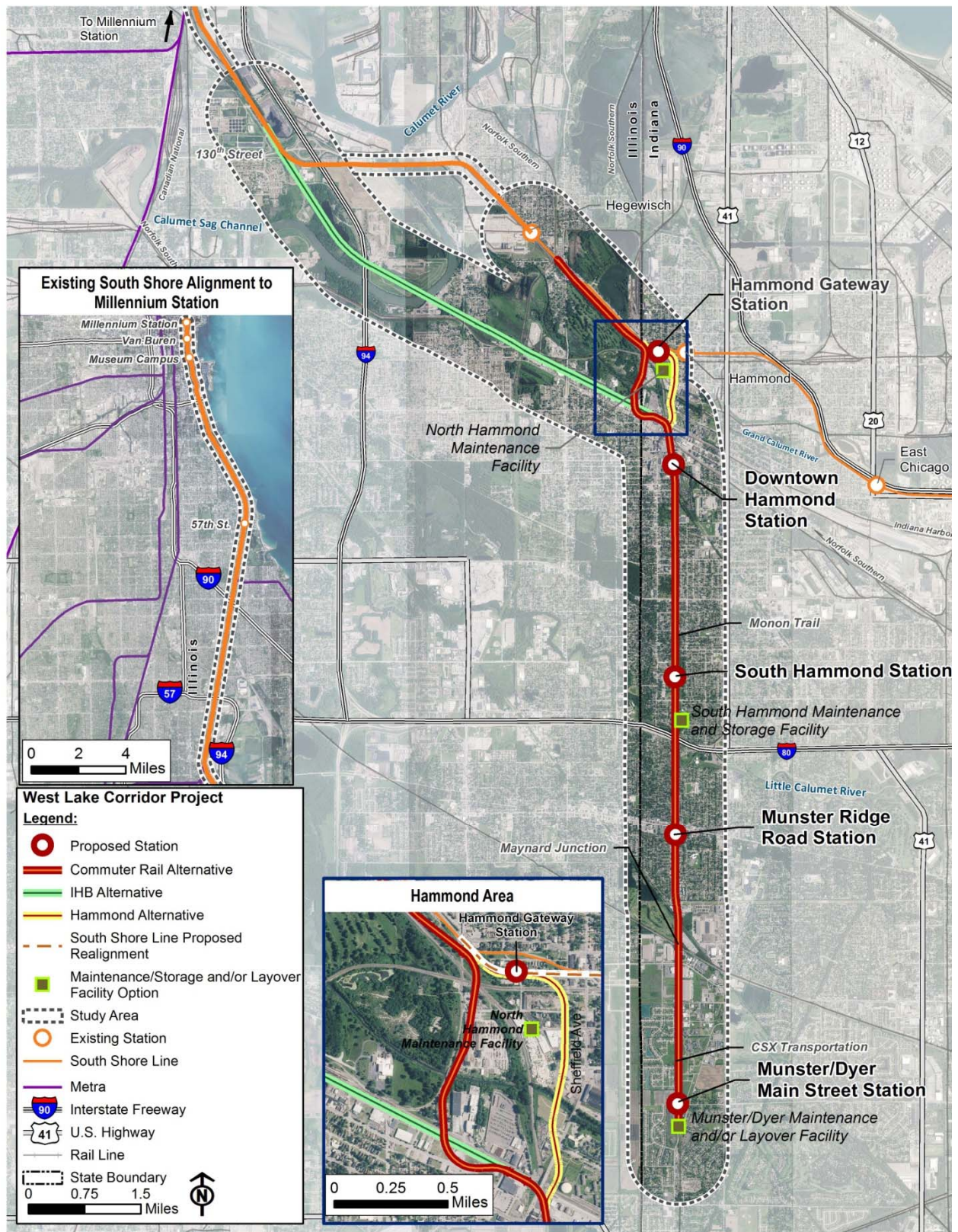


Figure 1-2 West Lake Corridor Project Study Area

1.2.2 Commuter Rail Alternative

The Commuter Rail Alternative would involve commuter rail service using electric-powered trains on an approximate 9-mile southern extension of NICTD's existing South Shore Line (SSL) between Dyer and Hammond, Indiana (see **Figures 1-2 and 1-3**). Heading north from the southern terminus near Main Street at the Munster/Dyer municipal boundary, the Project would include new track on a separate right-of-way (ROW) adjacent to, and east of, the CSX freight line in Munster. North of the proposed elevated crossing over another CSX freight line at the Maynard Junction, the proposed Commuter Rail Alternative alignment would use the publically-owned former Monon Railroad corridor in Munster and Hammond. North of downtown Hammond the track alignment would turn west under Hohman Avenue, and then continue north on new elevated track generally along the Indiana-Illinois state line to connect to the existing SSL southeast of the Hegewisch Station in Chicago. Project trains would operate on the existing MED line for their final 14 miles, terminating at Millennium Station in downtown Chicago. Station locations for the Commuter Rail Alternative would include Munster/Dyer Main Street, Munster Ridge Road, South Hammond, and Downtown Hammond.

Four design options to the Commuter Rail Alternative near the southern Project terminus include:

- **Commuter Rail Alternative Option 1:** Under this design variation, parking for the Munster/Dyer Main Street Station would be located on the east side of the station, and a vehicle maintenance and storage facility would be located south of 173rd Street in Hammond near the South Hammond Station. See **Figure 1-3**.
- **Commuter Rail Alternative Option 2:** Under this design variation, parking for the Munster/Dyer Main Street Station would be located on the west side of the existing CSX freight line. Main Street would be extended west from Sheffield Avenue using an underpass to cross the CSX railroad and Project ROW. The vehicle maintenance and storage facility would be located south of 173rd Street in Hammond near the South Hammond Station. See **Figure 1-3**.
- **Commuter Rail Alternative Option 3:** Under this design variation, the vehicle maintenance and storage facility would be located south of the Munster/Dyer Main Street Station, on the east side of the existing CSX freight line, at Munster/Dyer Main Street Station, instead of south of the South Hammond Station. Parking for the Munster/Dyer Main Street Station would be located on the east side of the station. See **Figure 1-3**.
- **Commuter Rail Alternative Option 4:** Under this design variation, the rail alignment would be routed above the existing CSX freight line at Maynard Junction, to land on the west side of the CSX freight line, and then continue south to the Munster/Dyer Main Street Station area. The Munster/Dyer Main Street Station and parking would be located west of the existing CSX freight line. A Main Street extension west under the CSX freight line and the Project ROW would be required. The vehicle maintenance and storage facility would be located south of 173rd Street in Hammond near the South Hammond Station. See **Figure 1-3**.

There are two design variations to the Commuter Rail Alternative related to the proposed alignment (i.e., the Indiana Harbor Belt [IHB] Alternative and the Hammond Alternative) as follows. See **Figures 1-4, 1-5, and 1-6**.

COMMUTER RAIL ALTERNATIVE

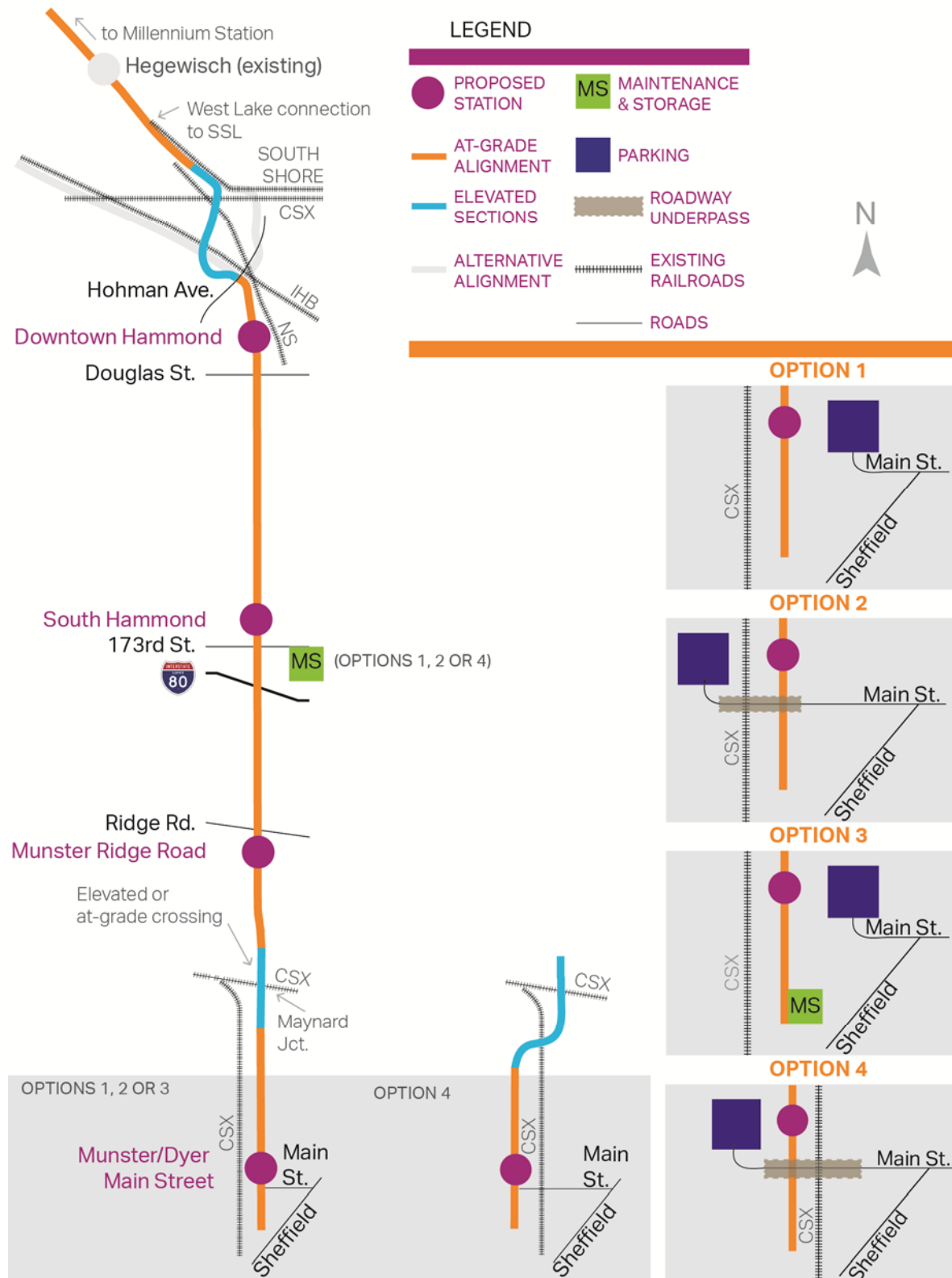


Figure 1-3 Commuter Rail Alternative Options

1.2.3 Indiana Harbor Belt (IHB) Alternative

South of Douglas Street, the IHB Alternative duplicates the Commuter Rail Alternative Options described above. From downtown Hammond north of Douglas Street, the alignment of the IHB Alternative would turn west under Hohman Avenue in Hammond and would be constructed in the IHB freight line ROW west through Calumet City, Burnham, and Chicago, Illinois. West of Burnham Avenue, the IHB Alternative would bridge over the IHB and CSX freight lines, landing in the IHB Kensington Branch freight line ROW, and would include relocating and reconstructing the IHB freight line on a new adjacent track within the existing railroad ROW. The Project would then continue northwest to the proposed connection with the existing SSL near I-94 and 130th Street in Chicago. See **Figure 1-4**.

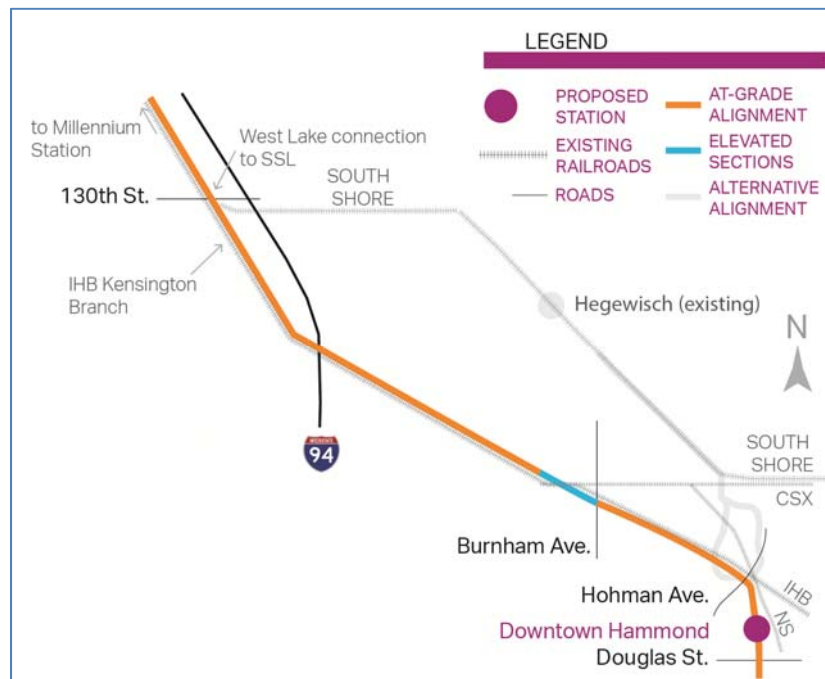


Figure 1-4 Indiana Harbor Belt Alternative

1.2.4 Hammond Alternative

South of Douglas Street, the Hammond Alternative is similar to the Commuter Rail Alternative described above. From downtown Hammond north of Douglas Street, the Hammond Alternative would extend north on embankment and bridges crossing over the IHB and Norfolk Southern freight lines immediately east of the Hohman Avenue overpass. The alignment would then extend northward and cross over Hohman Avenue just south of Michigan Street. The alignment would then continue north and west, crossing over the existing CSX freight line, and connecting with the existing SSL. See **Figure 1-5**.

Under the Hammond Alternative, the Hammond Gateway Station would be constructed in North Hammond and would replace the existing SSL Hammond Station (see **Figure 1-5**). The Hammond Alternative assumes the existing SSL track would be relocated between the existing SSL Hammond Station and the Indiana-Illinois state line to facilitate a passenger connection between the Project and the SSL at the Hammond Gateway Station on the Hammond Alternative. The alignments of both routes would be adjacent to one another at this location, allowing passengers to transfer at the combined station. During non-peak times, West Lake Corridor Project trains would operate as shuttles between Munster/Dyer Main Street Station and

Hammond Gateway Station, making connections with SSL service. **Figure 1-6** illustrates the SSL track relocation.

HAMMOND ALTERNATIVE

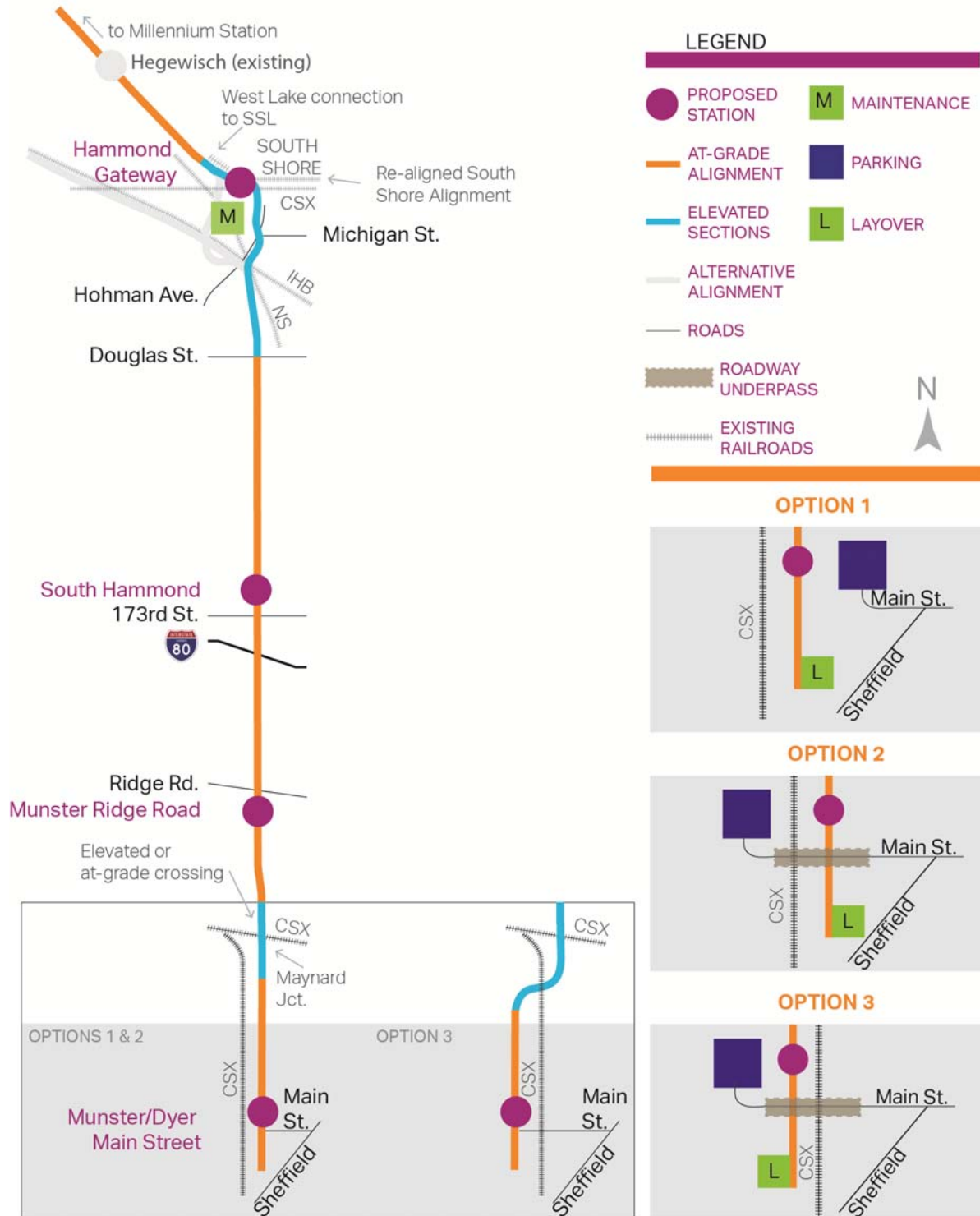


Figure 1-5 Hammond Alternative Options

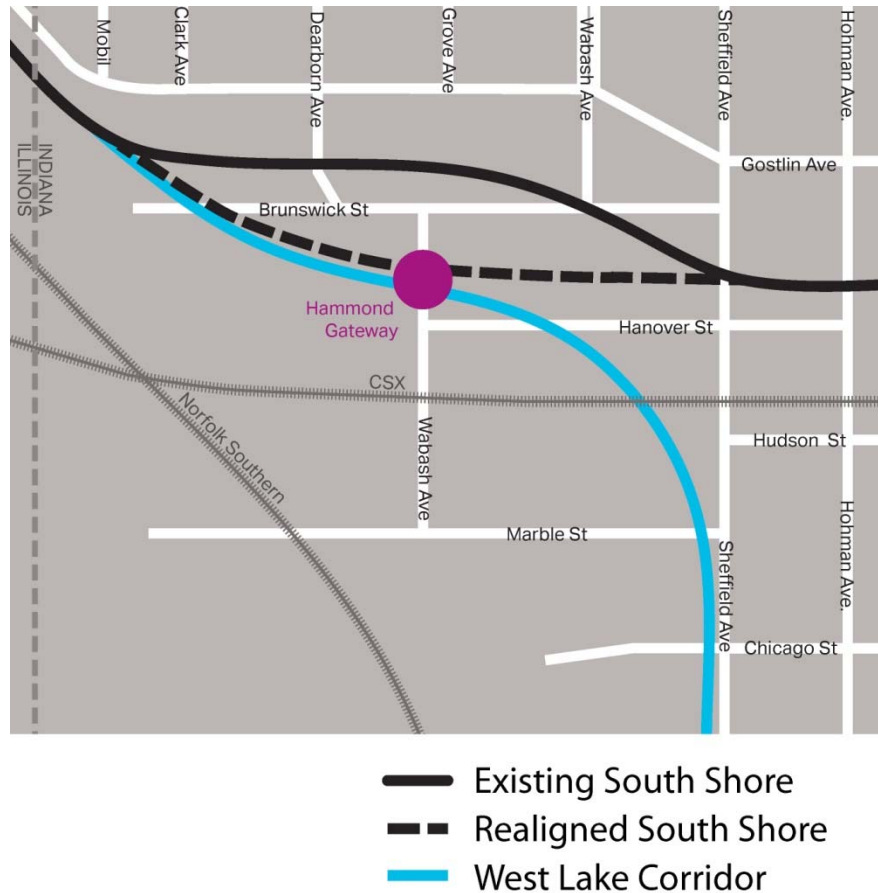


Figure 1-6 South Shore Line Proposed Realignment

A maintenance facility would be located immediately south of the Hammond Gateway Station. A separate layover facility at the southern end of the Project corridor, near the Munster/Dyer Main Street Station, would also be constructed, as shown on **Figure 1-5**. There are three design variations on how the layover facility, Munster/Dyer Main Street Station, and parking would be configured under the Hammond Alternative, as follows:

- **Hammond Alternative Option 1:** The Munster/Dyer Main Street Station, layover facility, and parking would be on the east side of the existing CSX freight line. See **Figure 1-5**.
- **Hammond Alternative Option 2:** The Munster/Dyer Main Street Station and layover facility would be on the east side of the existing CSX freight line, and the parking would be west of the CSX freight line. A Main Street extension west under the CSX freight line and Project ROW would be required. See **Figure 1-5**.
- **Hammond Alternative Option 3:** This option would require routing the Project above the existing CSX freight line at Maynard Junction, landing on the west side of the CSX freight line ROW, and continuing south to the Munster/Dyer Main Street area. The Munster/Dyer Main Street Station, layover facility, and parking would be located west of the existing CSX freight line. A Main Street extension west under the CSX freight line and the Project ROW would be required. See **Figure 1-5**.

1.2.5 Maynard Junction Rail Profile Option

One design variation is being considered for each Build Alternative—the Maynard Junction Rail Profile Option. Under this design variation, at Maynard Junction in Munster, the alignment would cross the existing CSX freight line in an at-grade profile instead of an elevated profile. The proposed alignment would remain east of the CSX freight line ROW for the Commuter Rail Alternative Options 1, 2, and 3 (see **Figure 1-3**), the IHB Alternative Options 1, 2, and 3, and the Hammond Alternative Options 1 and 2 (see **Figure 1-5**).

2. REGULATORY SETTING

The Council on Environmental Quality (CEQ) is charged with implementation of NEPA (40 Code of Federal Regulations [CFR] §§ 1500-1508). To address the NEPA responsibilities established by CEQ, the Federal Highway Administration (FHWA) and FTA issued regulations (23 CFR § 771), Environmental Impact and Related Procedures. Subsequently, FHWA guidance complementing the regulations was issued in the form of a Technical Advisory (T.6640.8A), *Guidance for Preparing and Processing Environmental and Section 4(f) Documents* (1987). Section G5 of the Technical Advisory describes the assessment of foreseeable economic impacts. These include, but are not limited to:

- Regional and local economic impacts such as the effects of the project on development, tax revenues (property or retail), public expenditures, employment opportunities, and accessibility
- Impacts on established business districts, and any opportunities to minimize or reduce such impacts by the private or public sector

The ROW acquisition and relocation assistance program would be conducted in accordance with the Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970, as amended, commonly known as the Uniform Act (42 United States Code [USC] § 4601 et seq.). This act identifies the process, procedures, and timeframe for ROW acquisition and relocation of affected residents or businesses. The requirements of the Uniform Act apply whenever a project uses federal dollars in any phase of a project. In addition, states receiving federal-aid funding from the Highway Trust Fund are required to maintain (updated every 5 years) a manual outlining their ROW policies and procedures as outlined in 23 CFR § 710. Property acquisitions must be done in accordance with Indiana Code Title 14, Article 17.

3. METHODOLOGY

The economic impacts of each Build Alternative were identified for a combined Lake County, Indiana, and Cook County, Illinois, region. Fiscal impacts were identified individually for Lake County and Cook County, including the taxing entities for which each collects ad valorem property taxes. The following sections outline the method for estimating the economic and fiscal impacts for the Project.

3.1 Socioeconomics

The Study Area considered for the socioeconomic analysis is shown on **Figure 1-2** and includes the area within ½ mile on either side of the centerline of the proposed alignment.

Socioeconomic demographic information was derived from the following sources using the most current data available, including:

- 2010 US Census
- 2013 American Community Survey (ACS) – 5-Year averages (2009-2013)
- 2014 CMAP data
- 2015 NIRPC data

Comparable data included in state, local, and regional plans were also reviewed to further inform the assessment of demographic data. Economic development trends were identified through coordination with the municipalities and CMAP and NIRPC. Impacts to socioeconomic conditions and economic development were qualitatively assessed for the No Build Alternative and the Build Alternatives.

3.2 Acquisitions and Displacements plus Fiscal Analysis

The annual lost tax revenue associated with potential property acquisitions due to ROW purchases, displacement, and relocation was determined by first identifying the actual properties that would be required for the Project. The property acquisitions that would be required under the Build Alternatives Options were calculated using Geographic Information System (GIS) mapping and the preliminary engineering ROW plans.

Assessing the impacts of property acquisitions helps form the basis to determine the residential and commercial displacements. The parcel data were generated by the Indiana Department of Homeland Security and accessed through Indiana Maps, which is hosted by Indiana University (Indiana Map 2016). The existing use of the property and whether part of the property or the full property would be acquired was determined. When assessing the number and size of full and partial acquisitions, the properties were grouped into three categories: Residential, Commercial, and Other. The Other category includes parcels with no available record¹, industrial property, as well as government offices, religious institutions, and charitable organizations.

Quantifying the amount and size of land that would be acquired helped to determine the impacts on the assessed value of the acquisitions and the associated lost tax revenue for the local counties. The assessed value of each property was taken from the Assessor's Office for Lake

¹ No information is available for the assessed values of these properties; therefore, their value was assumed to be \$0. As their acreage is known, they are included in the acquisitions assessments.

County, Indiana (Office of the Lake County Assessor 2015) and Cook County, Illinois (Cook County Assessor's Office 2015). Acquisition type (full or partial), and percentage of parcel acquired, were based on GIS mapping and the preliminary engineering ROW plans. For any parcel labeled as a full acquisition, 100 percent of the parcel was assumed to have been acquired. For full acquisitions, the total assessed value² was used to determine the tax revenue lost. For partial acquisitions, the value of the land³ and the percentage acquired was used to determine tax revenue lost. The assessed value of properties that are exempt from paying taxes, such as religious institutions, were not included in the calculated total taxable value lost from the tax base due to ROW acquisitions.

The 2015 assessed value of the acquisitions that would be required for each alternative and the tax rates for each county were used for the purpose of estimating the annual property tax revenues lost. However, the total assessed value lost from the tax base does not reflect the deductions that were applied to eligible properties. Deductions were applied to the assessed values of properties and reduced the taxable value from which the tax is calculated. The deductions for eligible properties were only applicable to Lake County and were estimated based on Indiana's definition of the deductions (State of Indiana 2016).

The Lake County deductions included in the analysis were the homestead, supplemental homestead, mortgage, veteran, and age- and disability-based deductions. Each deduction provides a different value to be removed from the total assessed value of the property. The deductions included in the analysis are summarized below. The homestead deduction allows for a deduction that is the lesser of two values:

- 60 percent of the total assessed value or
- \$45,000

Each property that is eligible for a homestead deduction is also eligible for a supplemental homestead deduction. This is equal to the sum of the following two terms:

- 35 percent of the total assessed value less the homestead deduction for the first \$600,000 and
- 25 percent of the total assessed value less than the homestead deduction for the remaining value greater than \$600,000

Properties with mortgages are also eligible for a deduction. The mortgage deduction is the least of three values:

- The balance of the mortgage or
- One-half of the total assessed value of the property or
- \$3,000

The balance of the mortgage for each property is not available to the public; therefore, to reflect a range of deductions applicable to each eligible property, two scenarios were created for the maximum and minimum value a property could receive. The maximum value awarded scenario accounts for a deduction of \$3,000, while the minimum value awarded scenario accounts for a deduction of \$1. Therefore, when calculating the total revenues lost, the analysis reflects the revenue lost based on a \$3,000 mortgage deduction and the revenue lost based on the \$1 mortgage deduction.

² The total assessed value includes both the value of the land and any improvements made to the property.

³ This value does not include any improvements made to the property.

Some properties are eligible for an age-based (over 65 years), blind, or disabled deduction, all valued at \$12,480. Even if a household is eligible for more than one deduction, only one of these deductions can be applied. Additionally, properties owned by disabled veterans or their surviving spouses may be eligible for a disabled veteran deduction. A deduction up to \$12,480 is granted to a totally disabled veteran or surviving spouse and up to \$24,960 to a partially disabled veteran or surviving spouse. It was assumed that any property qualifying for a disabled veteran deduction would receive the maximum deduction. All deductions are additive and all applicable deductions for each eligible parcel were sourced from the Lake County Surveyor (2016). For this analysis, it was assumed that deduction eligibility would not change after acquisition.

For cases where only part of the property would be acquired, changes in the deductions were evaluated to determine whether they are affected by the value of land that is removed from the tax base. For homestead and supplemental homestead deductions, the deductions were adjusted based on the change in the parcel's total assessed value (land and improvements) due to the loss of land. However, the value of the mortgage, age, and blind/disabled deductions are not impacted by the change in land value, because the deduction is not based on the assessed value of the property, but rather it is considered a flat rate for the purpose of this analysis.

The value of total deductions applicable to each parcel prior to and after the acquisition was applied to the parcel's value before and after acquisition, respectively, to derive the pre-acquisition and post-acquisition taxable value for each parcel. The difference between the two values amounted to the taxable value removed from the tax base. This new value was the basis for which the annual change in tax revenue was calculated based on the tax rates specific to each parcel. **Table 3-1** shows the tax rates used to derive revenues lost. Because 2015 Cook County tax rates were unavailable at the time of the analysis, 2014 tax rates were used and it was assumed that they would remain the same in 2015.

Table 3-1 2013 Tax Codes and Rates for all Properties

Location	Tax Code	Taxing District	Tax Rate (Per \$100 Assessed)
Lake County, Indiana	23	Hammond Corp (North)	4.9571
	27	Munster Corp (North)	3.4678
	34	Dyer Corp (Saint John)	2.3576
Cook County, Illinois	37023	Town of Thornton	20.841
	37024	Town of Thornton	19.174
	37025	Town of Thornton	23.577
	37026	Town of Thornton	23.268
	37034	Town of Thornton	22.312
	37163	Town of Thornton	26.004
	37176	Town of Thornton	26.004
	37238	Town of Thornton	26.004
	70002	City of Chicago	6.825

SOURCE: Lake County, State of Indiana Department of Local Government Finance, Cook County, Illinois Clerk office 2013

The total value of the tax revenues lost due to the Project's acquisitions was compared to the total property tax revenues collected to identify the percentage of revenues that would be permanently removed from each county. This comparison was used to determine whether the impacts on the property tax revenues would be significant for Lake County, Indiana, and Cook County, Illinois.

3.3 Economic Effects of Construction and Operation

3.3.1 Construction Impacts

Construction of the Project would support the local economy through hiring of construction personnel, renting or purchasing construction equipment, and procurement of construction materials for the duration of the construction period. These activities would provide direct, indirect, and induced effects for the local economy, which are explained later in the section.

The Bureau of Economic Analysis (BEA) Regional Input-Output Modeling System (RIMS II) Series 2013 (updated in 2015) multipliers were used to estimate jobs and earnings effects resulting from construction of the Build Alternatives. The multipliers are constructed to reflect the structure of economies of Lake County, Indiana, and Cook County, Illinois. Derived from the BEA RIMS, the multipliers measure the total change (direct + indirect effects) in output, employment, and earnings that results from an incremental change to a particular industry. They represent the most updated version available at the time this analysis was prepared.

Capital costs were developed for the Project and organized by cost categories. It is assumed that existing SSL vehicles would be rehabilitated outside of the Study Area. Therefore, vehicles, in addition to ROW, are excluded from the total costs used to calculate impacts. ROW is excluded because it is a purchase of real property and there is no labor associated with this expenditure. **Table 3-2** shows the breakdown of capital costs for each of the Build Alternative Options.

Construction and professional services values served as the basis for estimating construction spending impacts. Contingency was allocated to construction and professional services categories based on each category's share of the total non-contingency costs.

In order to isolate the potential economic effects of the Project to the Study Area, it is necessary to distinguish those resources that are new to the economy and that would not be invested in Study Area counties but for the Project, from those that would still be spent in the region with similar economic effects (e.g., funds that would be allocated to other transportation construction projects in the region). Only those impacts from new funding sources would create new employment in the Study Area. Impacts from existing funding sources would support employment in the Study Area. At this stage of planning, the funding sources are not known. Thus, the analysis applies the full project cost, which represents the maximum construction impact.

Table 3-2 Construction Cost Breakdown by Build Alternative Option (2015 dollars)

Alternative	Maynard Profile	Option	Construction North of Douglas Street	Construction South of Douglas Street	Construction Stations/ Parking	Construction Maintenance and Storage Facility	Right-of-Way	Rolling Stock	Professional Services	Unallocated Contingencies	Total	Total Construction Expenditures	Total Professional Services Expenditures
Commuter Rail	flyover	1	\$132,509,000	\$150,870,000	\$29,444,000	\$40,000,000	\$10,010,000	\$31,365,000	\$125,930,000	\$26,159,000	\$546,287,000	\$370,567,664	\$132,263,447
		2	\$132,509,000	\$158,264,000	\$29,444,000	\$40,000,000	\$10,010,000	\$31,365,000	\$128,517,000	\$26,557,000	\$556,666,000	\$378,262,879	\$134,955,348
		3	\$132,509,300	\$155,930,000	\$29,444,200	\$57,884,200	\$10,416,000	\$31,365,000	\$133,960,000	\$27,615,100	\$579,123,800	\$394,583,111	\$140,667,635
		4	\$132,509,000	\$156,088,000	\$29,444,000	\$40,000,000	\$10,057,000	\$31,365,000	\$127,756,000	\$26,402,000	\$553,621,000	\$375,970,928	\$134,153,747
	at-grade	1	\$132,509,000	\$128,080,000	\$29,444,000	\$40,000,000	\$10,010,000	\$31,365,000	\$117,953,000	\$24,509,000	\$513,870,000	\$346,562,267	\$123,860,520
		2	\$132,509,000	\$135,474,000	\$29,444,000	\$40,000,000	\$10,010,000	\$31,365,000	\$120,540,000	\$24,907,000	\$524,249,000	\$354,257,738	\$126,552,492
		3	\$132,509,300	\$133,140,000	\$29,444,200	\$57,884,200	\$10,416,000	\$31,365,000	\$125,983,000	\$25,965,100	\$546,706,800	\$370,577,791	\$132,264,735
IHB	flyover	1	\$145,396,000	\$150,870,000	\$29,444,000	\$40,000,000	\$11,918,000	\$31,365,000	\$130,440,000	\$27,125,000	\$566,558,000	\$384,099,464	\$136,999,081
		2	\$145,396,000	\$158,264,000	\$29,444,000	\$40,000,000	\$11,918,000	\$31,365,000	\$133,027,000	\$27,523,000	\$576,937,000	\$391,794,717	\$139,691,013
		3	\$145,396,000	\$155,930,000	\$29,444,200	\$57,884,200	\$12,324,000	\$31,365,000	\$138,470,000	\$28,581,100	\$599,394,500	\$408,114,648	\$145,403,308
		4	\$145,396,000	\$156,088,000	\$29,444,000	\$40,000,000	\$11,965,000	\$31,365,000	\$132,266,000	\$27,368,000	\$573,892,000	\$389,502,770	\$138,889,416
	at-grade	1	\$145,396,000	\$128,080,000	\$29,444,000	\$40,000,000	\$11,918,000	\$31,365,000	\$122,463,000	\$25,475,000	\$534,141,000	\$360,094,112	\$128,596,189
		2	\$145,396,000	\$135,474,000	\$29,444,000	\$40,000,000	\$11,918,000	\$31,365,000	\$125,050,000	\$25,873,000	\$544,520,000	\$367,789,613	\$131,288,190
		3	\$145,396,000	\$133,140,000	\$29,444,200	\$57,884,200	\$12,324,000	\$31,365,000	\$130,493,000	\$26,931,100	\$566,977,500	\$384,109,371	\$137,000,441
Hammond	flyover	1	\$94,446,000	\$150,870,000	\$49,908,000	\$48,282,000	\$11,799,000	\$31,365,000	\$123,129,000	\$25,541,000	\$535,340,000	\$360,715,698	\$129,297,780
		2	\$94,446,000	\$158,264,000	\$49,908,000	\$48,282,000	\$11,799,000	\$31,365,000	\$125,717,000	\$26,040,000	\$545,821,000	\$368,479,396	\$132,015,173
		3	\$94,446,000	\$158,416,000	\$49,908,000	\$48,403,000	\$12,930,000	\$31,365,000	\$125,759,000	\$25,948,000	\$547,175,000	\$368,655,281	\$132,019,601
	at-grade	1	\$94,446,000	\$128,080,000	\$49,908,000	\$48,282,000	\$11,799,000	\$31,365,000	\$115,152,000	\$23,891,000	\$502,923,000	\$336,711,228	\$120,895,033
		2	\$94,446,000	\$135,474,000	\$49,908,000	\$48,282,000	\$11,799,000	\$31,365,000	\$117,740,000	\$24,390,000	\$513,404,000	\$344,474,773	\$123,612,385

Note: Hammond Alternative Option 2 is the NEPA Preferred Alternative.

SOURCE: NICTD/AECOM 2016

Total employment and total earnings impacts are estimated, which are the sum of three categories of impacts:

- **Direct effect:** Includes the effects on industries that are directly purchased to build the Project, including control equipment and construction.
- **Indirect effect:** Includes the effects on supporting industries that supply goods and services to the direct effect industries. This includes workers in industries that supply equipment parts, steel, concrete, wood, and other raw materials that are needed for building guideways and station facilities.
- **Induced effect:** Includes the effect of direct and indirect workers spending their income on consumer goods and services such as food, shelter, clothing, recreation, and personal services.

Capital investment for the Project would create additional jobs and subsequent wages during the construction of the proposed Project. Capital expenditures were separated into construction and professional services expenditures, and multipliers for the appropriate industry were applied to the respective costs shown in **Table 3-3**.

Table 3-3 Lake County, Indiana and Cook County, Illinois Employment and Earnings Multipliers for Construction and Professional Services

Industry	Final Demand	
	Earnings	Employment
Construction	0.4494	9.6202
Professional Services	0.5598	11.1262

SOURCE: RIMS II, Table 2.5 Total Multipliers, Lake, IN and Cook, IL Counties (Type II) Series 2013.

The interpretation of the RIMS II employment multipliers used in the analysis is as follows. The Final Demand Employment Multiplier represents the total change in number of jobs that occurs in all industries for each \$1 million of output (in 2013 dollars) delivered to final demand by the construction industry. For example, based on the multipliers in **Table 3-3** every \$1 million in construction goods and services delivered to final demand in the Study Area (in 2013 dollars) yields 9.6202 jobs in all industries.

The employment effects are expressed in job-years, which is defined as one job for one person for one year. For example, three job-years are equal to three people doing a job for one year, or one person doing a job for three years. The employment results are reported in **Chapter 7**.

In addition to the employment effects, the construction of the Build Alternative (versus the No Build Alternative) results in earnings impacts to the Study Area for both the construction and professional services industries. The Final Demand Earnings Multiplier represents the total dollar change in earnings of households employed by all industries for each additional dollar of output delivered to final demand by the construction industry. For example, based on the multipliers shown in **Table 3-3**, every \$1 delivered to final demand by the construction industry in the Study Area yields \$0.4494 of earnings for households employed by all industries. The earnings results are reported in **Chapter 7**.

3.3.2 Operating Impacts

Implementation of the rail service would support jobs and earnings as a result of ongoing operations and maintenance (O&M) expenditures. These impacts are long-term annual impacts that would continue through the life of the service. The anticipated total employment impacts from the rail service based on the RIMS II multiplier analysis is described below. **Table 3-4** shows the annual O&M costs for each Build Alternative Option.

Table 3-4 Annual O&M Costs by Build Alternative (2015 dollars)

Operating Option	Total Employment (job-years)	Total Earnings (2015 dollars)
Commuter Rail Alternative	214	\$6,883,901
IHB Alternative	213	\$6,863,534
Hammond Alternative Total	226	\$7,277,534
Hammond Alternative Option 3	220	\$7,080,533
Hammond Alternative - Weekend Shuttles	6	\$197,001

SOURCE: NICTD/AECOM 2016

This analysis assumes that funding for O&M would be provided through a mix of government funds and project-generated funds. Although these expenses could include local sources, this represents spending that would not take place but for the implementation of the service. The expansion of transit service associated with the Build Alternatives represents an expansion of economic activity in the Study Area and thus generates recurring net economic impacts.

O&M impacts are calculated for a Study Area comprised of Lake County, Indiana, and Cook County, Illinois. RIMS II Series 2013 multipliers were used, as they were the most recent available at the time of the analysis. The economic impacts calculated are the total employment and total earnings, which are the sum of the direct, indirect, and induced effects. **Table 3-5** presents the multipliers used in the analysis for the O&M expenditures in the Study Area. Multipliers for transit and ground passenger transportation were applied to the O&M expenditures for the rail service.

Table 3-5 Lake County, Indiana and Cook County, Illinois Employment and Earnings Multipliers for Transit and Ground Passenger Transportation

Industry	Final Demand	
	Earnings	Employment
Transit and Ground Passenger Transportation (O&M)	0.5345	17.1086

SOURCE: RIMS II, Table 2.5 Total Multipliers, Lake, IN and Cook, IL counties (Type II) Series 2013.

The interpretation of the RIMS II employment multipliers used in the analysis is as follows. The transit and ground passenger transportation industry is used as an example.

The Final Demand Employment Multiplier represents the total change in number of jobs that occurs in all industries for each \$1 million of output (in 2013 dollars) delivered to final demand by the ground passenger transportation industry. For example, based on the multipliers in **Table 3-5**, every \$1 delivered to final demand by the transit and ground passenger transportation industry in the Study Area (in 2013 dollars) yields 17.1086 jobs in all industries.

The employment effects are expressed in job-years, which are defined as one full-time job for one person for one year. For example, three job-years are equal to three people doing a job for one year, or one person doing a job for three years. The employment results are reported in **Chapter 8**.

The Final Demand Earnings Multiplier represents the total dollar change in earnings of households employed by all industries for each additional dollar of output delivered to final demand by the transit and ground passenger transportation industry. Based on the multipliers shown in **Table 3-5**, every \$1 delivered to final demand by the transit and ground passenger transportation industry in the Study Area yields \$0.5345 of earnings for households employed by all industries. The earnings impacts are reported in **Chapter 8**.

4. AFFECTED ENVIRONMENT

This section presents existing economic conditions for the Study Area to provide context for the corridor's transportation needs. It focuses on the commercial real estate market for the region, since there are some potential displacements and acquisitions required for the Project. It also presents an overview of the residential vacancy rates in Lake and Cook Counties.

4.1 Population

An overview of the demographics for the Study Area is provided below, addressing population totals and age characteristics.

4.1.1 Population

Table 4-1 shows the total population and population by age cohort of the Study Area by jurisdiction. In 2010, the Study Area had a population of 201,364 with 17 percent living in the Indiana portion of the Study Area and 83 percent living in Illinois. The existing MED/SSL portion of the Study Area was the most populous with approximately 126,000 people. All of the remaining jurisdictions (including the Chicago West/IHB portion of the corridor) had substantially lower resident populations. Among those, the portion of the City of Hammond within the Study Area and the Cook County portion of the Study Area in Illinois had comparable populations at approximately 23,700 residents each, representing the greatest number of residents residing within a single corridor jurisdiction outside of those living along the existing MED/SSL in eastern Chicago. The portion of the Study Area in Munster is the least populous at roughly 24 percent of the corridor's Indiana population and only around 10 percent of that along the existing MED/SSL in Chicago. This reflects the low-density suburban character of Munster compared with the dense, urban-edge character of Hammond and the urban character of the Chicago shoreline.

Table 4-1 Study Area Population by Age Cohort

Geography (Portion of Study Area)	Total Population	Study Area Population as Percentage of Municipal Total	Population of School Age (up to age 19)	Population of Employment Age (19-65)	Population that is Elderly (65 and older)
Dyer	14,886	13%	12%	38%	12%
Munster	12,304	52%	26%	56%	18%
Hammond	23,737	29%	35%	57%	8%
Chicago – West/IHB portion	16,988	1%	38%	51%	11%
Chicago Existing MED/SSL	125,841	5%	26%	58%	13%
Cook County portion	23,708	NA	31%	59%	10%
Study Area Total	201,364	NA	24%	52%	8%
NIRPC Region	770,951	NA	27%	57%	13%
CMAP Region	8,432,516	NA	27%	61%	12%
State of Illinois	12,859,995	NA	23%	63%	14%
State of Indiana	6,619,680	NA	24%	62%	14%

SOURCE: US Census Bureau 2010 Census and 2013 ACS

As shown in **Table 4-1**, the age cohorts suggest that the Study Area population has a high number of families, because of the substantial number of school-age children, and a relatively

low percentage of older people (age 65 and older), with no more than 18 percent elderly residing across the Study Area.

As shown on **Figures 4-1** and **4-2**, the population is evenly distributed across the Study Area in Indiana, with denser clustering in the vicinity of the proposed Hammond Gateway Station and just north of the proposed South Hammond Station. The lowest density of persons per square mile occurs in Dyer and along the northern end of the IHB Alternative. The highest density of persons per square mile occurs in the central portion of the Millennium Station/SSL segment of the proposed alignment. This corresponds with the location of very high density multifamily housing there and is typical of densities in major US cities like Chicago.

4.1.2 Population Projections

The analysis conducted for the *West Lake Corridor Project Existing Conditions Technical Memorandum* (AECOM 2014) provides general population projections for the Study Area to the year 2040. The analysis concluded that while Lake County, Indiana, has seen an ongoing trend of population decline in its northern municipalities located in the heavily-industrialized areas along Lake Michigan, there has been and will continue to be population growth in the central areas of the county where the Project is proposed. The Cook County portion of the Study Area will also see population growth to 2040 at a similar rate to the Indiana communities to the south. **Table 4-2** summarizes the CMAP population projections for 2010 to the 2040 horizon year and projections for 2015 to 2040 available from NIRPC traffic modeling efforts. No single source of projections was available across the entire Study Area for the same years and using the same projection methodology. Consequently, the most current estimates are shown separately by state. Still, some trends in population growth can be observed.

Table 4-2 Population Projections in the Study Area

Indiana (NIRPC)			
Area	2015	2040	Percent Change
Dyer	18,352	21,725	18%
Munster	24,163	26,499	10%
Hammond	87,927	99,207	13%
IHB - Indiana	10,410	14,847	43%
NIRPC Region	799,626	938,683	17%
Illinois (CMAP)			
Area	2010	2040	Percent Change
Chicago West/IHB portion	25,110	29,450	18%
Chicago Existing MED/SSL	123,133	152,423	24%
Cook County - Portion	159,648	194,013	22%
CMAP Region	8,304,113	10,677,414	29%

SOURCES: NIRPC 2015, CMAP 2014

The data indicate that both the Indiana and Illinois portions of the Study Area will grow in population steadily through to 2040. The strongest population growth would be in the north Hammond area in Indiana (IHB segment in Indiana).

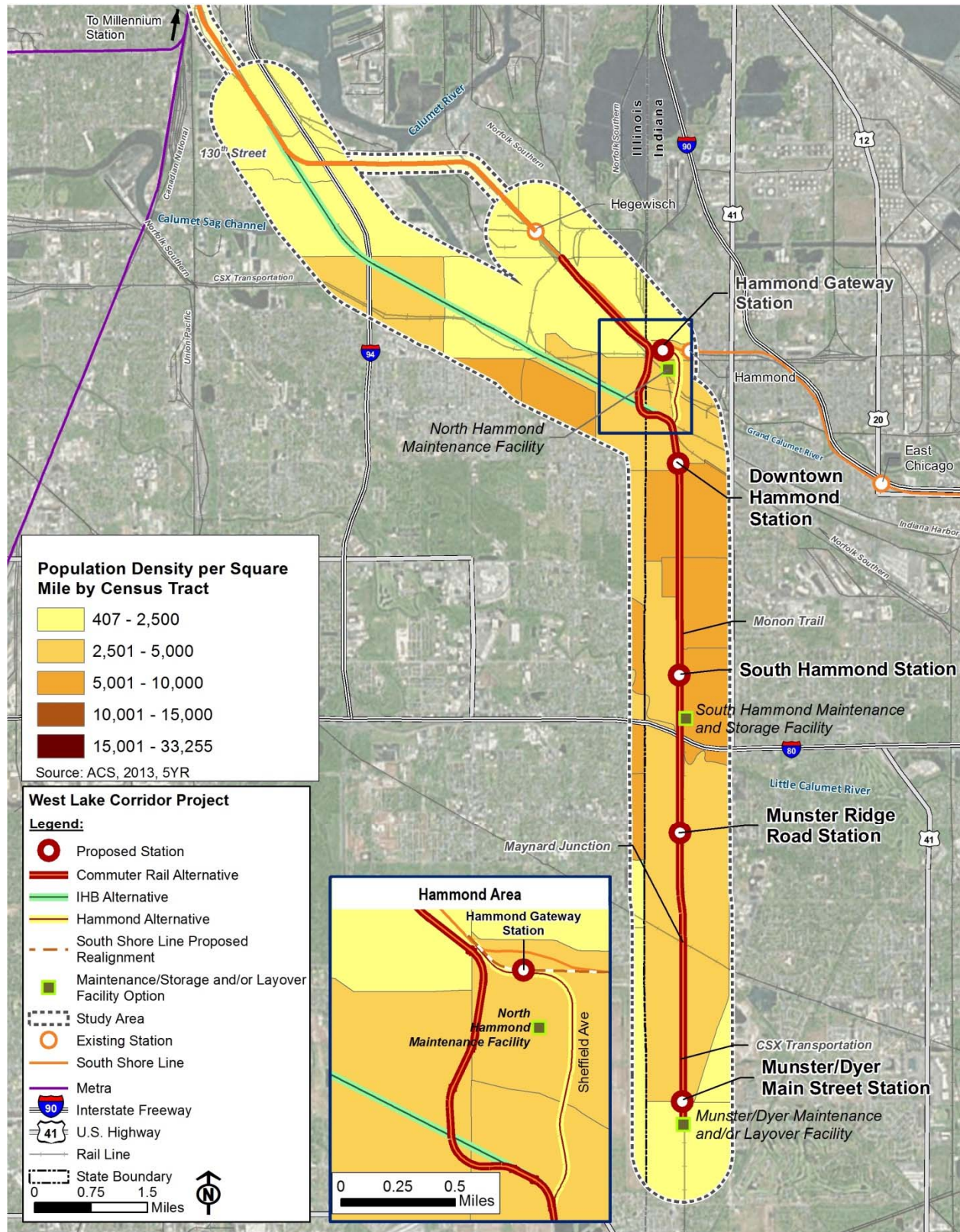


Figure 4-1 Study Area Population Density/Distribution

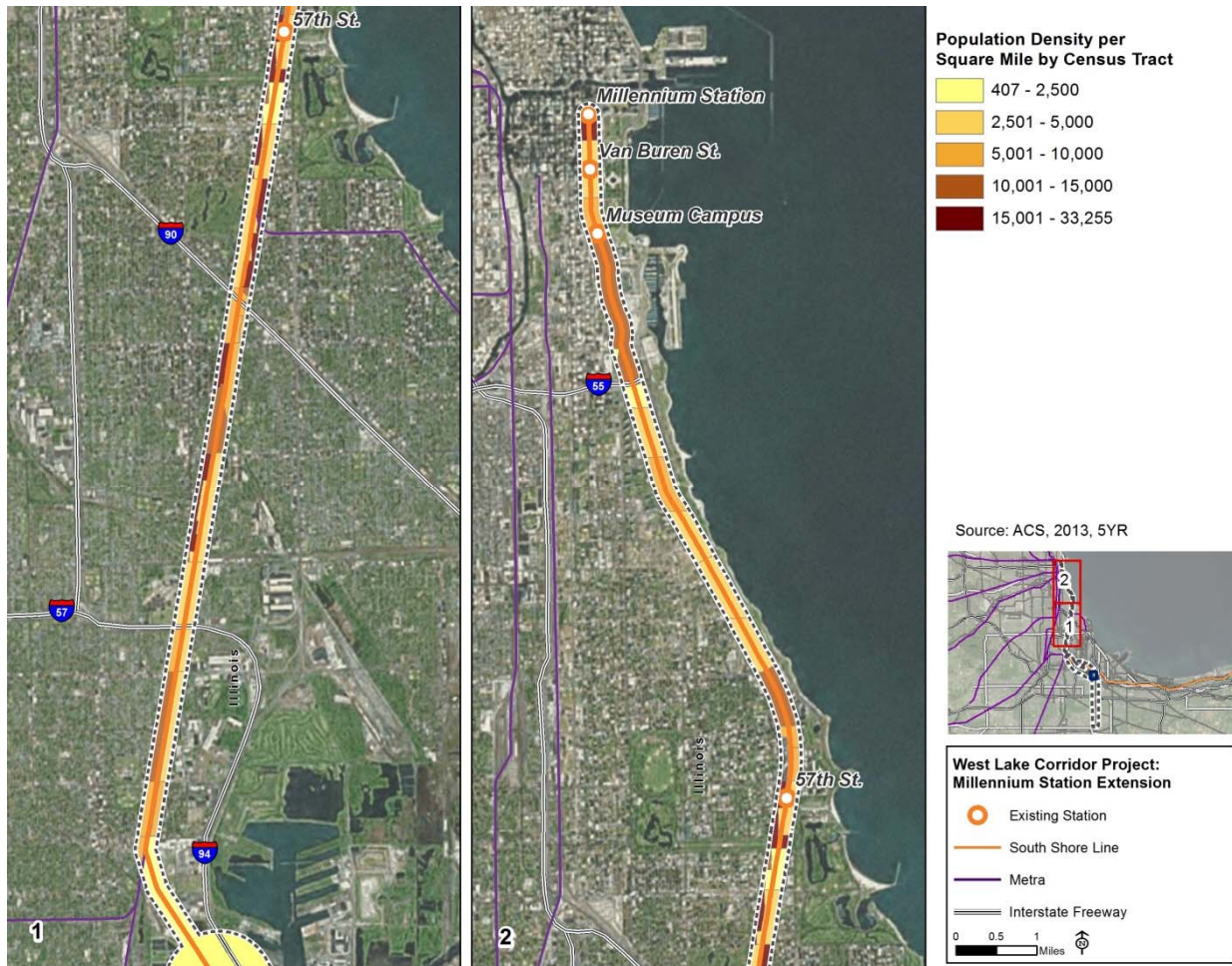


Figure 4-2 Study Area Population Density/Distribution along the Existing MED/SSL

4.2 Housing

Table 4-3 presents the housing characteristics of the Study Area. Home ownership is highest in Dyer at almost 89 percent. Traveling north in the Study Area, the percentage of home ownership declines steadily and the percentage of rental housing units changes to a high of 63 percent at the project terminus in Chicago. The exception to this steady transition is Hammond, which demonstrates home ownership at rates similar to the City of Chicago, which is around 55 percent.

Table 4-3 Housing Characteristics in the West Lake Corridor Study Area

Area	Total Housing Units	Housing as Percentage of Municipal Total	Housing that is Owner Occupied	Housing that is Renter Occupied	Vacant Housing	Average HH Size	HH without Vehicle
Dyer	3,611	36%	89%	11%	7%	3	2%
Munster	4,872	54%	86%	14%	4%	3	4%
Hammond	10,001	30%	55%	45%	16%	3	16%
Chicago West/IHB portion	7,389	1%	47%	54%	18%	3	28%
Chicago MED/SSL portion	71,855	6%	37%	63%	16%	3	20%
Cook County portion	9,955	NA	59%	41%	14%	3	11%
Study Area Total	10,625	NA	50%	50%	15%	3	17%
NIRPC Region	323,602	NA	69%	33%	14%	3	9%
CMAP Region	3,369,908	NA	64%	37%	10%	3	14%
State of Illinois	5,307,222	NA	66%	44%	13%	3	22%
State of Indiana	2,829,532	NA	70%	30%	14%	3	17%

SOURCE: US Census Bureau ACS 2009-2013

Note: HH: Household

Household size remains essentially constant across the Study Area. An average household size of about three persons, along with the age cohort data, suggests families with one or more children. Similar to the rental housing data, the number of households without a personal vehicle rises from the southern end of the Study Area to the northern end, with the greatest number of households without a vehicle in Chicago. The existing MED/SSL portion of the Study Area has a relatively high concentration of transit-dependent workers. By contrast, the southern end of the Study Area has a very low percentage of households without a vehicle available.

Figures 4-3 and 4-4 display the distribution of housing units in the Study Area and along the existing MED/SSL, respectively. Similar to the population density graphic, it indicates high-density housing in the vicinity of the proposed Hammond Gateway Station. To the north of that location, housing density is particularly high in the Hegewisch neighborhood in Chicago and northward to the Millennium Station. Housing unit density is lowest along the IHB Alternative, with the exception of the area in north Hammond, and between the proposed Downtown Hammond Station and South Hammond Station sites. When compared to the information on employment density, the housing data suggest that many of those Study Area residents who live and work in Chicago may have jobs in relative close proximity to where they live. At the same time, many of those who live in Indiana are commuting north for work.

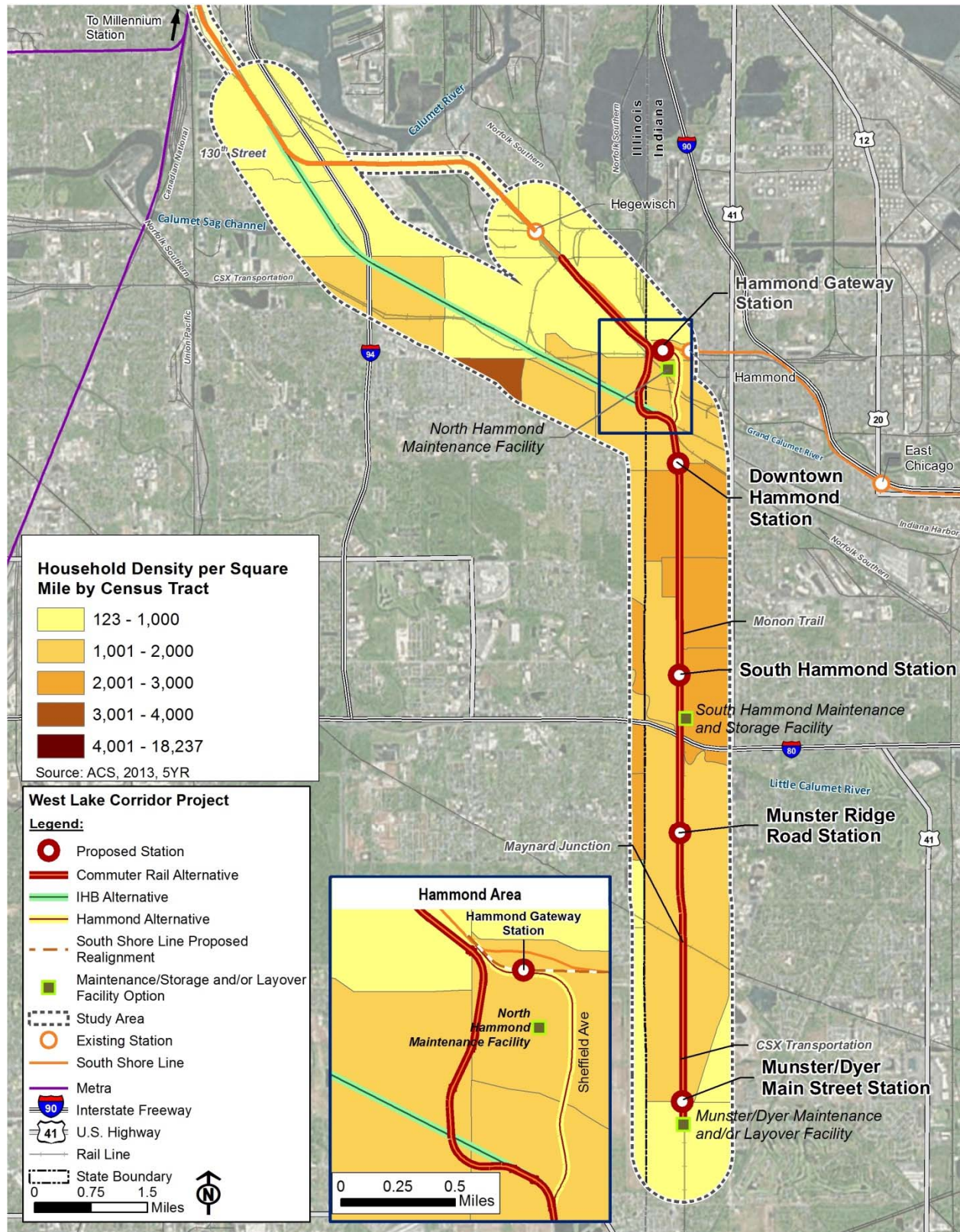


Figure 4-3 Housing Density/Distribution in the Study Area

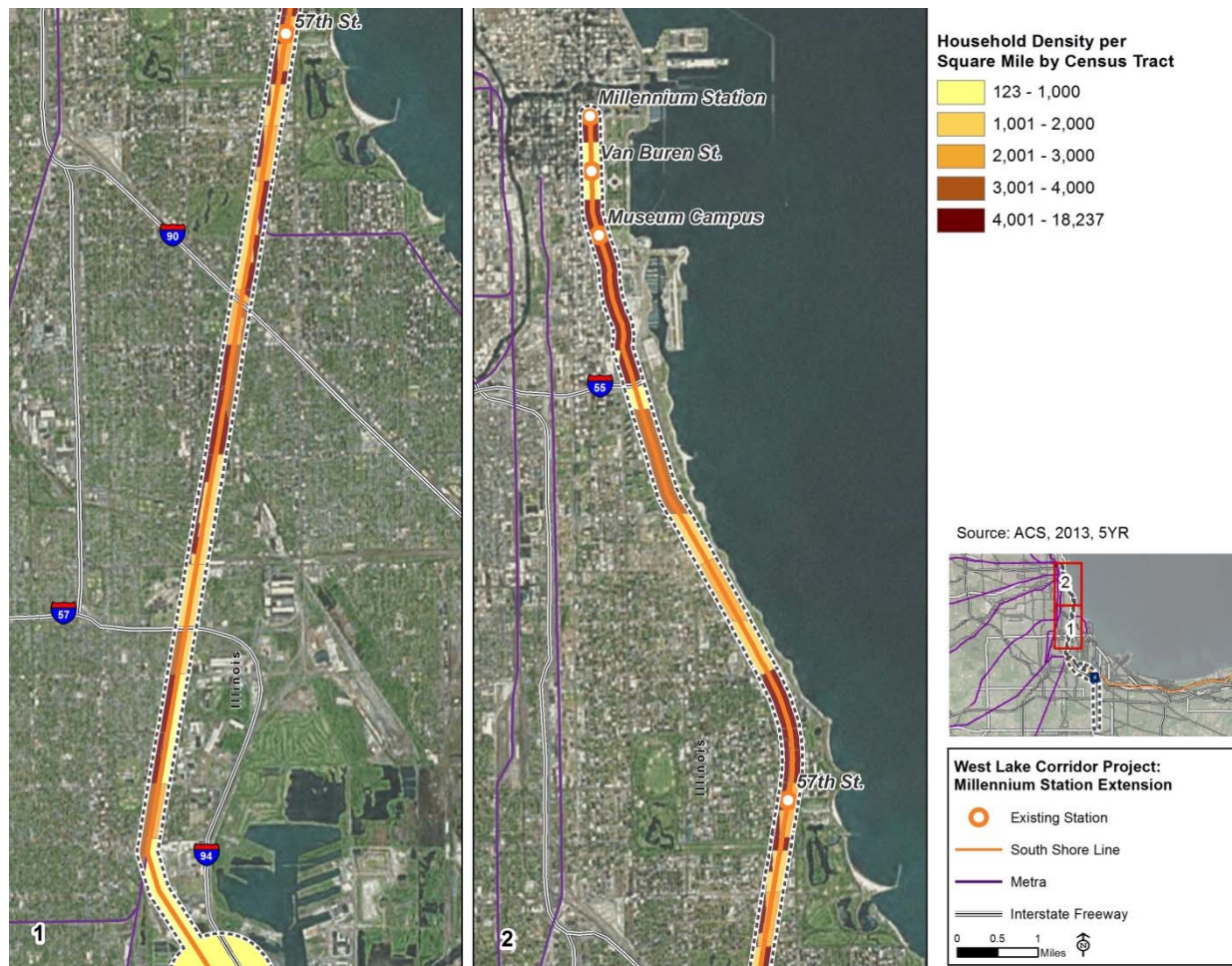


Figure 4-4 Housing Density/Distribution along the Existing MED/SSL

4.3 Employment, Income, and Employers

4.3.1 Employment and Income

Table 4-4 summarizes employment and income characteristics of residents in the Study Area. **Figures 4-5** and **4-6** display employment density across the Study Area and along the existing MED/SSL, respectively. Unemployment is comparatively low in Dyer and Munster. It rises sharply in Hammond, the Cook County portion, and Chicago at more than double the percentage of each of the two southern-most communities. Similarly, with the exception of Hammond, median household income is higher at the southern end of the Study Area and declines towards the northern end of the Study Area in Chicago. The data for Hammond, Chicago, and the Cook County portion, along with the housing data described above, collectively indicate that these areas are more economically distressed than the balance of the Study Area. Despite this and the relatively high unemployment rate in Hammond (16 percent), the highest density of employment in the Study Area after Cook County and pockets along the existing MED/SSL, is also in Hammond. This is reflective of the fact that Hammond is more densely developed in general than the rest of the Indiana portion of the Study Area.

Table 4-4 Employment and Income in the Study Area

Geography/Census Tracts in the Study Area	Total Employed	Employed Persons as Percentage of Municipal Total	Percentage Unemployed	Median Household Income
Dyer	4,289	40%	5%	\$ 73,697
Munster	5,636	52%	6%	\$ 79,503
Hammond	9,145	28%	16%	\$ 39,282
Chicago West/IHB portion	5,350	1%	22%	\$ 31,467
Chicago Millennium/SSL portion	51,974	22%	20%	\$ 59,469
Cook County portion	9,661	NA	18%	\$ 41,755
Study Area Total/Average	87,654	NA	58%	\$ 52,189
NIRPC Region	339,022	NA	13%	\$ 49,654
CMAQ Region	4,013,150	NA	12%	\$ 64,518
State of Illinois	5,209,070	NA	13%	\$ 48,737
State of Indiana	2,555,979	NA	10%	\$ 57,166

SOURCE: US Census Bureau 2010 and 2009-2013 ACS

4.3.2 Major Employers

Employment by industry sector within the Study Area is presented in **Table 4-5**, while major employers (i.e., employers having 100 or more employees) are listed in **Table 4-6**. Educational services and healthcare are the largest single-industry sectors in the Study Area followed by manufacturing and retail trade. There are a limited number of major employers, all of whom are mostly dispersed within the Study Area, and there are none located in Dyer. There are clusters of major employers along the existing MED/SSL portion of the rail corridor; however, there are relatively few major employers scattered throughout the remainder of the Study Area.

The Chicago existing MED/SSL portion of the rail corridor has the greatest number of large employers at 43. The three largest employers are Pullman Wheel Works (3,900 employees); Ford Motor Company (2,479 employees) in Chicago; and St. Margaret Hospital in Hammond (1,588 employees). It is notable that as many as 40 major employers occur to the south of the 57th Street Station in Chicago, while one of the largest clusters of high density housing and population occurs around that same station area. This suggests that there are strong opportunities for reverse commuting from the downtown area of Chicago out to employers' south along the proposed alignment. The location of major employers in the Study Area and along the existing MED/SSL is shown on **Figures 4-7** and **4-8**, respectively.

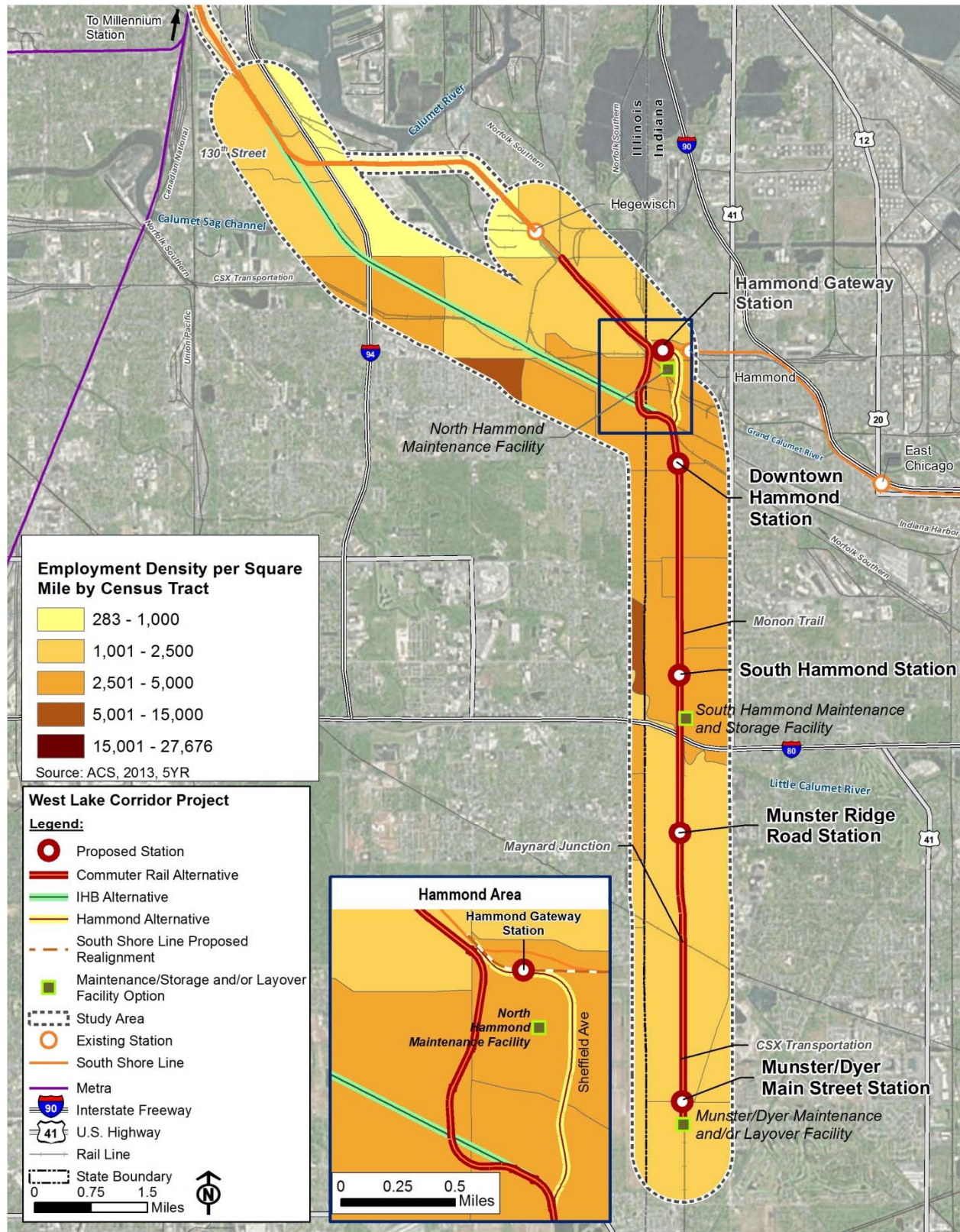


Figure 4-5 Density of Employed Persons in the Study Area

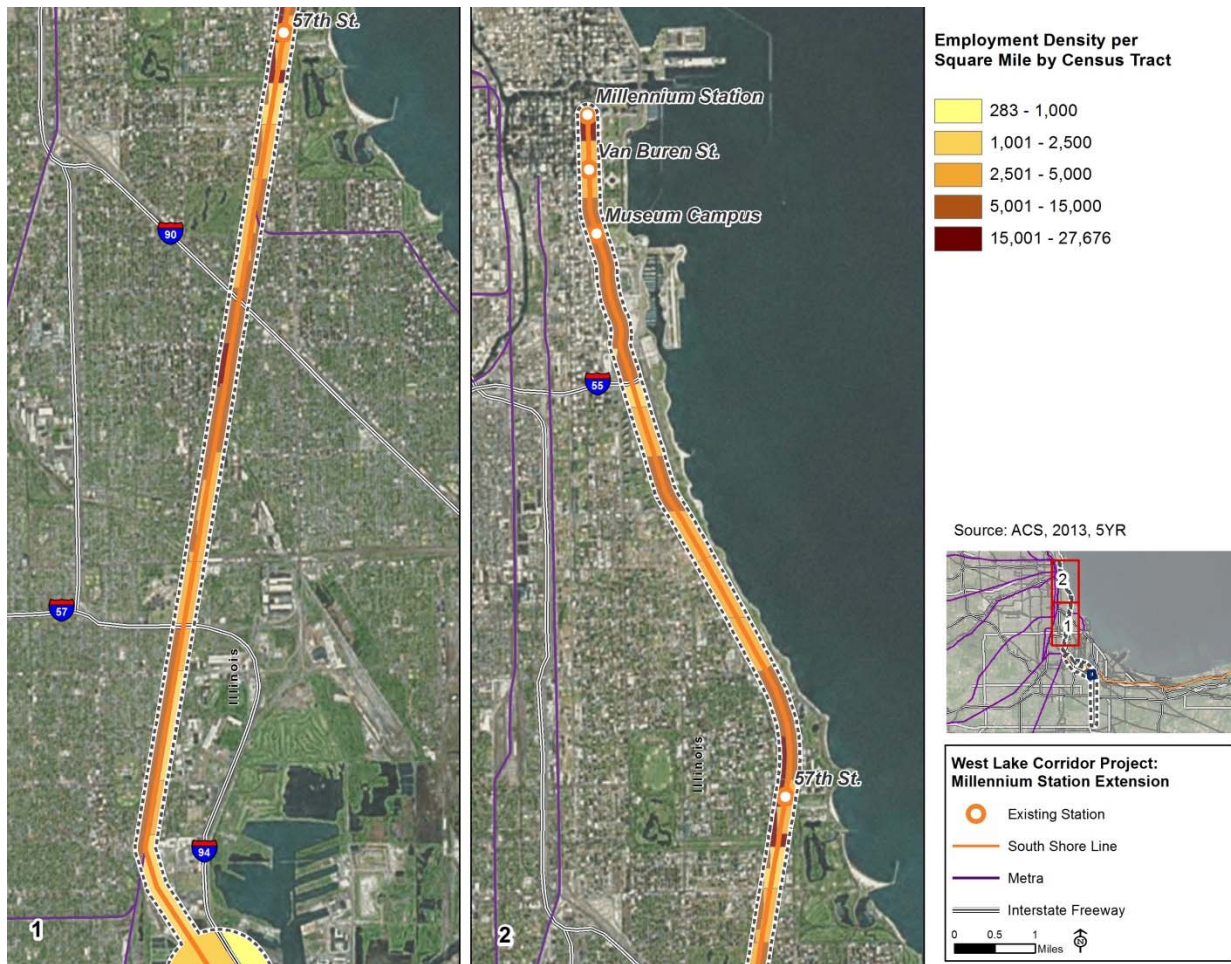


Figure 4-6 Density of Employed Persons along the Existing MED/SSL

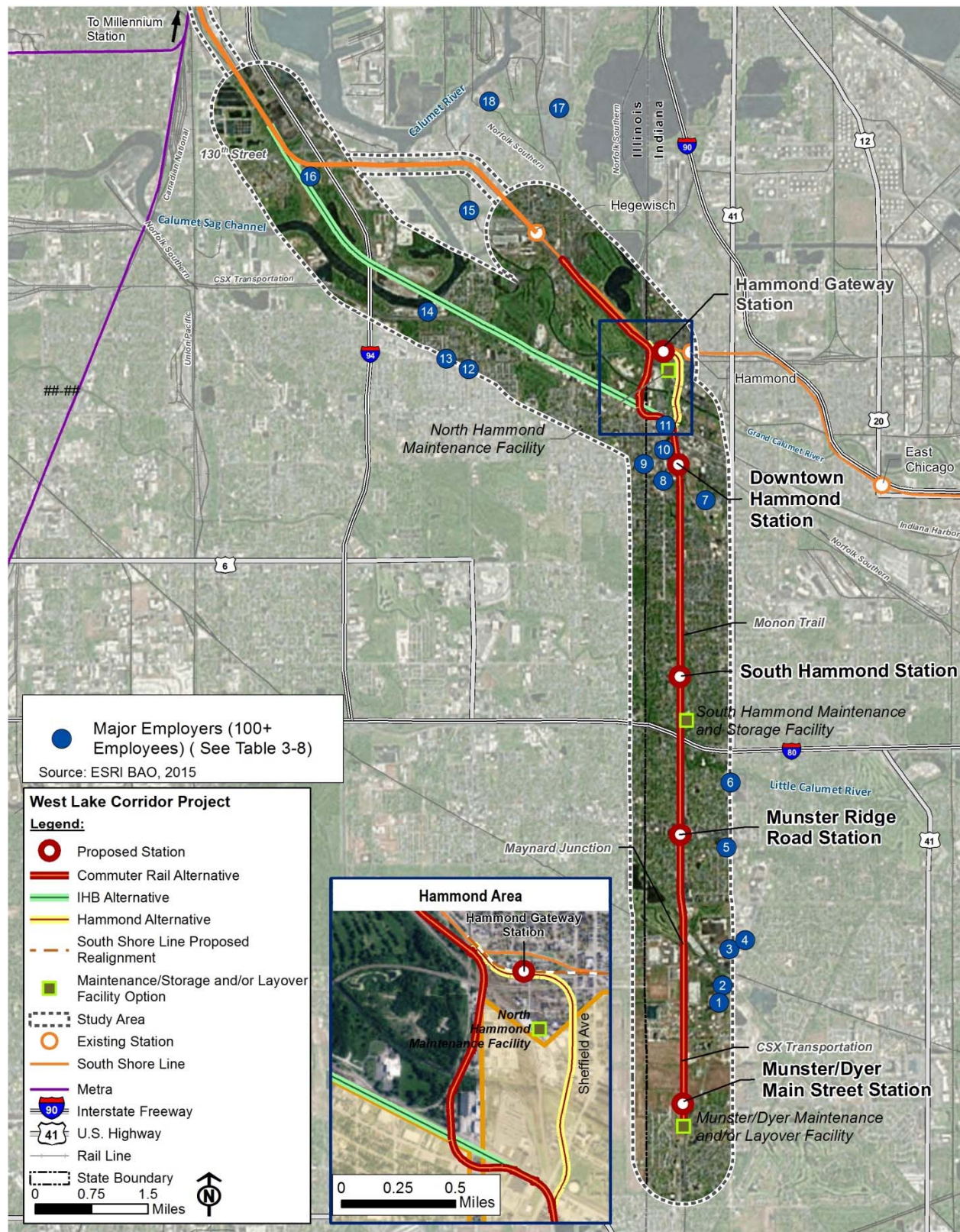


Figure 4-7 Major Employers in the Study Area

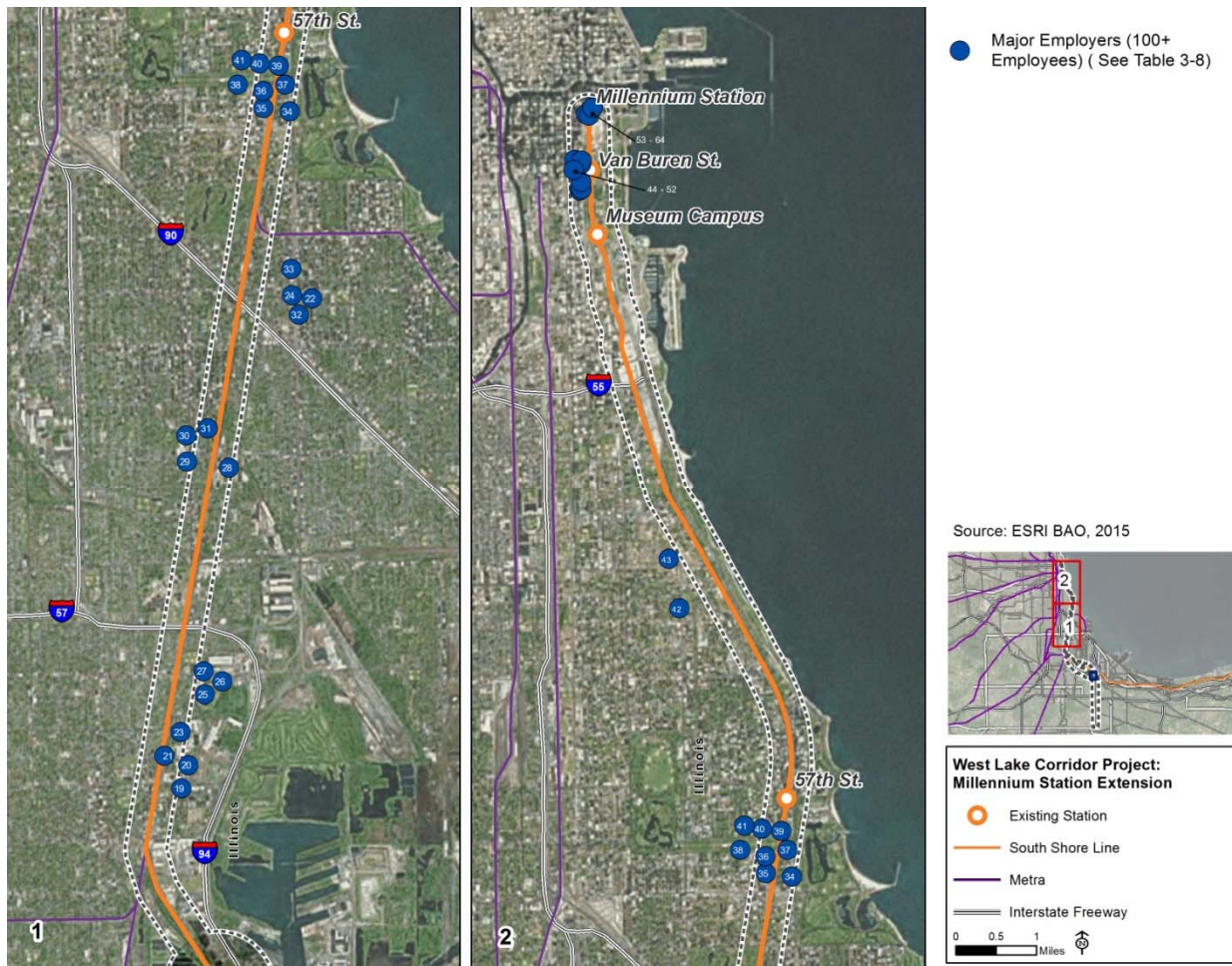


Figure 4-8 Major Employers along the Existing MED/SSL

Table 4-5 Employment by Percentage of Industry Sector

Industry Sector	Dyer	Hammond	Munster	Chicago	NIRPC Region	CMAP Region
Construction	9%	6%	7%	4%	6%	5%
Manufacturing	16%	16%	16%	9%	16%	12%
Wholesale trade	3%	3%	3%	2%	2%	3%
Retail trade	15%	12%	10%	9%	12%	10%
Transportation and warehousing, and utilities	5%	7%	4%	7%	6%	6%
Information	1%	1%	2%	2%	2%	2%
Finance and insurance, and real estate and rental and leasing	7%	4%	8%	8%	5%	8%
Professional, scientific, and management, and administrative and waste management services	8%	9%	9%	14%	8%	13%
Educational services, and health care and social assistance	22%	20%	26%	24%	24%	22%
Arts, entertainment, and recreation, and accommodation and food services	8%	14%	5.6%	11%	11%	9%
Other services, except public administration	5%	5%	7%	5%	8%	5%
Public administration	2%	3%	3.8%	5%	4%	4%

SOURCE: US Census Bureau Census 2010 and 2013 ACS

Table 4-6 Major Employers in the Study Area

Map Number (See Appendix A)	Business Name	Address	City	State	Number of Employees
1	Franciscan Physicians Hospital, LLC	701 Superior Ave.	Munster	IN	200
2	Medical Specialists	761 45th Ave St.	Munster	IN	100
3	Pepsico	9300 Calumet Ave.	Munster	IN	200
4	Peoples Bank	9204 Columbia Ave.	Munster	IN	110
5	Jewel - Osco 3096	716 Ridge Rd.	Munster	IN	300
6	Franciscan Hammond	7905 Calumet Ave.	Munster	IN	375
7	Transportation Dept.	5727 Sohl Ave.	Hammond	IN	160
8	CRC Hammond	222 Douglas St.	Hammond	IN	100
9	St. Margaret Hospital	5454 Hohman Ave.	Hammond	IN	1,588
10	Northern Indiana Public Service Company	5265 Hohman Ave.	Hammond	IN	101
11	Bank Calumet, Inc.	5231 Hohman Ave.	Hammond	IN	144
12	Dolton School District 149	292 Torrence Ave.	Calumet City	IL	400
13	Dolton School District 149	292 Torrence Ave.	Calumet City	IL	400
14	Plastics Color & Compounding Inc.	14201 Paxton Ave.	Calumet City	IL	100
15	Cassens Transport Company	13511 S Torrence Ave.	Chicago	IL	108
16	School District 81	13100 S Doty Ave.	Chicago	IL	115
17	Division C	3400 E 126th St.	Chicago	IL	249
18	Ford	12600 S Torrence Ave.	Chicago	IL	2,479
19	Police Dept. District 5 Calumet	727 E 111th St	Chicago	IL	431
20	Kellog	750 E 110th St	Chicago	IL	703
21	Sherwin-Williams	10909 S Cottage Grove Ave.	Chicago	IL	110
22	Jackson Park Hospital and Medical	7531 S Stony Island Ave.	Chicago	IL	700
23	Brookfield Farms	700 E 107th St.	Chicago	IL	500
24	Jewel - Osco 3030	7530 S Stony Island Ave.	Chicago	IL	152
25	Pullman Wheel Works Apartments	901 E 104th St.	Chicago	IL	3,900
26	Streets and Sanitation, Dept.	900 E 103rd St.	Chicago	IL	149
27	Cart Program	900 E 103rd St	Chicago	IL	146
28	SCR Medical Transportation	8801 S Greenwood Ave.	Chicago	IL	250
29	Great Lakes Maintenance & Security Corp	8734 S Cottage Grove Ave.	Chicago	IL	300
30	Target	8560 S Cottage Grove Ave.	Chicago	IL	177
31	Arthur Ash Elementary School	8505 S Ingleside Ave.	Chicago	IL	120
32	Jewel-Osco 3030	7530 S Stony Island Ave.	Chicago	IL	200
33	Chicago Metro S Commercial Zone 1	7340 S Stony Island Ave	Chicago	IL	270
34	Hyde Park Academy	6220 S Stony Island Ave.	Chicago	IL	224
35	Kenwood Health Care Corp.	6125 S Kenwood Ave.	Chicago	IL	230
36	Chapin Hall Center for Children	1313 E 60th St.	Chicago	IL	125
37	Press Journals Division	1427 E 60th St.	Chicago	IL	300
38	Comptroller's Office	1225 E 60th St.	Chicago	IL	256
39	Press Journals	1427 E 60th St.	Chicago	IL	250
40	University Chicago Lab Schools	1362 E 59th St.	Chicago	IL	300
41	The University of Chicago	1313 E 60th St.	Chicago	IL	100
42	Superior Fibers, Inc.	4218 S Cottage Grove Ave.	Chicago	IL	123
43	Designer Link Inc.	3840 S Evans Ave.	Chicago	IL	247
44	Financial Aid Office	600 S Michigan Ave.	Chicago	IL	298
45	Graduate Admission Office	600 S Michigan Ave.	Chicago	IL	1,000
46	Academic Computing	600 S Michigan Ave	Chicago	IL	298
47	Congress Plaza Hotel	520 S Michigan Ave.	Chicago	IL	350
48	Chicago Housing Authority	60 E Van Buren St.	Chicago	IL	300

Map Number (See Appendix A)	Business Name	Address	City	State	Number of Employees
49	Cision Us, Inc.	332 S Michigan Ave.	Chicago	IL	100
50	Chicago Housing Authority Inc.	318 S Michigan Ave.	Chicago	IL	263
51	Forensic Technologies Intl.	332 S Michigan Ave.	Chicago	IL	150
52	CNA Unisource of America, Inc.	310 S Michigan Ave.	Chicago	IL	100
53	South Shore Rail Road	151 E Randolph St.	Chicago	IL	260
54	Obama for America	130 E Randolph St.	Chicago	IL	400
55	Integrays Business Support, LLC	130 E Randolph St.	Chicago	IL	100
56	Marketing Werks Inc.	130 E Randolph St.	Chicago	IL	165
57	Standard & Poor's	130 E Randolph St.	Chicago	IL	200
58	Optiver Us LLC	130 E Randolph St.	Chicago	IL	140
59	Michael Best & Friedrich LLP	180 N Stetson Ave.	Chicago	IL	100
60	Shared Services	180 N Stetson Ave.	Chicago	IL	116
61	CSG	180 N Stetson Ave.	Chicago	IL	200
62	Leydig, Voit & Mayer, Ltd.	180 N Stetson Ave.	Chicago	IL	160
63	Aon Plc	180 N Stetson Ave.	Chicago	IL	300
64	McDonough Associates Inc.	180 N Stetson Ave.	Chicago	IL	110

SOURCE: ESRI Database 2014

4.3.3 Employment Projections

The *West Lake Corridor Project Existing Conditions Technical Memorandum* (AECOM 2014) provided employment forecasts, as derived from CMAP, for the downtown central area of Chicago (e.g., Division Street-Halsted Street-Roosevelt Road-Michigan Avenue). The data indicate that jobs will increase from 479,700 in 2010 to 675,900 in 2040, which represents an increase of 196,200 jobs (+41 percent) over 30 years. This suggests—along with the journey to work data, information on planned and programmed developments, and limited number of existing large employers in the Study Area south of Chicago—that jobs will grow in proximity to the City of Chicago, and demand for transit to reach those jobs is expected to grow as well.

Employment projections are available from CMAP and NIRPC. **Table 4-7** summarizes the CMAP employment projections for 2010 to the 2040 horizon year and NIRPC projections for 2015 to 2040. As with the population projections, no single source of projections was available across the entire Study Area for the same years and using the same projection methodology. Consequently, the most current estimates are shown separately by state. Still, some trends in employment growth can be observed.

Table 4-7 Employment Forecasts in the Study Area

Indiana (NIRPC)			
Area	2015	2040	Percent Change
Dyer	5,212	5,836	12%
Munster	13,655	15,992	17%
Hammond	29,609	38,014	28%
IHB – Indiana	8,640	10,199	18%
NIRPC Region	290,206	353,315	22%
Illinois (CMAP)			
Area	2010	2040	Percent Change
IHB-Illinois	3,992	5,416	36%
Chicago Existing MED/SSL	107,026	124,527	16%

Cook County – Portion	112,051	132,266	18%
CMAP Region	3,806,256	4,992,117	31%

SOURCES: NIRPC 2015, CMAP 2014

The data indicate that employment across the Study Area will grow steadily. The variation among jurisdictions in employment growth will not be substantial, except in the area of the IHB Alternative alignment in Illinois, which is expected to see the strongest growth in the Study Area at 36 percent. The data suggest that employment will grow the most in the area from Hammond to just across the state line into Illinois, particularly along the IHB Alternative alignment.

4.4 Commute to Work

The *West Lake Corridor Project Existing Conditions Technical Memorandum* (AECOM 2014) provides an assessment of commute-to-work patterns in the region that encompasses the Study Area. The assessment concluded that the share of employees from each of the Study Area communities who work in downtown Chicago declines as the distance from the City core increases. Nonetheless, mode split data for downtown Chicago indicate that transit usage is consistently high for almost all Study Area communities, with slightly less than 50 percent of workers from across the Study Area travelling to downtown Chicago and using transit for their commute.

US Census commute-to-work data included in **Table 4-8** indicate that the majority of the employed persons in the Study Area communities work in the county in which they live. The percentage increases in the communities along the Study Area from south to north and closer to Chicago. This reflects the relationship of employment/jobs in the Study Area to workers, with slightly less than half of the workers in the Indiana Study Area communities commuting outside Lake County to work.

Table 4-8 Commute Work Patterns in the Study Area

Geography	Percentage of Employed Persons Worked in State of Residence	Percentage of Employed Persons Worked in County of Residence
Dyer	55%	54%
Hammond	68%	65%
Munster	64%	63%
Chicago	99%	93%
NIRPC Region	82%	69%
CMAP Region	99%	78%

SOURCE: US Census Bureau Census, 2009-2013 ACS

Table 4-9 summarizes statistics from the *West Lake Corridor Project Existing Conditions Technical Memorandum* (AECOM 2014) regarding employed workers in Lake and Cook Counties and Chicago versus the number of jobs available in each area. The data are consistent with the commute-to-work data above. As shown in **Table 4-9**, there are more workers than jobs in Lake County, requiring these areas to export workers to fill jobs in other areas. Additionally, the assessment found that approximately one-fifth of Lake County residents work in Cook County.

Table 4-9 Job Deficit/Surplus (2006-2010)

Area	Workers Residing in Area	Workers Employed in Area	Jobs Versus Workers
Lake County	211,795	194,539	-17,256
Cook County	2,377,334	2,581,745	204,411
City of Chicago	1,219,311	1,396,768	177,457

SOURCE: Census Transportation Planning Package (CTPP); 2006-2010 ACS

4.5 Economic Trends

Economic trends can be understood from current development activity as well as documentation of economic activity by the regional planning agencies. There are currently a limited number of major planned and programmed development projects within the Study Area, which indicates slow or very limited growth in the localized economy. The NIRPC economic development planning project (Policy Analytics LLC 2006) made the following observations about the region's economic trends:

- "The Manufacturing sector is crucial to the NIRPC region's economic success. It is the largest in terms of total employment, and pays substantially higher wages than the average for the state or nation. However, from 1999-2005, the region lost over 14,000 manufacturing jobs.
- Northwest Indiana faces a dearth of white collar jobs. The jobs that exist pay substantially lower wages than the national average. Neighboring Cook County, IL has a high concentration of high wage professional industries.
- The two fastest growing employment sectors in the NIRPC region are Education Services and Healthcare. These two industries do not rely completely on traditional market forces.
- Employment patterns in the NIRPC area tend to follow Chicago employment trends more closely than Indiana trends, reinforcing the NIRPC region's strong association to the Chicago economy."

The CMAP website (<http://www.cmap.illinois.gov/economy/regional-economic-indicators/trends>) offers the following summary of regional economic trends:

- "The Chicago region's real gross regional product (GRP) output grew between 2001-07 before experiencing a substantial decline between 2007-09 during the most recent recession. From 2009-13, real GRP recovered and grew at a rate of roughly 1.5 percent annually. In 2013 the region's real GRP reached \$551 billion, roughly \$3 billion short of the region's 2007 pre-recession GRP peak."
- "Since 2001, real GRP growth in Chicago has lagged behind growth rates in Washington, D.C., Boston, Los Angeles, and New York. "
- "Growing job counts in the region indicate that Chicago-area businesses are hiring and that the region's economy is growing. There are currently an estimated 4.7 million jobs in the region. This total is less than the region's pre-recession jobs peak of 4.8 million in 2007; however, initial data suggest that 2014 will be the fourth straight year for which the region's total job count has grown."
- "In 2013, the unemployment rate in the Chicago metropolitan statistical area (MSA) was 9.1 percent, which was higher than both the national average of 7.4 percent and higher than rates in peer regions such as Los Angeles, New York, Boston, and Washington, D.C."

- The Region has higher than the estimated national median household income. Since 1989, real median household income has declined by 7.1 percent in the region as compared with 7.5 percent nationwide.

Indicators are that the economy of the region is generally remaining stable or growing slightly. The region is still recovering from the 2008 recession, and there have not been notable gains in average household income. In addition, unemployment, relative to peer metropolitan regions, remains high.

4.6 Vacancy Rates

Lake County's industrial market is a choice location for businesses given its proximity to interstate highways and freight lines. In addition, relatively low tax rates have made this area attractive to many businesses. The industrial vacancy rate, which measures vacant square footage, is 6.8 percent (NAI Hiffman 2016).

According to the US Census Bureau's ACS 5-year estimates (2009-2013), 13 percent of housing units in Lake County were vacant. Cook County's vacancy rate stood at 11.0 percent (US Census Bureau 2014). The ease of relocating individuals and businesses affected by project acquisitions depends in part on the vacancy rates for residential and commercial/industrial properties, although NICTD would compensate affected property owners in accordance with the Uniform Act, regardless of prevailing vacancy rates.

5. SOCIOECONOMIC IMPACTS

The potential impacts of the Project Alternatives in terms of socioeconomic conditions are discussed in the following sections.

5.1 No Build Alternative

The No Build Alternative would be a continuation of existing conditions. As such, it is not expected to have direct impacts on socioeconomic conditions or trends. It would also have a neutral effect on economic vitality and no impact on access to developable land. At the same time, the No Build Alternative would not offer any beneficial effects. It would not provide enhanced transit service and as such would not offer enhanced multi-modal access for jobs or access to developable land. It would not support economic development initiatives in Hammond. In particular, the No Build Alternative would limit the potential for transit-oriented development (TOD) as an economic development strategy because no new rail line or stations would be built. Intercity Amtrak service and the existing MED/SSL would be the only passenger rail service that would operate in the Study Area. Therefore, the impetus for TOD would not be created.

5.2 Build Alternatives

All Build Alternatives are not expected to increase or decrease population, housing, or employment from a regional perspective. However, it is anticipated to shift and focus where growth would occur. The Build Alternatives would have a direct beneficial impact on access to employment opportunities as the availability of options for commuting to work would improve. This benefit would complement the trend of job growth in Hammond, the close proximity to Chicago, the continuation of commuting to that area for work, and anticipated limited job growth in the suburban communities of Dyer and Munster. Additionally, the Project would provide a beneficial effect by creating more modes of access to developable land throughout the Study Area.

In addition, the Build Alternatives would be generally compatible with local and regional economic development plans. These plans seek to change land use patterns over time with more transit-friendly, cohesive community downtowns and commercial nodes that would help to foster economic sustainability. These plans envision access to rail as one mechanism that would stimulate the type of economic growth that would be preferred in the communities along the Study Area. There would be a need for improved access to transit to and from the rail stations for this benefit to be fully realized.

6. ACQUISITIONS/DISPLACEMENTS AND FISCAL IMPACTS

The following sections outline the acquisitions/displacement and fiscal impacts for the No Build Alternative, Commuter Rail Alternative Options, IHB Alternative Options, Hammond Alternative Options, and Maynard Junction Rail Profile Options. In addition, the economic impacts that are associated with the construction and operation of the Project are presented.

6.1 No Build Alternative

The No Build Alternative consists of the existing corridor with no acquisitions or displacements. As such, there would be no acquisitions or displacements with the No Build Alternative. As the No Build Alternative would require no acquisitions, there would be no fiscal impacts associated with it. In addition, no additional direct construction and O&M expenditures would be associated with this alternative; therefore, there would be no new economic impacts.

6.2 Build Alternative Overview

Of the acquisitions required for the Commuter Rail Alternative Options, vacant property, including parcels of vacant land, accounts for between 45 percent and 56 percent of the total acreage that would be affected. For the IHB Alternative Options, vacant property, including parcels of vacant land, accounts for between 38 percent and 48 percent of the total acreage impacted. For the Hammond Alternative Options, vacant property, including parcels of vacant land, accounts for between 44 percent and 49 percent of the total acreage impacted. **Table 6-1** shows vacant properties as a percentage of the total acquisitions that would be required for each Build Alternative Option. They are illustrated in **Appendix A**.

Table 6-1 Vacant Properties as a Percentage of Total Acreage Acquired

Alternative	Percentage of Total Acreage Acquired
Commuter Rail Alternative Option 1	52%
Commuter Rail Alternative Option 2	56%
Commuter Rail Alternative Option 3	45%
Commuter Rail Alternative Option 4	54%
IHB Alternative Option 1	43%
IHB Alternative Option 2	48%
IHB Alternative Option 3	38%
IHB Alternative Option 4	46%
Hammond Alternative Option 1	45%
Hammond Alternative Option 2	49%
Hammond Alternative Option 3	44%

SOURCE: AECOM 2016

6.3 Commuter Rail Alternative Options

The following sections describe the acquisitions and displacements as well as fiscal impacts of the Commuter Rail Alternative Options, including reduction in tax base and tax revenue, and assesses whether the impacts would be significant for either of the affected counties.

6.3.1 Commuter Rail Alternative Option 1

Acquisitions and Displacements

A total of 177 full acquisitions and 64 partial acquisitions are anticipated for Commuter Rail Alternative Option 1. Of the 241 parcels that would be affected, 89 are residential, 42 are commercial, and 110 are of other land uses. In total, over 112 acres would be acquired for Commuter Rail Alternative Option 1. **Table 6-2** provides a summary of the number of acquisitions by land use that would be required under Commuter Rail Alternative Option 1. To avoid double counting of acquisitions, any parcel that would be acquired for more than one segment of the proposed alignment was counted towards the segment that would acquire the largest portion of the parcel. **Table 6-3** shows the number of displacements by land use type. Displacements were defined as non-vacant property of which over 50 percent would be acquired for the Project.

Fiscal Impact

For Commuter Rail Alternative Option 1, the total taxable value of property that would be removed from the tax base after deductions would be nearly \$4.6 million (2015 dollars), assuming a maximum deduction, and over \$4.6 million (2015 dollars), assuming a minimum deduction.⁴ Of this, less than \$65,000 is attributable to properties located in Cook County. This value does not include the value of any land that would be removed from properties that are exempt from taxation, such as religious organizations or public property, as these would not affect the tax revenues generated. **Table 6-4** shows the taxable value of the property that would be removed from the tax base due to acquisitions.

Based on the property tax rates for each county, the annual revenue that would be lost for Commuter Rail Alternative Option 1 would be \$200,416 (2015 dollars) when assuming a maximum deduction. This would amount to a tax revenue loss of \$16,774, or 0.005 percent, of the tax base for Cook County, and \$183,642, or 0.025 percent, of the tax base for Lake County. Assuming a minimum deduction, the total impact would be \$201,493 (2015 dollars). This would amount to a tax revenue loss of \$16,774, or 0.005 percent, of the tax base for Cook County, and \$184,719, or 0.025 percent, of the tax base for Lake County. Therefore, Commuter Rail Alternative Option 1 would not have any substantial negative fiscal impacts for either county. A detailed breakdown of the property tax that would be lost is shown in **Table 6-5**.

⁴ Properties for which no information was available were assumed to be valued at \$0.

Table 6-2 Acreage and Acquisition Count by Type and Land Use for Commuter Rail Alternative Option 1

Proposed Alignment Segment	Full Acquisitions					Partial Acquisitions					Total	
	Full Acquisition Area (Acres)	All Full Acquisitions	Full Residential Parcels	Full Commercial Parcels	Other Full Parcels	Partial Acquisition Area (Acres)	All Partial Acquisitions	Partial Residential Parcels	Partial Commercial Parcels	Other Partial Parcels	Total Acquisition Area (Acres)	Total Acquisitions
Rail Line ROW	23.60	84	42	20	22	36.33	62	14	9	39	59.94	146
Munster/Dyer Main Street Parking	11.11	29	27	0	2	0.00	0	0	0	0	11.11	29
Munster Ridge Road Station and Parking	7.18	36	6	1	29	0.16	1	0	1	0	7.34	37
South Hammond Maintenance and Storage Facility	11.33	1	0	0	1	0.30	1	0	1	0	11.63	2
South Hammond Station Parking	16.69	1	0	0	1	0.00	0	0	0	0	16.69	1
Downtown Hammond Station and Parking	6.07	26	0	10	16	0.00	0	0	0	0	6.07	26
Total	75.98	177	75	31	71	36.79	64	14	11	39	112.78	241

SOURCE: AECOM 2016

Table 6-3 Displacements by Land Use Type for Commuter Rail Alternative Option 1

Proposed Alignment Segment	All Displacements	Residential Displacements	Commercial Displacements	Industrial Displacements	Municipal Displacements	Other Displacements
Rail Line ROW	40	12	5	1	21	1
Munster/Dyer Main Street Parking	3	1	0	0	2	0
Munster Ridge Road Station and Parking	33	4	0	0	29	0
South Hammond Maintenance and Storage Facility	0	0	0	0	0	0
South Hammond Station Parking	0	0	0	0	0	0
Downtown Hammond Station and Parking	22	0	6	14	2	0
Total	98	17	11	15	54	1

Note: Other displacements may include freight railroad property.

SOURCE: AECOM 2016

Table 6-4 Taxable Value of Property Removed from Tax Base after Deductions for Commuter Rail Alternative Option 1

Proposed Alignment Segment	Minimum Deduction				Maximum Deduction			
	Residential	Commercial	Other	Total	Residential	Commercial	Other	Total
Rail Line ROW	\$1,874,740	\$779,629	\$27,270	\$2,681,639	\$1,850,748	\$779,629	\$27,270	\$2,657,647
Munster/Dyer Main Street Parking	\$319,149	\$0	\$0	\$319,149	\$316,150	\$0	\$0	\$316,150
Munster Ridge Road Station and Parking	\$262,918	\$104,674	\$0	\$367,592	\$256,920	\$104,674	\$0	\$361,594
South Hammond Maintenance and Storage Facility	\$0	\$44,766	\$0	\$44,766	\$0	\$44,766	\$0	\$44,766
South Hammond Station Parking	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Downtown Hammond Station and Parking	\$0	\$401,900	\$816,900	\$1,218,800	\$0	\$401,900	\$816,900	\$1,218,800
Total	\$2,456,807	\$1,330,969	\$844,170	\$4,631,946	\$2,423,818	\$1,330,969	\$844,170	\$4,598,957
Lake County Total	\$2,456,807	\$1,268,570	\$842,064	\$4,567,441	\$2,423,818	\$1,268,570	\$842,064	\$4,534,452
Cook County Total	\$0	\$62,399	\$2,107	\$64,506	\$0	\$62,399	\$2,107	\$64,506

SOURCE: AECOM 2016

Table 6-5 Annual Tax Revenue Lost by Land Use for Commuter Rail Alternative Option 1

Proposed Alignment Segment	Minimum Deduction				Maximum Deduction			
	Residential	Commercial	Other	Total	Residential	Commercial	Other	Total
Rail Line ROW	\$62,990	\$50,632	\$1,420	\$115,042	\$62,225	\$50,632	\$1,420	\$114,277
Munster/Dyer Main Street Parking	\$11,067	\$0	\$0	\$11,067	\$10,963	\$0	\$0	\$10,963
Munster Ridge Road Station and Parking	\$9,117	\$3,630	\$0	\$12,747	\$8,909	\$3,630	\$0	\$12,539
South Hammond Maintenance and Storage Facility	\$0	\$2,219	\$0	\$2,219	\$0	\$2,219	\$0	\$2,219
South Hammond Station Parking	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Downtown Hammond Station and Parking	\$0	\$19,923	\$40,495	\$60,417	\$0	\$19,923	\$40,495	\$60,417
Total	\$83,175	\$76,403	\$41,915	\$201,493	\$82,098	\$76,403	\$41,915	\$200,416
Lake County Total	\$83,175	\$60,177	\$41,367	\$184,719	\$82,098	\$60,177	\$41,367	\$183,642
Cook County Total	\$0	\$16,226	\$548	\$16,774	\$0	\$16,226	\$548	\$16,774

SOURCE: AECOM 2016

6.3.2 Commuter Rail Alternative Option 2

Acquisitions and Displacements

A total of 153 full acquisitions and 64 partial acquisitions are anticipated for Commuter Rail Alternative Option 2. Of the 217 parcels impacted, 65 are residential, 42 are commercial, and 110 are of other land uses. In total, over 123 acres would be acquired for Commuter Rail Alternative Option 2. **Table 6-6** provides a summary of the number of acquisitions by land use that would be required by Commuter Rail Alternative Option 2. To avoid double counting of acquisitions, any parcel that would be acquired for more than one segment of the proposed alignment was counted towards the segment that would acquire the largest portion of the parcel. **Table 6-7** shows the number of displacements by land use type. Displacements were defined as non-vacant property of which over 50 percent would be acquired for the Project.

Fiscal Impact

For Commuter Rail Alternative Option 2, the total taxable value of property that would be removed from the tax base after deductions is over \$4.3 million (2015 dollars), assuming a maximum deduction, and over \$4.3 million (2015 dollars), assuming a minimum deduction.⁵ Of this, less than \$65,000 is attributable to properties located in Cook County. This value does not include the value of any land that would be removed from properties that are exempt from tax, such as religious organizations or public property, as these would not affect the tax revenues generated. **Table 6-8** shows the taxable value of property that would be removed from the tax base due to acquisitions.

Based on the property tax rates for each county, the annual revenue that would be lost under Commuter Rail Alternative Option 2 would be \$190,932 (2015 dollars) when assuming a maximum deduction. This would amount to a tax revenue loss of \$16,774, or 0.005 percent, of the tax base for Cook County, and \$174,158, or 0.024 percent, of the tax base for Lake County. Assuming a minimum deduction, the total impact would be \$191,906 (2015 dollars). This would amount to a tax revenue loss of \$16,774, or 0.005 percent, of the tax base for Cook County, and \$175,132, or 0.024 percent, of the tax base for Lake County. Therefore, Commuter Rail Alternative Option 2 would not have any substantial negative fiscal impacts for either county. A detailed breakdown of property tax that would be lost under Commuter Rail Alternative Option 2 is shown in **Table 6-9**.

⁵ Properties for which no information was available were assumed to be valued at \$0.

Table 6-6 Acreage and Acquisition Count by Type and Land Use for Commuter Rail Alternative Option 2

Proposed Alignment Segment	Full Acquisitions					Partial Acquisitions					Total	
	Full Acquisition Area (Acres)	All Full Acquisitions	Full Residential Parcels	Full Commercial Parcels	Other Full Parcels	Partial Acquisition Area (Acres)	All Partial Acquisitions	Partial Residential Parcels	Partial Commercial Parcels	Other Partial Parcels	Total Acquisition Area (Acres)	Total Acquisitions
Rail Line ROW	23.60	84	42	20	22	36.33	62	14	9	39	59.94	146
Munster/Dyer Main Street Parking	21.62	5	3	0	2	0.00	0	0	0	0	21.62	5
Munster Ridge Road Station and Parking	7.18	36	6	1	29	0.16	1	0	1	0	7.34	37
South Hammond Maintenance and Storage Facility	11.33	1	0	0	1	0.30	1	0	1	0	11.63	2
South Hammond Station Parking	16.69	1	0	0	1	0.00	0	0	0	0	16.69	1
Downtown Hammond Station and Parking	6.07	26	0	10	16	0.00	0	0	0	0	6.07	26
Total	86.49	153	51	31	71	36.79	64	14	11	39	123.29	217

SOURCE: AECOM 2016

Table 6-7 Displacements by Land Use Type for Commuter Rail Alternative Option 2

Proposed Alignment Segment	All Displacements	Residential Displacements	Commercial Displacements	Industrial Displacements	Municipal Displacements	Other Displacements
Rail Line ROW	40	12	5	1	21	1
Munster/Dyer Main Street Parking	2	0	0	0	2	0
Munster Ridge Road Station and Parking	33	4	0	0	29	0
South Hammond Maintenance and Storage Facility	0	0	0	0	0	0
South Hammond Station Parking	0	0	0	0	0	0
Downtown Hammond Station and Parking	22	0	6	14	2	0
Total	97	16	11	15	54	1

Note: Other displacements may include freight railroad property.

SOURCE: AECOM 2016

Table 6-8 Taxable Value of Property Removed from Tax Base after Deductions for Commuter Rail Alternative Option 2

Proposed Alignment Segment	Minimum Deduction				Maximum Deduction			
	Residential	Commercial	Other	Total	Residential	Commercial	Other	Total
Rail Line ROW	\$1,874,740	\$779,629	\$27,270	\$2,681,639	\$1,850,748	\$779,629	\$27,270	\$2,657,647
Munster/Dyer Main Street Parking	\$42,682	\$0	\$0	\$42,682	\$42,682	\$0	\$0	\$42,682
Munster Ridge Road Station and Parking	\$262,918	\$104,674	\$0	\$367,592	\$256,920	\$104,674	\$0	\$361,594
South Hammond Maintenance and Storage Facility	\$0	\$44,766	\$0	\$44,766	\$0	\$44,766	\$0	\$44,766
South Hammond Station Parking	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Downtown Hammond Station and Parking	\$0	\$401,900	\$816,900	\$1,218,800	\$0	\$401,900	\$816,900	\$1,218,800
Total	\$2,180,340	\$1,330,969	\$844,170	\$4,355,479	\$2,150,350	\$1,330,969	\$844,170	\$4,325,489
Lake County Total	\$2,180,340	\$1,268,570	\$842,064	\$4,290,974	\$2,150,350	\$1,268,570	\$842,064	\$4,260,984
Cook County Total	\$0	\$62,399	\$2,107	\$64,506	\$0	\$62,399	\$2,107	\$64,506

SOURCE: AECOM 2016

Table 6-9 Annual Tax Revenue Lost by Land Use for Commuter Rail Alternative Option 2

Proposed Alignment Segment	Minimum Deduction				Maximum Deduction			
	Residential	Commercial	Other	Total	Residential	Commercial	Other	Total
Rail Line ROW	\$62,990	\$50,632	\$1,420	\$115,042	\$62,225	\$50,632	\$1,420	\$114,277
Munster/Dyer Main Street Parking	\$1,480	\$0	\$0	\$1,480	\$1,480	\$0	\$0	\$1,480
Munster Ridge Road Station and Parking	\$9,117	\$3,630	\$0	\$12,747	\$8,909	\$3,630	\$0	\$12,539
South Hammond Maintenance and Storage Facility	\$0	\$2,219	\$0	\$2,219	\$0	\$2,219	\$0	\$2,219
South Hammond Station Parking	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Downtown Hammond Station and Parking	\$0	\$19,923	\$40,495	\$60,417	\$0	\$19,923	\$40,495	\$60,417
Total	\$73,588	\$76,403	\$41,915	\$191,906	\$72,614	\$76,403	\$41,915	\$190,932
Lake County Total	\$73,588	\$60,177	\$41,367	\$175,132	\$72,614	\$60,177	\$41,367	\$174,158
Cook County Total	\$0	\$16,226	\$548	\$16,774	\$0	\$16,226	\$548	\$16,774

SOURCE: AECOM 2016

6.3.3 Commuter Rail Alternative Option 3

Acquisitions and Displacements

A total of 204 full acquisitions and 57 partial acquisitions are anticipated for Commuter Rail Alternative Option 3. Of the 261 parcels that would be affected, 110 are residential, 42 are commercial, and 109 are of other land uses. Over 114 acres would be acquired for Commuter Rail Alternative Option 3. **Table 6-10** provides a summary of the number of acquisitions by land use that would be required by Commuter Rail Alternative Option 3. To avoid double counting of acquisitions, any parcel that would be acquired for more than one segment of the proposed alignment was counted towards the segment that would acquire the largest portion of the parcel. **Table 6-11** shows the number of displacements by land use type. Displacements were defined as non-vacant property of which over 50 percent would be acquired for the Project.

Fiscal Impact

For Commuter Rail Alternative Option 3, the total taxable value of property that would be removed from the tax base after deductions is over \$5.8 million (2015 dollars), assuming a maximum deduction, and over \$5.9 million (2015 dollars), assuming a minimum deduction.⁶ Of this, less than \$65,000 would be attributable to properties located in Cook County. This value does not include the value of any land that would be removed from properties that are exempt from tax, such as religious organizations or public property, as these would not impact the tax revenues generated. **Table 6-12** shows the taxable value of property that would be removed from the tax base due to acquisitions.

Based on the property tax rates for each county, the annual revenue that would be lost under Commuter Rail Alternative Option 3 would be \$242,102 (2015 dollars) when assuming a maximum deduction. This amounts to a tax revenue loss of \$16,774, or 0.005 percent, of the tax base for Cook County, and \$225,327, or 0.031 percent, of the tax base for Lake County. Assuming a minimum deduction, the total impact would be \$243,414 (2015 dollars). This would amount to a tax revenue loss of \$16,774, or 0.005 percent, of the tax base for Cook County, and \$226,640, or 0.031 percent, of the tax base for Lake County. Therefore, Commuter Rail Alternative Option 3 would not have any substantial negative fiscal impacts for either county. A detailed breakdown of property tax that would be lost is shown in **Table 6-13**.

⁶ Properties for which no information was available were assumed to be valued at \$0.

Table 6-10 Acreage and Acquisition Count by Type and Land Use for Commuter Rail Alternative Option 3

Proposed Alignment Segment	Full Acquisitions					Partial Acquisitions					Total	
	Full Acquisition Area (Acres)	All Full Acquisitions	Full Residential Parcels	Full Commercial Parcels	Other Full Parcels	Partial Acquisition Area (Acres)	All Partial Acquisitions	Partial Residential Parcels	Partial Commercial Parcels	Other Partial Parcels	Total Acquisition Area (Acres)	Total Acquisitions
Rail Line ROW	23.60	84	42	20	22	36.33	55	7	9	39	59.94	139
Munster/Dyer Maintenance or Layover Facility	15.80	32	30	0	2	0.00	0	0	0	0	15.80	32
Munster/Dyer Main Street Parking	8.94	25	24	1	0	0.02	1	1	0	0	8.96	26
Munster Ridge Road Station and Parking	7.18	36	6	1	29	0.16	1	0	1	0	7.34	37
South Hammond Station Parking	16.69	1	0	0	1	0.00	0	0	0	0	16.69	1
Downtown Hammond Station and Parking	6.07	26	0	10	16	0.00	0	0	0	0	6.07	26
Total	78.28	204	102	32	70	36.51	57	8	10	39	114.80	261

SOURCE: AECOM 2016

Table 6-11 Displacements by Land Use Type for Commuter Rail Alternative Option 3

Proposed Alignment Segment	All Displacements	Residential Displacements	Commercial Displacements	Industrial Displacements	Municipal Displacements	Other Displacements
Rail Line ROW	40	12	5	1	21	1
Munster/Dyer Maintenance or Layover Facility	10	8	0	0	2	0
Munster/Dyer Main Street Parking	5	5	0	0	0	0
Munster Ridge Road Station and Parking	33	4	0	0	29	0
South Hammond Station Parking	0	0	0	0	0	0
Downtown Hammond Station and Parking	22	0	6	14	2	0
Total	110	29	11	15	54	1

Note: Other displacements may include freight railroad property.

SOURCE: AECOM 2016

Table 6-12 Taxable Value of Property Removed from Tax Base after Deductions for Commuter Rail Alternative Option 3

Proposed Alignment Segment	Minimum Deduction				Maximum Deduction			
	Residential	Commercial	Other	Total	Residential	Commercial	Other	Total
Rail Line ROW	\$1,874,740	\$779,629	\$27,270	\$2,681,639	\$1,850,748	\$779,629	\$27,270	\$2,657,647
Munster/Dyer Maintenance or Layover Facility	\$313,466	\$0	\$0	\$313,466	\$313,466	\$0	\$0	\$313,466
Munster/Dyer Main Street Parking	\$1,354,959	\$2,800	\$0	\$1,357,759	\$1,345,183	\$2,800	\$0	\$1,347,983
Munster Ridge Road Station and Parking	\$262,918	\$104,674	\$0	\$367,592	\$256,920	\$104,674	\$0	\$361,594
South Hammond Station Parking	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Downtown Hammond Station and Parking	\$0	\$401,900	\$816,900	\$1,218,800	\$0	\$401,900	\$816,900	\$1,218,800
Total	\$3,806,084	\$1,289,003	\$844,170	\$5,939,257	\$3,766,318	\$1,289,003	\$844,170	\$5,899,491
Lake County Total	\$3,806,084	\$1,226,604	\$842,064	\$5,874,751	\$3,766,318	\$1,226,604	\$842,064	\$5,834,985
Cook County Total	\$0	\$62,399	\$2,107	\$64,506	\$0	\$62,399	\$2,107	\$64,506

SOURCE: AECOM 2016

Table 6-13 Annual Tax Revenue Lost by Land Use for Commuter Rail Alternative Option 3

Proposed Alignment Segment	Minimum Deduction				Maximum Deduction			
	Residential	Commercial	Other	Total	Residential	Commercial	Other	Total
Rail Line ROW	\$62,990	\$50,632	\$1,420	\$115,042	\$62,225	\$50,632	\$1,420	\$114,277
Munster/Dyer Maintenance or Layover Facility	\$8,123	\$0	\$0	\$8,123	\$8,123	\$0	\$0	\$8,123
Munster/Dyer Main Street Parking	\$46,987	\$97	\$0	\$47,084	\$46,648	\$97	\$0	\$46,745
Munster Ridge Road Station and Parking	\$9,117	\$3,630	\$0	\$12,747	\$8,909	\$3,630	\$0	\$12,539
South Hammond Station Parking	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Downtown Hammond Station and Parking	\$0	\$19,923	\$40,495	\$60,417	\$0	\$19,923	\$40,495	\$60,417
Total	\$127,218	\$74,281	\$41,915	\$243,414	\$125,905	\$74,281	\$41,915	\$242,102
Lake County Total	\$127,218	\$58,055	\$41,367	\$226,640	\$125,905	\$58,055	\$41,367	\$225,327
Cook County Total	\$0	\$16,226	\$548	\$16,774	\$0	\$16,226	\$548	\$16,774

SOURCE: AECOM 2016

6.3.4 Commuter Rail Alternative Option 4

Acquisitions and Displacements

A total of 141 full acquisitions and 50 partial acquisitions are anticipated for Commuter Rail Alternative Option 4. Of the 191 parcels that would be affected, 43 are residential, 36 are commercial, and 112 are of other land uses. In total, over 121 acres would be acquired under Commuter Rail Alternative Option 4. **Table 6-14** provides a summary of the number of acquisitions by land use that would be required under Commuter Rail Alternative Option 4. To avoid double counting of acquisitions, any parcel that would be acquired for more than one segment of the proposed alignment was counted towards the segment that would acquire the largest portion of the parcel. **Table 6-15** shows the number of displacements by land use type. Displacements were defined as non-vacant property of which over 50 percent would be acquired for the Project.

Fiscal Impact

For Commuter Rail Alternative Option 4, the total taxable value of property that would be removed from the tax base after deductions is over \$8.5 million (2015 dollars), assuming a maximum deduction, and over \$8.5 million (2015 dollars), assuming a minimum deduction.⁷ Of this, less than \$65,000 is attributable to properties located in Cook County. This value does not include the value of any land that would be removed from properties that are exempt from tax, such as religious organizations or public property, as these would not impact the tax revenues generated. **Table 6-16** shows the taxable value of property that would be removed from the tax base due to acquisitions.

Based on the property tax rates for each county, the annual revenue that would be lost under Commuter Rail Alternative Option 4 would be \$338,180 (2015 dollars) when assuming a maximum deduction. This amounts to a tax revenue loss of \$16,774, or 0.005 percent, of the tax base for Cook County, and \$321,406, or 0.044 percent, of the tax base for Lake County. Assuming a minimum deduction, the total impact would be \$340,260 (2015 dollars). This would amount to a tax revenue loss of \$16,774, or 0.005 percent, of the tax base for Cook County, and \$323,486, or 0.044 percent, of the tax base for Lake County. Therefore, Commuter Rail Alternative Option 4 would not have any substantial negative fiscal impacts for either county. A detailed breakdown of property tax that would be lost is shown in **Table 6-17**.

⁷ Properties for which no information was available were assumed to be valued at \$0.

Table 6-14 Acreage and Acquisition Count by Type and Land Use for Commuter Rail Alternative Option 4

Proposed Alignment Segment	Full Acquisitions					Partial Acquisitions					Total	
	Full Acquisition Area (Acres)	All Full Acquisitions	Full Residential Parcels	Full Commercial Parcels	Other Full Parcels	Partial Acquisition Area (Acres)	All Partial Acquisitions	Partial Residential Parcels	Partial Commercial Parcels	Other Partial Parcels	Total Acquisition Area (Acres)	Total Acquisitions
Rail Line ROW	23.65	72	32	20	20	34.59	48	2	3	43	58.25	120
Munster/Dyer Main Street Parking	21.62	5	3	0	2	0.00	0	0	0	0	21.62	5
Munster Ridge Road Station and Parking	7.18	36	6	1	29	0.16	1	0	1	0	7.34	37
South Hammond Maintenance and Storage Facility	11.33	1	0	0	1	0.30	1	0	1	0	11.63	2
South Hammond Station Parking	16.69	1	0	0	1	0.00	0	0	0	0	16.69	1
Downtown Hammond Station and Parking	6.07	26	0	10	16	0.00	0	0	0	0	6.07	26
Total	86.54	141	41	31	69	35.05	50	2	5	43	121.60	191

SOURCE: AECOM 2016

Table 6-15 Displacements by Land Use Type for Commuter Rail Alternative Option 4

Proposed Alignment Segment	All Displacements	Residential Displacements	Commercial Displacements	Industrial Displacements	Municipal Displacements	Other Displacements
Rail Line ROW	46	23	4	1	17	1
Munster/Dyer Main Street Parking	2	0	0	0	2	0
Munster Ridge Road Station and Parking	33	4	0	0	29	0
South Hammond Maintenance and Storage Facility	0	0	0	0	0	0
South Hammond Station Parking	0	0	0	0	0	0
Downtown Hammond Station and Parking	22	0	6	14	2	0
Total	103	27	10	15	50	1

Note: Other displacements may include freight railroad property.

SOURCE: AECOM 2016

Table 6-16 Taxable Value of Property Removed from Tax Base after Deductions for Commuter Rail Alternative Option 4

Proposed Alignment Segment	Minimum Deduction				Maximum Deduction			
	Residential	Commercial	Other	Total	Residential	Commercial	Other	Total
Rail Line ROW	\$6,144,118	\$702,511	\$54,730	\$6,901,359	\$6,090,136	\$702,511	\$54,730	\$6,847,377
Munster/Dyer Main Street Parking	\$42,682	\$0	\$0	\$42,682	\$42,682	\$0	\$0	\$42,682
Munster Ridge Road Station and Parking	\$262,918	\$104,674	\$0	\$367,592	\$256,920	\$104,674	\$0	\$361,594
South Hammond Maintenance and Storage Facility	\$0	\$44,766	\$0	\$44,766	\$0	\$44,766	\$0	\$44,766
South Hammond Station Parking	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Downtown Hammond Station and Parking	\$0	\$401,900	\$816,900	\$1,218,800	\$0	\$401,900	\$816,900	\$1,218,800
Total	\$6,449,718	\$1,253,851	\$871,630	\$8,575,200	\$6,389,738	\$1,253,851	\$871,630	\$8,515,220
Lake County Total	\$6,449,718	\$1,191,452	\$869,524	\$8,510,694	\$6,389,738	\$1,191,452	\$869,524	\$8,450,714
Cook County Total	\$0	\$62,399	\$2,107	\$64,506	\$0	\$62,399	\$2,107	\$64,506

SOURCE: AECOM 2016

Table 6-17 Annual Tax Revenue Lost by Land Use for Commuter Rail Alternative Option 4

Proposed Alignment Segment	Minimum Deduction				Maximum Deduction			
	Residential	Commercial	Other	Total	Residential	Commercial	Other	Total
Rail Line ROW	\$213,066	\$47,957	\$2,373	\$263,396	\$211,194	\$47,957	\$2,373	\$261,524
Munster/Dyer Main Street Parking	\$1,480	\$0	\$0	\$1,480	\$1,480	\$0	\$0	\$1,480
Munster Ridge Road Station and Parking	\$9,117	\$3,630	\$0	\$12,747	\$8,909	\$3,630	\$0	\$12,539
South Hammond Maintenance and Storage Facility	\$0	\$2,219	\$0	\$2,219	\$0	\$2,219	\$0	\$2,219
South Hammond Station Parking	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Downtown Hammond Station and Parking	\$0	\$19,923	\$40,495	\$60,417	\$0	\$19,923	\$40,495	\$60,417
Total	\$223,664	\$73,729	\$42,867	\$340,260	\$221,584	\$73,729	\$42,867	\$338,180
Lake County Total	\$223,664	\$57,503	\$42,319	\$323,486	\$221,584	\$57,503	\$42,319	\$321,406
Cook County Total	\$0	\$16,226	\$548	\$16,774	\$0	\$16,226	\$548	\$16,774

SOURCE: AECOM 2016

6.4 IHB Alternative Options

This section describes the acquisitions and displacements as well as fiscal impacts of the IHB Alternative Options, including reduction in tax base and tax revenue, and assesses whether the impacts would be significant for either of the affected counties.

6.4.1 IHB Alternative Option 1

Acquisitions and Displacements

A total of 172 full acquisitions and 63 partial acquisitions are anticipated under IHB Alternative Option 1. Of the 235 parcels that would be affected, 92 are residential, 24 are commercial, and 119 are of other land uses. In total, over 132 acres would be acquired under IHB Alternative Option 1. **Table 6-18** provides a summary of the number of acquisitions by land use under IHB Alternative Option 1. To avoid double counting of acquisitions, any parcel that would be acquired for more than one segment of the proposed alignment was counted towards the segment that would acquire the largest portion of the parcel. **Table 6-19** shows the number of displacements by land use type. Displacements were defined as non-vacant property of which over 50 percent would be acquired for the Project.

Fiscal Impact

For IHB Alternative Option 1, the total taxable value of property removed from the tax base after deductions is over \$4 million (2015 dollars), assuming a maximum deduction, and over \$4 million (2015 dollars), assuming a minimum deduction.⁸ Of this, less than \$41,000 is attributable to properties located in Cook County. This value does not include the value of any land removed from properties that are exempt from tax, such as religious organizations or public property, as these would not affect the tax revenues generated. **Table 6-20** shows the taxable value of property removed from the tax base due to acquisitions.

Based on the property tax rates for each county, the annual revenue that would be lost for IHB Alternative Option 1 would be \$167,194 (2015 dollars) when assuming a maximum deduction. This amounts to a tax revenue loss of \$9,693, or 0.003 percent, of the tax base for Cook County, and \$157,501, or 0.021 percent, of the tax base for Lake County. Assuming a minimum deduction, the total impact would be \$168,271 (2015 dollars). This would amount to a tax revenue loss of \$9,693, or 0.003 percent, of the tax base for Cook County, and \$158,579, or 0.022 percent, of the tax base for Lake County. Therefore, IHB Alternative Option 1 would not have any substantial negative fiscal impacts for either county. A detailed breakdown of property tax that would be lost under IHB Alternative Option 1 is shown in **Table 6-21**.

⁸ Properties for which no information was available were assumed to be valued at \$0.

Table 6-18 Acreage and Acquisition Count by Type and Land Use for IHB Alternative Option 1

Proposed Alignment Segment	Full Acquisitions					Partial Acquisitions					Total	
	Full Acquisition Area (Acres)	All Full Acquisitions	Full Residential Parcels	Full Commercial Parcels	Other Full Parcels	Partial Acquisition Area (Acres)	All Partial Acquisitions	Partial Residential Parcels	Partial Commercial Parcels	Other Partial Parcels	Total Acquisition Area (Acres)	Total Acquisitions
Rail Line ROW	34.6	79	46	1	32	45.0	61	13	10	38	79.6	140
Munster/Dyer Main Street Parking	11.1	29	27	0	2	0.0	0	0	0	0	11.1	29
Munster Ridge Road Station and Parking	7.2	36	6	1	29	0.2	1	0	1	0	7.3	37
South Hammond Maintenance and Storage Facility	11.3	1	0	0	1	0.3	1	0	1	0	11.6	2
South Hammond Station Parking	16.7	1	0	0	1	0.0	0	0	0	0	16.7	1
Downtown Hammond Station Parking	6.1	26	0	10	16	0.0	0	0	0	0	6.1	26
Total	86.95	172	79	12	81	45.47	63	13	12	38	132.42	235

SOURCE: AECOM 2016

Table 6-19 Displacements by Land Use Type for IHB Alternative Option 1

Proposed Alignment Segment	All Displacements	Residential Displacements	Commercial Displacements	Industrial Displacements	Municipal Displacements	Other Displacements
Rail Line ROW	50	12	2	0	8	28
Munster/Dyer Main Street Parking	3	1	0	0	2	0
Munster Ridge Road Station and Parking	33	4	0	0	29	0
South Hammond Maintenance and Storage Facility	0	0	0	0	0	0
South Hammond Station Parking	0	0	0	0	0	0
Downtown Hammond Station Parking	22	0	6	14	2	0
Total	108	17	8	14	41	28

Note: Other displacements may include freight railroad property.

SOURCE: AECOM 2016

Table 6-20 Taxable Value of Property Removed from Tax Base after Deductions for IHB Alternative Option 1

Proposed Alignment Segment	Minimum Deduction				Maximum Deduction			
	Residential	Commercial	Other	Total	Residential	Commercial	Other	Total
Rail Line ROW	\$1,880,232	\$208,315	\$42,112	\$2,130,660	\$1,856,240	\$208,315	\$42,112	\$2,106,668
Munster/Dyer Main Street Parking	\$319,149	\$0	\$0	\$319,149	\$316,150	\$0	\$0	\$316,150
Munster Ridge Road Station and Parking	\$262,918	\$104,674	\$0	\$367,592	\$256,920	\$104,674	\$0	\$361,594
South Hammond Maintenance and Storage Facility	\$0	\$44,766	\$0	\$44,766	\$0	\$44,766	\$0	\$44,766
South Hammond Station Parking	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Downtown Hammond Station Parking	\$0	\$401,900	\$816,900	\$1,218,800	\$0	\$401,900	\$816,900	\$1,218,800
Total	\$2,462,299	\$759,656	\$859,012	\$4,080,967	\$2,429,310	\$759,656	\$859,012	\$4,047,978
Lake County Total	\$2,456,784	\$741,258	\$842,064	\$4,040,106	\$2,423,795	\$741,258	\$842,064	\$4,007,117
Cook County Total	\$5,515	\$18,398	\$16,949	\$40,861	\$5,515	\$18,398	\$16,949	\$40,861

SOURCE: AECOM 2016

Table 6-21 Annual Tax Revenue Lost by Land Use for IHB Alternative Option 1

Proposed Alignment Segment	Minimum Deduction				Maximum Deduction			
	Residential	Commercial	Other	Total	Residential	Commercial	Other	Total
Rail Line ROW	\$64,289	\$12,547	\$4,984	\$81,820	\$63,524	\$12,547	\$4,984	\$81,055
Munster/Dyer Main Street Parking	\$11,067	\$0	\$0	\$11,067	\$10,963	\$0	\$0	\$10,963
Munster Ridge Road Station and Parking	\$9,117	\$3,630	\$0	\$12,747	\$8,909	\$3,630	\$0	\$12,539
South Hammond Maintenance and Storage Facility	\$0	\$2,219	\$0	\$2,219	\$0	\$2,219	\$0	\$2,219
South Hammond Station Parking	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Downtown Hammond Station Parking	\$0	\$19,923	\$40,495	\$60,417	\$0	\$19,923	\$40,495	\$60,417
Total	\$84,474	\$38,318	\$45,479	\$168,271	\$83,397	\$38,318	\$45,479	\$167,194
Lake County Total	\$83,174	\$34,037	\$41,367	\$158,579	\$82,096	\$34,037	\$41,367	\$157,501
Cook County Total	\$1,300	\$4,281	\$4,112	\$9,693	\$1,300	\$4,281	\$4,112	\$9,693

SOURCE: AECOM 2016

6.4.2 IHB Alternative Option 2

Acquisitions and Displacements

A total of 148 full acquisitions and 63 partial acquisitions are anticipated for IHB Alternative Option 2. Of the 211 parcels that would be affected, 68 are residential, 24 are commercial, and 119 are of other land uses. In total, over 142 acres would be acquired for IHB Alternative Option 2. **Table 6-22** provides a summary of the number of acquisitions by land use under IHB Alternative Option 2. To avoid double counting of acquisitions, any parcel that would be acquired for more than one segment of the proposed alignment was counted towards the segment that would acquire the largest portion of the parcel. **Table 6-23** shows the number of displacements by land use type. Displacements were defined as non-vacant property of which over 50 percent would be acquired for the Project.

Fiscal Impact

For IHB Alternative Option 2, the total taxable value of property that would be removed from the tax base after deductions is over \$3.7 million (2015 dollars), assuming a maximum deduction, and over \$3.8 million (2015 dollars), assuming a minimum deduction.⁹ Of this, less than \$41,000 would be attributable to properties located in Cook County. This value does not include the value of any land that would be removed from properties that are exempt from tax, such as religious organizations or public property, as these would not impact the tax revenues generated. **Table 6-24** shows the taxable value of property that would be removed from the tax base due to acquisitions.

Based on the property tax rates for each county, the annual revenue that would be lost under IHB Alternative Option 2 would be \$157,710 (2015 dollars) when assuming a maximum deduction. This amounts to a tax revenue loss of \$9,693, or 0.003 percent, of the tax base for Cook County, and \$148,018, or 0.020 percent, of the tax base for Lake County. Assuming a minimum deduction, the total impact would be \$158,684 (2015 dollars). This would amount to a tax revenue loss of \$9,693, or 0.003 percent, of the tax base for Cook County, and \$148,991, or 0.020 percent, of the tax base for Lake County. Therefore, IHB Alternative Option 2 would not have any substantial negative fiscal impacts for either county. A detailed breakdown of the property tax that would be lost is shown in **Table 6-25**.

⁹ Properties for which no information was available were assumed to be valued at \$0.

Table 6-22 Acreage and Acquisition Count by Type and Land Use for IHB Alternative Option 2

Proposed Alignment Segment	Full Acquisitions					Partial Acquisitions					Total	
	Full Acquisition Area (Acres)	All Full Acquisitions	Full Residential Parcels	Full Commercial Parcels	Other Full Parcels	Partial Acquisition Area (Acres)	All Partial Acquisitions	Partial Residential Parcels	Partial Commercial Parcels	Other Partial Parcels	Total Acquisition Area (Acres)	Total Acquisitions
Rail Line ROW	34.57	79	46	1	32	45.01	61	13	10	38	79.58	140
Munster/Dyer Main Street Parking	21.62	5	3	0	2	0.00	0	0	0	0	21.62	5
Munster Ridge Road Station and Parking	7.18	36	6	1	29	0.16	1	0	1	0	7.34	37
South Hammond Maintenance and Storage Facility	11.33	1	0	0	1	0.30	1	0	1	0	11.63	2
South Hammond Station Parking	16.69	1	0	0	1	0.00	0	0	0	0	16.69	1
Downtown Hammond Station Parking	6.07	26	0	10	16	0.00	0	0	0	0	6.07	26
Total	97.46	148	55	12	81	45.47	63	13	12	38	142.93	211

SOURCE: AECOM 2016

Table 6-23 Displacements by Land Use Type for IHB Alternative Option 2

Proposed Alignment Segment	All Displacements	Residential Displacements	Commercial Displacements	Industrial Displacements	Municipal Displacements	Other Displacements
Rail Line ROW	50	12	2	0	8	28
Munster/Dyer Main Street Parking	2	0	0	0	2	0
Munster Ridge Road Station and Parking	33	4	0	0	29	0
South Hammond Maintenance and Storage Facility	0	0	0	0	0	0
South Hammond Station Parking	0	0	0	0	0	0
Downtown Hammond Station Parking	22	0	6	14	2	0
Total	107	16	8	14	41	28

Note: Other displacements may include freight railroad property.

SOURCE: AECOM 2016

Table 6-24 Taxable Value of Property Removed from Tax Base after Deductions for IHB Alternative Option 2

Proposed Alignment Segment	Minimum Deduction				Maximum Deduction			
	Residential	Commercial	Other	Total	Residential	Commercial	Other	Total
Rail Line ROW	\$1,880,232	\$208,315	\$42,112	\$2,130,660	\$1,856,240	\$208,315	\$42,112	\$2,106,668
Munster/Dyer Main Street Parking	\$42,682	\$0	\$0	\$42,682	\$42,682	\$0	\$0	\$42,682
Munster Ridge Road Station and Parking	\$262,918	\$104,674	\$0	\$367,592	\$256,920	\$104,674	\$0	\$361,594
South Hammond Maintenance and Storage Facility	\$0	\$44,766	\$0	\$44,766	\$0	\$44,766	\$0	\$44,766
South Hammond Station Parking	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Downtown Hammond Station Parking	\$0	\$401,900	\$816,900	\$1,218,800	\$0	\$401,900	\$816,900	\$1,218,800
Total	\$2,185,832	\$759,656	\$859,012	\$3,804,500	\$2,155,842	\$759,656	\$859,012	\$3,774,510
Lake County Total	\$2,180,317	\$741,258	\$842,064	\$3,763,639	\$2,150,327	\$741,258	\$842,064	\$3,733,649
Cook County Total	\$5,515	\$18,398	\$16,949	\$40,861	\$5,515	\$18,398	\$16,949	\$40,861

SOURCE: AECOM 2016

Table 6-25 Annual Tax Revenue Lost by Land Use for IHB Alternative Option 2

Proposed Alignment Segment	Minimum Deduction				Maximum Deduction			
	Residential	Commercial	Other	Total	Residential	Commercial	Other	Total
Rail Line ROW	\$64,289	\$12,547	\$4,984	\$81,820	\$63,524	\$12,547	\$4,984	\$81,055
Munster/Dyer Main Street Parking	\$1,480	\$0	\$0	\$1,480	\$1,480	\$0	\$0	\$1,480
Munster Ridge Road Station and Parking	\$9,117	\$3,630	\$0	\$12,747	\$8,909	\$3,630	\$0	\$12,539
South Hammond Maintenance and Storage Facility	\$0	\$2,219	\$0	\$2,219	\$0	\$2,219	\$0	\$2,219
South Hammond Station Parking	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Downtown Hammond Station Parking	\$0	\$19,923	\$40,495	\$60,417	\$0	\$19,923	\$40,495	\$60,417
Total	\$74,887	\$38,318	\$45,479	\$158,684	\$73,913	\$38,318	\$45,479	\$157,710
Lake County Total	\$73,587	\$34,037	\$41,367	\$148,991	\$72,613	\$34,037	\$41,367	\$148,018
Cook County Total	\$1,300	\$4,281	\$4,112	\$9,693	\$1,300	\$4,281	\$4,112	\$9,693

SOURCE: AECOM 2016

6.4.3 IHB Alternative Option 3

Acquisitions and Displacements

A total of 199 full acquisitions and 56 partial acquisitions are anticipated for IHB Alternative Option 3. Of the 255 parcels that would be affected, 113 are residential, 24 are commercial, and 118 are of other land uses. In total, over 134 acres would be acquired for IHB Alternative Option 3. **Table 6-26** provides a summary of the number of acquisitions by land use that would be required under IHB Alternative Option 3. To avoid double counting of acquisitions, any parcel that would be acquired for more than one segment of the proposed alignment was counted towards the segment that would acquire the largest portion of the parcel. **Table 6-27** shows the number of displacements by land use type. Displacements were defined as non-vacant property of which over 50 percent would be acquired for the Project.

Fiscal Impact

For IHB Alternative Option 3, the total taxable value of property that would be removed from the tax base after deductions would be over \$5.3 million (2015 dollars), assuming a maximum deduction, and over \$5.3 million (2015 dollars), assuming a minimum deduction.¹⁰ Of this, less than \$41,000 would be attributable to properties located in Cook County. This value does not include the value of any land that would be removed from properties that are exempt from tax, such as religious organizations or public property, as these would not impact the tax revenues generated. **Table 6-28** shows the taxable value of property that would be removed from the tax base due to acquisitions under IHB Alternative Option 3.

Based on the property tax rates for each county, the annual revenue that would be lost under IHB Alternative Option 3 would be \$208,880 (2015 dollars) when assuming a maximum deduction. This amounts to a tax revenue loss of \$9,693, or 0.003 percent, of the tax base for Cook County, and \$199,187, or 0.027 percent, of the tax base for Lake County. Assuming a minimum deduction, the total impact would be \$210,192 (2015 dollars). This would amount to a tax revenue loss of \$9,693, or 0.003 percent, of the tax base for Cook County, and \$200,499, or 0.027 percent, of the tax base for Lake County. Therefore, IHB Alternative Option 3 would not have any substantial negative fiscal impacts for either county. A detailed breakdown of property tax that would be lost under IHB Alternative 3 is shown in **Table 6-29**.

¹⁰ Properties for which no information was available were assumed to be valued at \$0.

Table 6-26 Acreage and Acquisition Count by Type and Land Use for IHB Alternative Option 3

Proposed Alignment Segment	Full Acquisitions					Partial Acquisitions					Total	
	Full Acquisition Area (Acres)	All Full Acquisitions	Full Residential Parcels	Full Commercial Parcels	Other Full Parcels	Partial Acquisition Area (Acres)	All Partial Acquisitions	Partial Residential Parcels	Partial Commercial Parcels	Other Partial Parcels	Total Acquisition Area (Acres)	Total Acquisitions
Rail Line ROW	34.57	79	46	1	32	45.01	54	6	10	38	79.58	133
Munster/Dyer Maintenance or Layover Facility	15.80	32	30	0	2	0.00	0	0	0	0	15.80	32
Munster/Dyer Main Street Parking	8.94	25	24	1	0	0.02	1	1	0	0	8.96	26
Munster Ridge Road Station and Parking	7.18	36	6	1	29	0.16	1	0	1	0	7.34	37
South Hammond Station Parking	16.69	1	0	0	1	0.00	0	0	0	0	16.69	1
Downtown Hammond Station and Parking	6.07	26	0	10	16	0.00	0	0	0	0	6.07	26
Total	89.25	199	106	13	80	45.19	56	7	11	38	134.44	255

SOURCE: AECOM 2016

Table 6-27 Displacements by Land Use Type for IHB Alternative Option 3

Proposed Alignment Segment	All Displacements	Residential Displacements	Commercial Displacements	Industrial Displacements	Municipal Displacements	Other Displacements
Rail Line ROW	50	12	2	0	8	28
Munster/Dyer Maintenance or Layover Facility	10	8	0	0	2	0
Munster/Dyer Main Street Parking	5	5	0	0	0	0
Munster Ridge Road Station and Parking	33	4	0	0	29	0
South Hammond Station Parking	0	0	0	0	0	0
Downtown Hammond Station and Parking	22	0	6	14	2	0
Total	120	29	8	14	41	28

Note: Other displacements may include freight railroad property.

SOURCE: AECOM 2016

Table 6-28 Taxable Value of Property Removed from Tax Base after Deductions for IHB Alternative Option 3

Proposed Alignment Segment	Minimum Deduction				Maximum Deduction			
	Residential	Commercial	Other	Total	Residential	Commercial	Other	Total
Rail Line ROW	\$1,880,232	\$208,315	\$42,112	\$2,130,660	\$1,856,240	\$208,315	\$42,112	\$2,106,668
Munster/Dyer Maintenance or Layover Facility	\$313,466	\$0	\$0	\$313,466	\$313,466	\$0	\$0	\$313,466
Munster/Dyer Main Street Parking	\$1,354,959	\$2,800	\$0	\$1,357,759	\$1,345,183	\$2,800	\$0	\$1,347,983
Munster Ridge Road Station and Parking	\$262,918	\$104,674	\$0	\$367,592	\$256,920	\$104,674	\$0	\$361,594
South Hammond Station Parking	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Downtown Hammond Station and Parking	\$0	\$401,900	\$816,900	\$1,218,800	\$0	\$401,900	\$816,900	\$1,218,800
Total	\$3,811,576	\$717,690	\$859,012	\$5,388,277	\$3,771,810	\$717,690	\$859,012	\$5,348,511
Lake County Total	\$3,806,061	\$699,292	\$842,064	\$5,347,416	\$3,766,295	\$699,292	\$842,064	\$5,307,650
Cook County Total	\$5,515	\$18,398	\$16,949	\$40,861	\$5,515	\$18,398	\$16,949	\$40,861

SOURCE: AECOM 2016

Table 6-29 Annual Tax Revenue Lost by Land Use for IHB Alternative Option 3

Proposed Alignment Segment	Minimum Deduction				Maximum Deduction			
	Residential	Commercial	Other	Total	Residential	Commercial	Other	Total
Rail Line ROW	\$64,289	\$12,547	\$4,984	\$81,820	\$63,524	\$12,547	\$4,984	\$81,055
Munster/Dyer Maintenance or Layover Facility	\$8,123	\$0	\$0	\$8,123	\$8,123	\$0	\$0	\$8,123
Munster/Dyer Main Street Parking	\$46,987	\$97	\$0	\$47,084	\$46,648	\$97	\$0	\$46,745
Munster Ridge Road Station and Parking	\$9,117	\$3,630	\$0	\$12,747	\$8,909	\$3,630	\$0	\$12,539
South Hammond Station Parking	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Downtown Hammond Station and Parking	\$0	\$19,923	\$40,495	\$60,417	\$0	\$19,923	\$40,495	\$60,417
Total	\$128,517	\$36,196	\$45,479	\$210,192	\$127,205	\$36,196	\$45,479	\$208,880
Lake County Total	\$127,217	\$31,915	\$41,367	\$200,499	\$125,904	\$31,915	\$41,367	\$199,187
Cook County Total	\$1,300	\$4,281	\$4,112	\$9,693	\$1,300	\$4,281	\$4,112	\$9,693

SOURCE: AECOM 2016

6.4.4 IHB Alternative Option 4

Acquisitions and Displacements

A total of 136 full acquisitions and 49 partial acquisitions are anticipated for IHB Alternative Option 4. Of the 185 parcels that would be affected, 46 are residential, 18 are commercial, and 121 are of other land uses. In total, over 141 acres would be acquired under IHB Alternative Option 4. **Table 6-30** provides a summary of the number of acquisitions by IHB Alternative Option 4. To avoid double counting of acquisitions, any parcel that would be acquired for more than one segment of the proposed alignment was counted towards the segment that would acquire the largest portion of the parcel. **Table 6-31** shows the number of displacements by land use type. Displacements were defined as non-vacant property of which over 50 percent would be acquired for the Project.

Fiscal Impact

For IHB Alternative Option 4, the total taxable value of property that would be removed from the tax base after deductions is over \$7.9 million (2015 dollars), assuming a maximum deduction, and over \$8 million (2015 dollars), assuming a minimum deduction.¹¹ Of this, less than \$41,000 would be attributable to properties located in Cook County. This value does not include the value of any land that would be removed from properties that are exempt from tax, such as religious organizations or public property, as these would not impact the tax revenues generated. **Table 6-32** shows the taxable value of property that would be removed from the tax base due to acquisitions under IHB Alternative Option 4.

Based on the property tax rates for each county, the annual revenue that would be lost under IHB Alternative Option 4 would be \$304,958 (2015 dollars) when assuming a maximum deduction. This amounts to a tax revenue loss of \$9,693, or 0.003 percent, of the tax base for Cook County, and \$295,265, or 0.040 percent, of the tax base for Lake County. Assuming a minimum deduction, the total impact would be \$307,038 (2015 dollars). This would amount to a tax revenue loss of \$9,693, or 0.003 percent, of the tax base for Cook County, and \$297,345, or 0.040 percent, of the tax base for Lake County. Therefore, IHB Alternative Option 4 would not have any substantial negative fiscal impacts for either county. A detailed breakdown of property tax that would be lost under IHB Alternative Option 4 is shown in **Table 6-33**.

¹¹ Properties for which no information was available were assumed to be valued at \$0.

Table 6-30 Acreage and Acquisition Count by Type and Land Use for IHB Alternative Option 4

Proposed Alignment Segment	Full Acquisitions					Partial Acquisitions					Total	
	Full Acquisition Area (Acres)	All Full Acquisitions	Full Residential Parcels	Full Commercial Parcels	Other Full Parcels	Partial Acquisition Area (Acres)	All Partial Acquisitions	Partial Residential Parcels	Partial Commercial Parcels	Other Partial Parcels	Total Acquisition Area (Acres)	Total Acquisitions
Rail Line ROW	34.62	67	36	1	30	43.27	47	1	4	42	77.89	114
Munster/Dyer Main Street Parking	21.62	5	3	0	2	0.00	0	0	0	0	21.62	5
Munster Ridge Road Station and Parking	7.18	36	6	1	29	0.16	1	0	1	0	7.34	37
South Hammond Maintenance and Storage Facility	11.33	1	0	0	1	0.30	1	0	1	0	11.63	2
South Hammond Station Parking	16.69	1	0	0	1	0.00	0	0	0	0	16.69	1
Downtown Hammond Parking	6.07	26	0	10	16	0.00	0	0	0	0	6.07	26
Total	97.51	136	45	12	79	43.73	49	1	6	42	141.24	185

SOURCE: AECOM 2016

Table 6-31 Displacements by Land Use Type for IHB Alternative Option 4

Proposed Alignment Segment	All Displacements	Residential Displacements	Commercial Displacements	Industrial Displacements	Municipal Displacements	Other Displacements
Rail Line ROW	56	23	1	0	4	28
Munster/Dyer Main Street Parking	2	0	0	0	2	0
Munster Ridge Road Station and Parking	33	4	0	0	29	0
South Hammond Maintenance and Storage Facility	0	0	0	0	0	0
South Hammond Station Parking	0	0	0	0	0	0
Downtown Hammond Parking	22	0	6	14	2	0
Total	113	27	7	14	37	28

Note: Other Displacements may include freight railroad property.

SOURCE: AECOM 2016

Table 6-32 Taxable Value of Property Removed from Tax Base for IHB Alternative Option 4

Proposed Alignment Segment	Minimum Deduction				Maximum Deduction			
	Residential	Commercial	Other	Total	Residential	Commercial	Other	Total
Rail Line ROW	\$6,149,610	\$131,198	\$69,572	\$6,350,380	\$6,095,628	\$131,198	\$69,572	\$6,296,398
Munster/Dyer Main Street Parking	\$42,682	\$0	\$0	\$42,682	\$42,682	\$0	\$0	\$42,682
Munster Ridge Road Station and Parking	\$262,918	\$104,674	\$0	\$367,592	\$256,920	\$104,674	\$0	\$361,594
South Hammond Maintenance and Storage Facility	\$0	\$44,766	\$0	\$44,766	\$0	\$44,766	\$0	\$44,766
South Hammond Station Parking	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Downtown Hammond Parking	\$0	\$401,900	\$816,900	\$1,218,800	\$0	\$401,900	\$816,900	\$1,218,800
Total	\$6,455,210	\$682,538	\$886,472	\$8,024,220	\$6,395,230	\$682,538	\$886,472	\$7,964,240
Lake County Total	\$6,449,695	\$664,140	\$869,524	\$7,983,359	\$6,389,715	\$664,140	\$869,524	\$7,923,379
Cook County Total	\$5,515	\$18,398	\$16,949	\$40,861	\$5,515	\$18,398	\$16,949	\$40,861

SOURCE: AECOM 2016

Table 6-33 Annual Tax Revenue Lost by Land Use for IHB Alternative Option 4

Proposed Alignment Segment	Minimum Deduction				Maximum Deduction			
	Residential	Commercial	Other	Total	Residential	Commercial	Other	Total
Rail Line ROW	\$214,365	\$9,872	\$5,937	\$230,174	\$212,493	\$9,872	\$5,937	\$228,302
Munster/Dyer Main Street Parking	\$1,480	\$0	\$0	\$1,480	\$1,480	\$0	\$0	\$1,480
Munster Ridge Road Station and Parking	\$9,117	\$3,630	\$0	\$12,747	\$8,909	\$3,630	\$0	\$12,539
South Hammond Maintenance and Storage Facility	\$0	\$2,219	\$0	\$2,219	\$0	\$2,219	\$0	\$2,219
South Hammond Station Parking	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Downtown Hammond Parking	\$0	\$19,923	\$40,495	\$60,417	\$0	\$19,923	\$40,495	\$60,417
Total	\$224,963	\$35,644	\$46,431	\$307,038	\$222,883	\$35,644	\$46,431	\$304,958
Lake County Total	\$223,663	\$31,363	\$42,319	\$297,345	\$221,583	\$31,363	\$42,319	\$295,265
Cook County Total	\$1,300	\$4,281	\$4,112	\$9,693	\$1,300	\$4,281	\$4,112	\$9,693

SOURCE: AECOM 2016

6.5 Hammond Alternative Options

The section describes the acquisitions and displacements as well as the fiscal impacts of the Hammond Alternative Options, including the reduction in tax base and tax revenue, and assesses whether the impacts would be significant for either of the affected counties.

6.5.1 Hammond Alternative Option 1

Acquisitions and Displacements

A total of 267 full acquisitions and 76 partial acquisitions are anticipated for Hammond Alternative Option 1. Of the 343 parcels impacted, 213 are residential, 25 are commercial, and 105 are of other land uses. In total, over 128 acres would be acquired for Hammond Alternative Option 2. **Table 6-34** provides a summary of the number of acquisitions by Project phase and land use. To avoid double counting of acquisitions, any parcel that would be acquired for more than one segment of the proposed alignment was counted towards the segment that would acquire the largest portion of the parcel. **Table 6-35** shows the number of displacements by land use type. Displacements were defined as non-vacant property of which over 50 percent would be acquired for the Project.

Fiscal Impact

For Hammond Alternative Option 1, the total taxable value of property removed from the tax base after deductions is over \$7.6 million (2015 dollars), assuming a maximum deduction, and over \$7.7 million (2015 dollars), assuming a minimum deduction.¹² All of the taxable values loss is attributable to Lake County. This value does not include the value of any land removed from properties that are exempt from tax, such as religious organizations or public property, as these will not impact the tax revenues generated. **Table 6-36** shows the taxable value of property removed from the tax base due to acquisitions.

Based on the property tax rates for Lake County, assuming a maximum deduction, the annual revenue lost for Hammond Alternative Option 1 would be \$332,144 (2015 dollars). All of the revenue loss is attributable to Lake County and amounts to a 0.045 percent loss in the tax base. Assuming a minimum deduction, the revenue loss would amount to \$336,548 (2015 dollars), or 0.046 percent, of the tax base for Lake County. Therefore, Hammond Alternative Option 1 would not have any substantial negative fiscal impacts for Lake County. A detailed breakdown of property tax loss is shown in **Table 6-37**.

¹² Properties for which no information was available were assumed to be valued at \$0.

Table 6-34 Acreage and Acquisition Count by Type and Land Use for Hammond Alternative Option 1

Proposed Alignment Segment	Full Acquisitions					Partial Acquisitions					Total	
	Full Acquisition Area (Acres)	All Full Acquisitions	Full Residential Parcels	Full Commercial Parcels	Other Full Parcels	Partial Acquisition Area (Acres)	All Partial Acquisitions	Partial Residential Parcels	Partial Commercial Parcels	Other Partial Parcels	Total Acquisition Area (Acres)	Total Acquisitions
Rail Line ROW	36.81	142	107	8	27	25.18	36	6	9	21	61.99	178
Munster/Dyer Main Street Layover East	7.66	8	8	0	0	0.00	0	0	0	0	7.66	8
Munster/Dyer Main Street Parking	11.11	29	27	0	2	0.00	0	0	0	0	11.11	29
Munster Ridge Road Station and Parking	7.18	36	6	1	29	0.16	1	0	1	0	7.34	37
South Hammond Station Parking	16.69	1	0	0	1	0.00	0	0	0	0	16.69	1
North Hammond Maintenance Facility	20.93	28	8	3	17	0.00	0	0	0	0	20.93	28
Hammond Gateway Station Parking	2.47	21	15	0	6	0.56	39	36	1	2	3.03	60
SSL Realignment	0.14	2	0	2	0	0.00	0	0	0	0	0.14	2
Total	102.99	267	171	14	82	25.90	76	42	11	23	128.89	343

SOURCE: AECOM 2016

Table 6-35 Displacements by Land Use Type for Hammond Alternative Option 1

Proposed Alignment Segment	All Displacements	Residential Displacements	Commercial Displacements	Industrial Displacements	Municipal Displacements	Other Displacements
Rail Line ROW	102	61	11	3	24	3
Munster/Dyer Main Street Layover East	8	8	0	0	0	0
Munster/Dyer Main Street Parking	3	1	0	0	2	0
Munster Ridge Road Station and Parking	33	4	0	0	29	0
South Hammond Station Parking	0	0	0	0	0	0
North Hammond Maintenance Facility	13	6	1	4	2	0
Hammond Gateway Station Parking	14	12	0	2	0	0
SSL Realignment	2	0	2	0	0	0
Total	175	92	14	9	57	3

Note: Other displacements may include freight railroad property.

SOURCE: AECOM 2016

Table 6-36 Taxable Value of Property Removed from Tax Base for Hammond Alternative Option 1

Proposed Alignment Segment	Minimum Deduction				Maximum Deduction			
	Residential	Commercial	Other	Total	Residential	Commercial	Other	Total
Rail Line ROW	\$3,135,132	\$871,973	\$1,267,243	\$5,274,348	\$3,056,041	\$871,973	\$1,267,243	\$5,195,257
Munster/Dyer Main Street Layover East	\$247,466	\$0	\$0	\$247,466	\$247,466	\$0	\$0	\$247,466
Munster/Dyer Main Street Parking	\$319,149	\$0	\$0	\$319,149	\$316,150	\$0	\$0	\$316,150
Munster Ridge Road Station and Parking	\$262,918	\$104,674	\$0	\$367,592	\$256,920	\$104,674	\$0	\$361,594
South Hammond Station Parking	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
North Hammond Maintenance Facility	\$210,407	\$178,373	\$612,847	\$1,001,627	\$207,408	\$178,373	\$612,847	\$998,628
Hammond Gateway Station Parking	\$372,219	\$817	\$108,443	\$481,479	\$363,222	\$817	\$108,443	\$472,482
SSL Realignment	\$0	\$68,400	\$0	\$68,400	\$0	\$68,400	\$0	\$68,400
Total	\$4,547,291	\$1,224,238	\$1,988,533	\$7,760,062	\$4,447,207	\$1,224,238	\$1,988,533	\$7,659,978
Lake County Total	\$4,547,291	\$1,224,238	\$1,988,533	\$7,760,062	\$4,447,207	\$1,224,238	\$1,988,533	\$7,659,978
Cook County Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

SOURCE: AECOM 2016

Table 6-37 Annual Tax Revenue Lost by Land Use for Hammond Alternative Option 1

Proposed Alignment Segment	Minimum Deduction				Maximum Deduction			
	Residential	Commercial	Other	Total	Residential	Commercial	Other	Total
Rail Line ROW	\$125,469	\$42,076	\$62,444	\$229,989	\$121,972	\$42,076	\$62,444	\$226,492
Munster/Dyer Main Street Layover East	\$5,834	\$0	\$0	\$5,834	\$5,834	\$0	\$0	\$5,834
Munster/Dyer Main Street Parking	\$11,067	\$0	\$0	\$11,067	\$10,963	\$0	\$0	\$10,963
Munster Ridge Road Station and Parking	\$9,117	\$3,630	\$0	\$12,747	\$8,909	\$3,630	\$0	\$12,539
South Hammond Station Parking	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
North Hammond Maintenance Facility	\$10,430	\$8,842	\$30,379	\$49,652	\$10,281	\$8,842	\$30,379	\$49,503
Hammond Gateway Station Parking	\$18,451	\$40	\$5,376	\$23,867	\$18,005	\$40	\$5,376	\$23,421
SSL Realignment	\$0	\$3,391	\$0	\$3,391	\$0	\$3,391	\$0	\$3,391
Total	\$180,369	\$57,979	\$98,199	\$336,548	\$175,966	\$57,979	\$98,199	\$332,144
Lake County Total	\$180,369	\$57,979	\$98,199	\$336,548	\$175,966	\$57,979	\$98,199	\$332,144
Cook County Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

SOURCE: AECOM 2016

6.5.2 Hammond Alternative Option 2

Acquisitions and Displacements

A total of 243 full acquisitions and 76 partial acquisitions are anticipated under Hammond Alternative Option 2. Of the 319 parcels that would be affected, 189 are residential, 25 are commercial, and 105 are of other land uses. In total, over 139 acres would be acquired for Hammond Alternative Option 2. **Table 6-38** provides a summary of the number of acquisitions by land use for Hammond Alternative Option 2. To avoid double counting of acquisitions, any parcel that would be acquired for more than one segment of the proposed alignment was counted towards the segment that would acquire the largest portion of the parcel. **Table 6-39** shows the number of displacements by land use type. Displacements were defined as non-vacant property of which over 50 percent would be acquired for the Project.

Fiscal Impact

For Hammond Alternative Option 2, the total taxable value of property that would be removed from the tax base after deductions is over \$7.3 million (2015 dollars), assuming a maximum deduction, and over \$7.4 million (2015 dollars), assuming a minimum deduction.¹³ All of the taxable values loss is attributable to Lake County. This value does not include the value of any land that would be removed from properties that are exempt from tax, such as religious organizations or public property, as these would not impact the tax revenues generated. **Table 6-40** shows the taxable value of property that would be removed from the tax base due to acquisitions under Hammond Alternative Option 2.

Based on the property tax rates for Lake County, assuming a maximum deduction, the annual revenue that would be lost under Hammond Alternative Option 2 would be \$322,661 (2015 dollars). All of the revenue loss is attributable to Lake County and amounts to 0.044 percent loss in the tax base. Assuming a minimum deduction, the revenue loss would amount to \$326,960 (2015 dollars), or 0.044 percent of the tax base for Lake County. Therefore, Hammond Alternative Option 2 would not have any substantial negative fiscal impacts for Lake County. A detailed breakdown of property tax that would be lost under Hammond Alternative Option 2 is shown in **Table 6-41**.

¹³ Properties for which no information was available were assumed to be valued at \$0.

Table 6-38 Acreage and Acquisition Count by Type and Land Use for Hammond Alternative Option 2

Proposed Alignment Segment	Full Acquisitions					Partial Acquisitions					Total	
	Full Acquisition Area (Acres)	All Full Acquisitions	Full Residential Parcels	Full Commercial Parcels	Other Full Parcels	Partial Acquisition Area (Acres)	All Partial Acquisitions	Partial Residential Parcels	Partial Commercial Parcels	Other Partial Parcels	Total Acquisition Area (Acres)	Total Acquisitions
Rail Line ROW	36.81	142	107	8	27	25.18	36	6	9	21	61.99	178
Munster/Dyer Main Street Layover East	7.66	8	8	0	0	0.00	0	0	0	0	7.66	8
Munster/Dyer Main Street Parking	21.62	5	3	0	2	0.00	0	0	0	0	21.62	5
Munster Ridge Road Station and Parking	7.18	36	6	1	29	0.16	1	0	1	0	7.34	37
South Hammond Station Parking	16.69	1	0	0	1	0.00	0	0	0	0	16.69	1
North Hammond Maintenance Facility	20.93	28	8	3	17	0.00	0	0	0	0	20.93	28
Hammond Gateway Station Parking	2.47	21	15	0	6	0.56	39	36	1	2	3.03	60
SSL Realignment	0.14	2	0	2	0	0.00	0	0	0	0	0.14	2
Total	113.50	243	147	14	82	25.90	76	42	11	23	139.40	319

SOURCE: AECOM 2016

Table 6-39 Displacements by Land Use Type for Hammond Alternative Option 2

Proposed Alignment Segment	All Displacements	Residential Displacements	Commercial Displacements	Industrial Displacements	Municipal Displacements	Other Displacements
Rail Line ROW	102	61	11	3	24	3
Munster/Dyer Main Street Layover East	8	8	0	0	0	0
Munster/Dyer Main Street Parking	2	0	0	0	2	0
Munster Ridge Road Station and Parking	33	4	0	0	29	0
South Hammond Station Parking	0	0	0	0	0	0
North Hammond Maintenance Facility	13	6	1	4	2	0
Hammond Gateway Station Parking	14	12	0	2	0	0
SSL Realignment	2	0	2	0	0	0
Total	174	91	14	9	57	3

Note: Other displacements may include freight railroad property.

SOURCE: AECOM 2016

Table 6-40 Taxable Value of Property Removed from Tax Base for Hammond Alternative Option 2

Proposed Alignment Segment	Minimum Deduction				Maximum Deduction			
	Residential	Commercial	Other	Total	Residential	Commercial	Other	Total
Rail Line ROW	\$3,135,132	\$871,973	\$1,267,243	\$5,274,348	\$3,056,041	\$871,973	\$1,267,243	\$5,195,257
Munster/Dyer Main Street Layover East	\$247,466	\$0	\$0	\$247,466	\$247,466	\$0	\$0	\$247,466
Munster/Dyer Main Street Parking	\$42,682	\$0	\$0	\$42,682	\$42,682	\$0	\$0	\$42,682
Munster Ridge Road Station and Parking	\$262,918	\$104,674	\$0	\$367,592	\$256,920	\$104,674	\$0	\$361,594
South Hammond Station Parking	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
North Hammond Maintenance Facility	\$210,407	\$178,373	\$612,847	\$1,001,627	\$207,408	\$178,373	\$612,847	\$998,628
Hammond Gateway Station Parking	\$372,219	\$817	\$108,443	\$481,479	\$363,222	\$817	\$108,443	\$472,482
SSL Realignment	\$0	\$68,400	\$0	\$68,400	\$0	\$68,400	\$0	\$68,400
Total	\$4,270,824	\$1,224,238	\$1,988,533	\$7,483,595	\$4,173,739	\$1,224,238	\$1,988,533	\$7,386,510
Lake County Total	\$4,270,824	\$1,224,238	\$1,988,533	\$7,483,595	\$4,173,739	\$1,224,238	\$1,988,533	\$7,386,510
Cook County Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

SOURCE: AECOM 2016

Table 6-41 Annual Tax Revenue Lost by Land Use for Hammond Alternative Option 2

Proposed Alignment Segment	Minimum Deduction				Maximum Deduction			
	Residential	Commercial	Other	Total	Residential	Commercial	Other	Total
Rail Line ROW	\$125,469	\$42,076	\$62,444	\$229,989	\$121,972	\$42,076	\$62,444	\$226,492
Munster/Dyer Main Street Layover East	\$5,834	\$0	\$0	\$5,834	\$5,834	\$0	\$0	\$5,834
Munster/Dyer Main Street Parking	\$1,480	\$0	\$0	\$1,480	\$1,480	\$0	\$0	\$1,480
Munster Ridge Road Station and Parking	\$9,117	\$3,630	\$0	\$12,747	\$8,909	\$3,630	\$0	\$12,539
South Hammond Station Parking	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
North Hammond Maintenance Facility	\$10,430	\$8,842	\$30,379	\$49,652	\$10,281	\$8,842	\$30,379	\$49,503
Hammond Gateway Station Parking	\$18,451	\$40	\$5,376	\$23,867	\$18,005	\$40	\$5,376	\$23,421
SSL Realignment	\$0	\$3,391	\$0	\$3,391	\$0	\$3,391	\$0	\$3,391
Total	\$170,782	\$57,979	\$98,199	\$326,960	\$166,483	\$57,979	\$98,199	\$322,661
Lake County Total	\$170,782	\$57,979	\$98,199	\$326,960	\$166,483	\$57,979	\$98,199	\$322,661
Cook County Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

SOURCE: AECOM 2016

6.5.3 Hammond Alternative Option 3

Acquisitions and Displacements

A total of 223 full acquisitions and 70 partial acquisitions are anticipated under Hammond Alternative Option 3. Of the 293 parcels that would be affected, 167 are residential, 19 are commercial, and 107 are of other land uses. In total, over 148 acres would be acquired under Hammond Alternative Option 3. **Table 6-42** provides a summary of the number of acquisitions by land use that would be required under Hammond Alternative Option 3. To avoid double counting of acquisitions, any parcel that would be acquired for more than one segment of the proposed alignment was counted towards the segment that would acquire the largest portion of the parcel. **Table 6-43** shows the number of displacements by land use type. Displacements were defined as non-vacant property of which over 50 percent would be acquired for the Project.

Fiscal Impact

For Hammond Alternative Option 3, the total taxable value of property that would be removed from the tax base after deductions would be over \$11.3 million (2015 dollars), assuming a maximum deduction, and over \$11.4 million (2015 dollars), assuming a minimum deduction.¹⁴ All of the taxable values loss is attributable to Lake County. This value does not include the value of any land removed from properties that are exempt from tax, such as religious organizations or public property, as these would not impact the tax revenues generated. **Table 6-44** shows the taxable value of property that would be removed from the tax base due to acquisitions under Hammond Alternative Option 3.

Based on the property tax rates for Lake County, assuming a maximum deduction, the annual revenue that would be lost for Hammond Alternative Option 3 would be \$464,074 (2015 dollars). All of the revenue loss is attributable to Lake County and amounts to 0.063 percent loss in the tax base. Assuming a minimum deduction, the revenue loss would amount to \$469,480 (2015 dollars), or 0.064 percent, of the tax base for Lake County. Therefore, Hammond Alternative Option 3 would not have any substantial negative fiscal impacts for Lake County. A detailed breakdown of property tax that would be lost under Hammond Alternative Option 3 is shown in **Table 6-45**.

¹⁴ Properties for which no information was available were assumed to be valued at \$0.

Table 6-42 Acreage and Acquisition Count by Type and Land Use for Hammond Alternative Option 3

Proposed Alignment Segment	Full Acquisitions					Partial Acquisitions					Total	
	Full Acquisition Area (Acres)	All Full Acquisitions	Full Residential Parcels	Full Commercial Parcels	Other Full Parcels	Partial Acquisition Area (Acres)	All Partial Acquisitions	Partial Residential Parcels	Partial Commercial Parcels	Other Partial Parcels	Total Acquisition Area (Acres)	Total Acquisitions
Rail Line ROW	36.86	130	97	8	25	23.44	29	2	3	24	60.30	159
Munster/Dyer Main Street Layover West	0.00	0	0	0	0	18.79	1	0	0	1	18.79	1
Munster/Dyer Main Street Parking	21.62	5	3	0	2	0.00	0	0	0	0	21.62	5
Munster Ridge Road Station and Parking	7.18	36	6	1	29	0.16	1	0	1	0	7.34	37
South Hammond Station Parking	16.69	1	0	0	1	0.00	0	0	0	0	16.69	1
North Hammond Maintenance Facility	20.93	28	8	3	17	0.00	0	0	0	0	20.93	28
Hammond Gateway Station Parking	2.47	21	15	0	6	0.56	39	36	1	2	3.03	60
SSL Realignment	0.14	2	0	2	0	0.00	0	0	0	0	0.14	2
Total	105.89	223	129	14	80	42.95	70	38	5	27	148.84	293

SOURCE: AECOM 2016

Table 6-43 Displacements by Land Use Type for Hammond Alternative Option 3

Proposed Alignment Segment	All Displacements	Residential Displacements	Commercial Displacements	Industrial Displacements	Municipal Displacements	Other Displacements
Rail Line ROW	108	72	10	3	20	3
Munster/Dyer Main Street Layover West	1	0	0	0	1	0
Munster/Dyer Main Street Parking	2	0	0	0	2	0
Munster Ridge Road Station and Parking	33	4	0	0	29	0
South Hammond Station Parking	0	0	0	0	0	0
North Hammond Maintenance Facility	13	6	1	4	2	0
Hammond Gateway Station Parking	14	12	0	2	0	0
SSL Realignment	2	0	2	0	0	0
Total	173	94	13	9	54	3

Note: Other displacements may include freight railroad property.

SOURCE: AECOM 2016

Table 6-44 Taxable Value of Property Removed from Tax Base for Hammond Alternative Option 3

Proposed Alignment Segment	Minimum Deduction				Maximum Deduction			
	Residential	Commercial	Other	Total	Residential	Commercial	Other	Total
Rail Line ROW	\$7,404,510	\$794,855	\$1,294,703	\$9,494,069	\$7,295,429	\$794,855	\$1,294,703	\$9,384,988
Munster/Dyer Main Street Layover West	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Munster/Dyer Main Street Parking	\$42,682	\$0	\$0	\$42,682	\$42,682	\$0	\$0	\$42,682
Munster Ridge Road Station and Parking	\$262,918	\$104,674	\$0	\$367,592	\$256,920	\$104,674	\$0	\$361,594
South Hammond Station Parking	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
North Hammond Maintenance Facility	\$210,407	\$178,373	\$612,847	\$1,001,627	\$207,408	\$178,373	\$612,847	\$998,628
Hammond Gateway Station Parking	\$372,219	\$817	\$108,443	\$481,479	\$363,222	\$817	\$108,443	\$472,482
SSL Realignment	\$0	\$68,400	\$0	\$68,400	\$0	\$68,400	\$0	\$68,400
Total	\$8,292,736	\$1,147,120	\$2,015,993	\$11,455,849	\$8,165,661	\$1,147,120	\$2,015,993	\$11,328,774
Lake County Total	\$8,292,736	\$1,147,120	\$2,015,993	\$11,455,849	\$8,165,661	\$1,147,120	\$2,015,993	\$11,328,774
Cook County Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

SOURCE: AECOM 2016

Table 6-45 Annual Tax Revenue Lost by Land Use for Hammond Alternative Option 3

Proposed Alignment Segment	Minimum Deduction				Maximum Deduction			
	Residential	Commercial	Other	Total	Residential	Commercial	Other	Total
Rail Line ROW	\$275,545	\$39,402	\$63,396	\$378,343	\$270,942	\$39,402	\$63,396	\$373,739
Munster/Dyer Main Street Layover West	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Munster/Dyer Main Street Parking	\$1,480	\$0	\$0	\$1,480	\$1,480	\$0	\$0	\$1,480
Munster Ridge Road Station and Parking	\$9,117	\$3,630	\$0	\$12,747	\$8,909	\$3,630	\$0	\$12,539
South Hammond Station Parking	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
North Hammond Maintenance Facility	\$10,430	\$8,842	\$30,379	\$49,652	\$10,281	\$8,842	\$30,379	\$49,503
Hammond Gateway Station Parking	\$18,451	\$40	\$5,376	\$23,867	\$18,005	\$40	\$5,376	\$23,421
SSL Realignment	\$0	\$3,391	\$0	\$3,391	\$0	\$3,391	\$0	\$3,391
Total	\$315,024	\$55,305	\$99,151	\$469,480	\$309,618	\$55,305	\$99,151	\$464,074
Lake County Total	\$315,024	\$55,305	\$99,151	\$469,480	\$309,618	\$55,305	\$99,151	\$464,074
Cook County Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

SOURCE: AECOM 2016

6.6 Maynard Junction Rail Profile Option

No property acquisitions would be required for the Maynard Junction Rail Profile Options based on current information. This would include at-grade crossings for the Commuter Rail Options 1, 2, and 3, IHB Alternative Options 1, 2, and 3, and Hammond Alternative Options 1 and 2.

7. CONSTRUCTION-RELATED IMPACTS

The following sections describe the construction impacts of the Build Alternative Options considered for the Project in terms of jobs and earnings.

7.1 Commuter Rail Alternative Options

The economic impacts in terms of jobs and earnings from the construction of the Commuter Rail Alternative Options are shown in **Table 7-3** and **Table 7-4**. Impacts are shown as a range of highest and lowest impacts, as different design options have different capital costs. Earnings and job impacts are separated into construction jobs and earnings, and professional services jobs and earnings. Jobs are shown in job-years, while earnings are shown in dollars. One job year is one job for one person over one year.

For the Study Area, construction (includes construction and professional services activities) of the Commuter Rail Alternative would result in between 4,578 and 5,209 total job-years, and earnings of between nearly \$225 and \$256 million, or an average of \$49,200 per job-year.

7.2 IHB Alternative Options

The economic impacts in terms of jobs and earnings from the construction of the IHB Alternative Options are shown in **Table 7-5** and **Table 7-6**. Impacts are shown as a range of highest and lowest impacts, as different design options have different capital costs. Earnings and job impacts are separated into construction jobs and earnings, and professional services jobs and earnings. Jobs are shown in job-years, while earnings are shown in dollars. One job year is one job for one person over one year.

For the Study Area, construction (includes construction and professional services activities) of the IHB Alternative Options would result in between 4,751 and 5,392 total job-years, and earnings of between \$233.6 and \$265.1 million, or an average of \$49,200 per job-year.

7.3 Hammond Alternative Options

The economic impacts in terms of jobs and earnings from the construction of the Hammond Alternative Options are shown in **Table 7-7** and **Table 7-8**. Impacts are shown as a range of highest and lowest impacts, as different design options have different capital costs. Earnings and job impacts are separated into construction jobs and earnings, and professional services jobs and earnings. Jobs are shown in job-years, while earnings are shown in dollars. One job year is one job for one person over one year.

For the Study Area, construction (includes construction and professional services activities) of the Hammond Alternative Options would result in between 4,453 and 4,871 total job-years, and earnings of between \$219 and \$239.5 million, or an average of \$49,200 per job-year.

Table 7-1 Employment from Construction of the Commuter Rail Alternative Options (job-years)

		Construction Costs	Deflator	Construction Employment Multiplier	Construction Jobs (job-years)	Professional Services Costs	Deflator	Professional Services Employment Multiplier	Professional Services Jobs (job-years)	Total Jobs
Flyover	High (Option 3)	\$394,611,025	0.9722	9.6202	3,691	\$140,677,586	0.9701	11.1262	1,518	5,209
	Low (Option 1)	\$370,673,702			3,467	\$132,301,294			1,428	4,893
At Grade	High (Option 3)	\$370,333,806			3,464	\$140,546,886			1,517	4,893
	Low (Option 1)	\$346,590,231			3,241	\$123,870,515			1,337	4,578

SOURCE: AECOM 2016

Table 7-2 Earnings from Construction of the Commuter Rail Alternative Options

		Construction Costs	Construction Earnings Multiplier	Construction Earnings	Professional Services Costs	Professional Services Earnings Multiplier	Professional Services Earnings	Total Earnings
Flyover	High (Option 3)	\$394,611,025	0.4494	\$177,338,195	\$140,677,586	0.5598	\$78,751,313	\$256,089,507
	Low (Option 1)	\$370,673,702		\$166,580,762	\$132,301,294		\$74,062,264	\$240,643,026
At Grade	High (Option 3)	\$370,333,806		\$166,428,012	\$140,546,886		\$78,678,147	\$245,106,159
	Low (Option 1)	\$346,590,231		\$155,757,650	\$123,870,515		\$69,342,714	\$225,100,364

SOURCE: AECOM 2016

Table 7-3 Employment from Construction of the IHB Alternative Options (job-years)

		Construction Costs	Deflator	Construction Employment Multiplier	Construction Jobs (job-years)	Professional Services Costs	Deflator	Professional Services Employment Multiplier	Professional Services Jobs (job-years)	Total Jobs
Flyover	High (Option 3)	\$408,531,651	0.9722	9.6202	3,821	\$145,551,878	0.9701	11.1262	1,571	5,392
	Low (Option 1)	\$384,204,299			3,593	\$137,036,474			1,479	5,072
At Grade	High (Option 3)	\$383,711,594			3,589	\$136,858,566			1,477	5,066
	Low (Option 1)	\$359,710,743			3,364	\$128,459,281			1,386	4,751

SOURCE: AECOM 2016

Table 7-4 Earnings from Construction of the IHB Alternative Options

		Construction Costs	Construction Earnings Multiplier	Construction Earnings	Professional Services Costs	Professional Services Earnings Multiplier	Professional Services Earnings	Total Earnings
Flyover	High (Option 3)	\$408,531,651	0.4494	\$183,594,124	\$145,551,878	0.5598	\$81,479,941	\$265,074,065
	Low (Option 1)	\$384,204,299		\$172,661,412	\$137,036,474		\$76,713,018	\$249,374,430
At Grade	High (Option 3)	\$383,711,594		\$172,439,990	\$136,858,566		\$76,613,425	\$249,053,415
	Low (Option 1)	\$359,710,743		\$161,654,008	\$128,459,281		\$71,911,506	\$233,565,514

SOURCE: AECOM 2016

Table 7-5 Employment from Construction of the Hammond Alternative Options (job-years)

		Construction Costs	Deflator	Construction Employment Multiplier	Construction Jobs (job-years)	Professional Services Costs	Deflator	Professional Services Employment Multiplier	Professional Services Jobs (job-years)	Total Jobs
Flyover	High (Option 3)	\$368,514,460	0.9722	9.6202	3,446	\$132,027,735	0.9701	11.1262	1,425	4,871
	Low (Option 1)	\$360,750,652			3,374	\$129,310,309			1,396	4,770
At Grade	High (Option 2)	\$344,692,436			3,224	\$123,690,492			1,335	4,559
	Low (Option 1)	\$336,670,560			3,149	\$120,880,431			1,305	4,453

SOURCE: AECOM 2016

Table 7-6 Earnings from Construction of the Hammond Alternative Options

		Construction Costs	Construction Earnings Multiplier	Construction Earnings	Professional Services Costs	Professional Services Earnings Multiplier	Professional Services Earnings	Total Earnings
Flyover	Option (3)	\$368,514,460	0.4494	\$165,610,398	\$132,027,735	0.5598	\$73,909,126	\$239,519,525
	Option (1)	\$360,750,652		\$162,121,343	\$129,310,309		\$72,387,911	\$234,509,254
At Grade	Option (2)	\$344,692,436		\$154,904,781	\$123,690,492		\$69,241,938	\$224,146,718
	Option (1)	\$336,670,560		\$151,299,750	\$120,880,431		\$67,668,865	\$218,968,615

SOURCE: AECOM 2016

8. OPERATION AND MAINTENANCE IMPACTS

The economic impacts in terms of jobs and earnings from the O&M of the Project are shown by alternative in **Table 8-1** and **Table 8-2**. Jobs are shown in job-years, while earnings are shown in dollars. One job year is equal to one job for one person over one year.

For the Study Area, operation of the Commuter Rail Alternative Options would result in 214 total job-years annually and earnings of over \$6.9 million, or an average of \$32,200 per job-year. Operation of the IHB Alternative Options would result in 213 total job-years annually and earnings of over \$6.9 million, or an average of \$32,200 per job-year. Operation of the Hammond Alternative Options would result in up to 226 total job-years annually, and earnings of up to \$7.3 million.

Table 8-1 Annual Employment from Operation and Maintenance of the Project by Build Alternative (job-years)

Alternative (All Options)	Annual O&M Costs	Deflator	O&M Employment Multiplier	Total O&M Jobs (job-years)
Commuter Rail	\$12,879,141	0.9701	17.1086	214
IHB	\$12,841,036			213
Hammond Total	\$13,615,592			226
Hammond	\$13,247,022			220
Hammond - Weekend Shuttles	\$368,570			6

SOURCE: AECOM 2016

Table 8-2 Annual Earnings from Operation and Maintenance of the Project by Build Alternative

Alternative (All Options)	Annual O&M Costs	O&M Earnings Multiplier	Total O&M Earnings
Commuter Rail	\$12,879,141	0.5345	\$6,883,901
IHB	\$12,841,036		\$6,863,534
Hammond Total	\$13,615,592		\$7,277,534
Hammond Design 3	\$13,247,022		\$7,080,533
Hammond - Weekend Shuttles	\$368,570		\$197,001

SOURCE: AECOM 2016

9. MITIGATION

This section documents the mitigation measures that may be needed for both long-term operating and short-term construction effects.

9.1 Long-Term Operating Effects

9.1.1 Acquisitions

No mitigation measures are proposed for the No Build Alternative since there would be no impacts. For all Build Alternatives, FTA and NICTD will conduct the acquisition process in accordance with the Uniform Act. The Act requires that property owners be paid fair market value for the acquired property as well as equitable compensation normally associated with relocating.

It is possible that property acquisitions and displacements would affect some property owners and tenants whose primary language is not English. Accordingly, property acquisition and relocation discussions would be conducted in alternate languages whenever necessary.

Following a decision to acquire property, a general overview of the acquisition process is as follows:

- Each real property owner or the owner's representative would be contacted in order to explain the acquisition process, including the right to accompany the appraiser during inspection of the property, and provide the owner with a written notice of NICTD's intent to acquire.
- The owner would be provided with a written offer of the approved estimate of just compensation for the real property to be acquired and a summary statement of the basis for the offer.
- The property owner would be given an opportunity to consider the offer for at least 30 days.
- Negotiations without any attempt to coerce the property owner into reaching an agreement would be conducted.
- The property owner/tenant would be provided at least 90 days' written notice to vacate prior to taking possession.

If negotiations with property owners are not successful, NICTD may acquire the property through eminent domain. If eminent domain is necessary, NICTD would follow the procedures set forth under state laws including Indiana Eminent Domain (Indiana Code [IC] § 32-24) and Relocation Assistance (IC § 8-23-17), and Illinois Eminent Domain Act (735 Illinois Compiled Statutes [ILCS] 30/) and Displaced Person Relocation Act (310 ILCS 40/).

9.1.2 Displacements

There would be no displacements as a result of the No Build Alternative. As such, no mitigation measures are proposed for the No Build Alternative. For the Build Alternatives, any relocation of a displaced use would also be conducted in accordance with the Uniform Act. Ample notice would be given to those being relocated to allow for any planning contingencies that may arise.

In accordance with Title VI of the Civil Rights Act of 1964, NICTD would provide relocation advisory assistance to all eligible persons without discrimination.

Displaced persons would be offered the opportunity to relocate in areas at least as desirable as their original property with respect to public utilities and commercial facilities. Rent and sale prices of replacement property offered to those displaced would be within their financial means, and replacement property would be within reasonable access to displaced individuals' places of employment. Relocations are not expected to remove individuals from their community activities. It is believed that plenty of comparable decent, safe, and sanitary housing is currently available on the real estate market to relocate those who would be displaced from their residences. However, if comparable housing cannot be offered, last resort housing assistance would become available to displaced persons. Additionally, relocation planning and services would be provided to businesses. These relocation services include the following:

- Site requirements, current lease terms, and other contractual obligations
- Outside specialists to assist in planning and moving assistance for the actual move, and the reinstallation of machinery and other personal property
- Identification and resolution of personal property/real property issues
- An estimate of time required for the business to vacate the site
- An estimate of the anticipated difficulty in locating replacement property
- An identification of any advance relocation payments required for the move

9.2 Short-Term Construction Effects

Acquisitions and relocations associated with the Project would be performed in accordance with the Uniform Act. For construction of any of the Build Alternatives, temporary and short-term socioeconomic impacts would be mitigated through the following measures:

- Coordination with individual businesses to identify business usage, delivery, and shipping patterns, as well as critical times of the day or year for business activities to aid in developing worksite traffic control plans and to ensure that critical business activities are not disrupted
- Notification of property owners, businesses, and residences of major construction activities on a real-time basis
- Coordination with the affected utilities to minimize disruption of service
- Coordination with local businesses to ensure reasonable access to businesses during regular operating hours

10. REFERENCES

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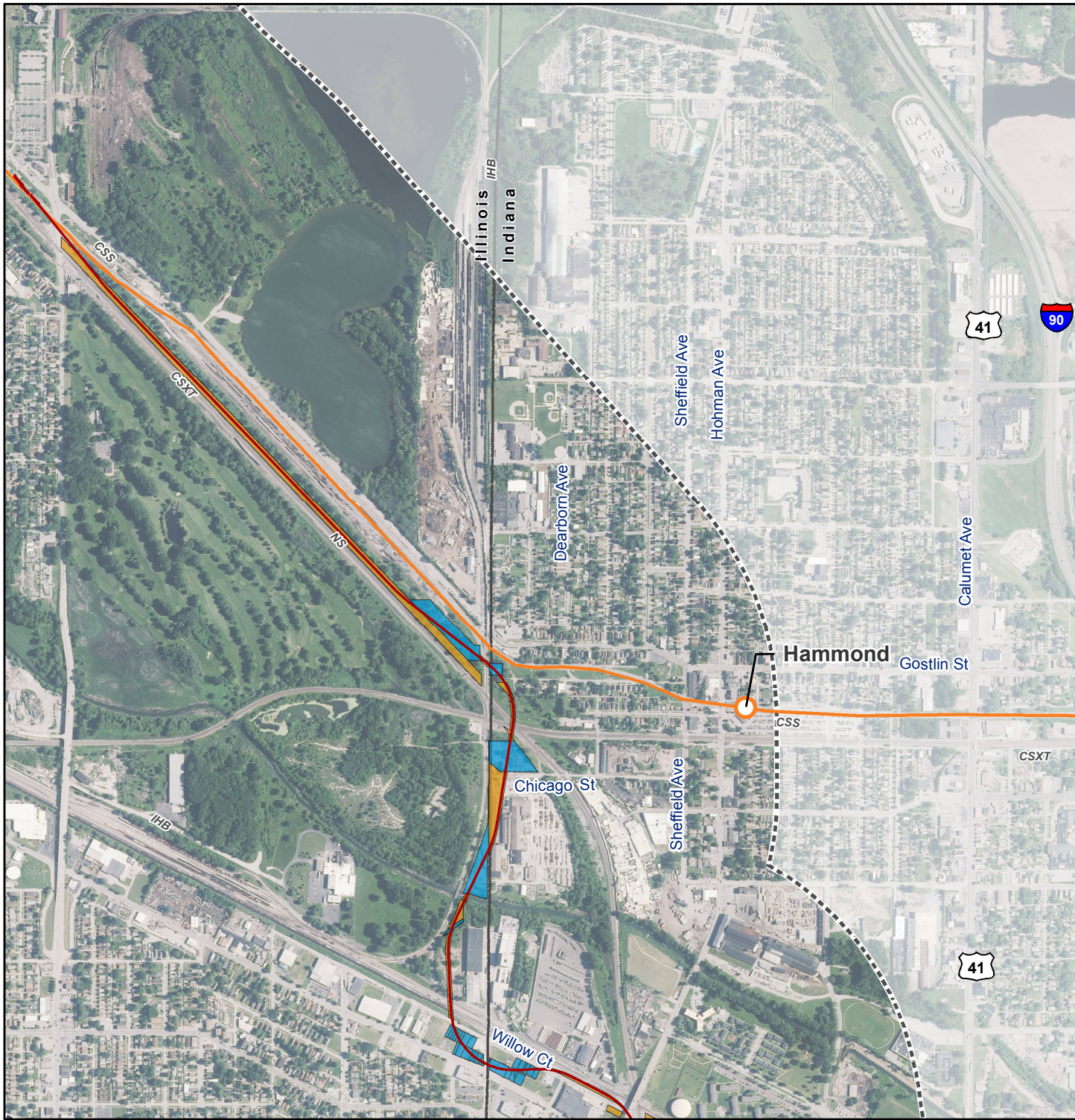
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APPENDIX A

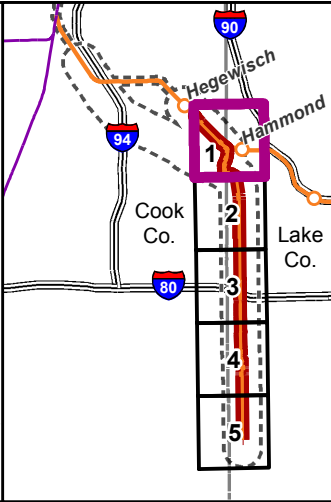
Maps of Acquisitions

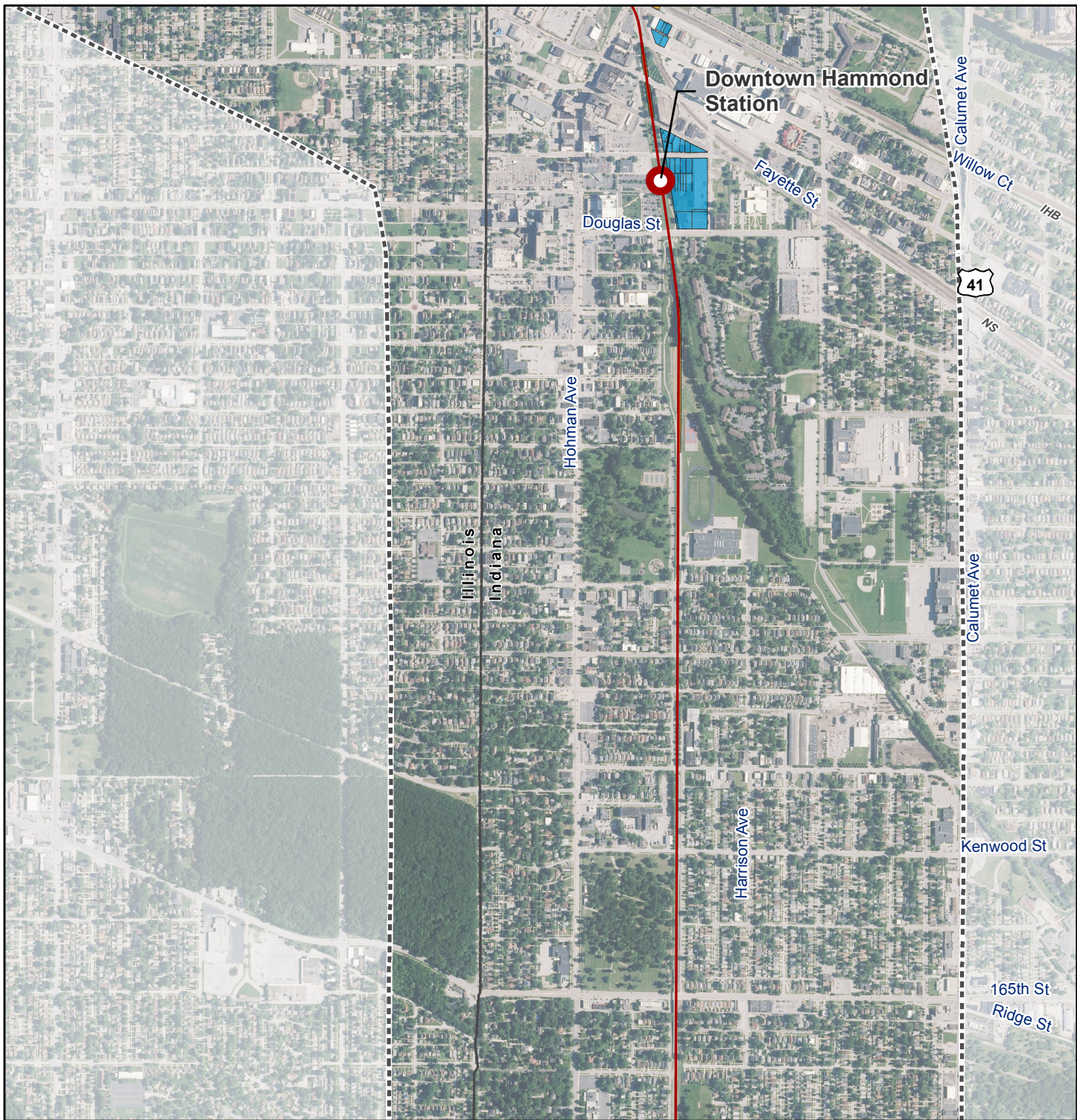


Proposed Land Acquisition: Commuter Rail Alternative, Option 1

Legend:

- Proposed Partial Acquisition
- Proposed Whole Acquisition
- Proposed Station
- Commuter Rail Alternative
- Study Area
- Existing Station
- South Shore Line
- Metra
- Interstate Freeway
- U.S. Highway
- State Boundary

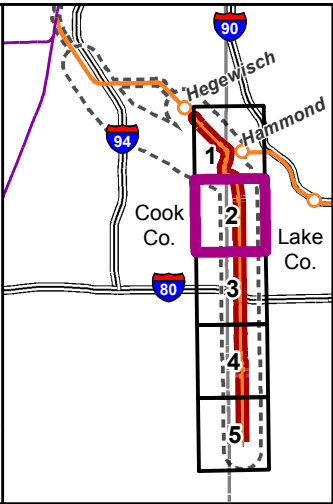


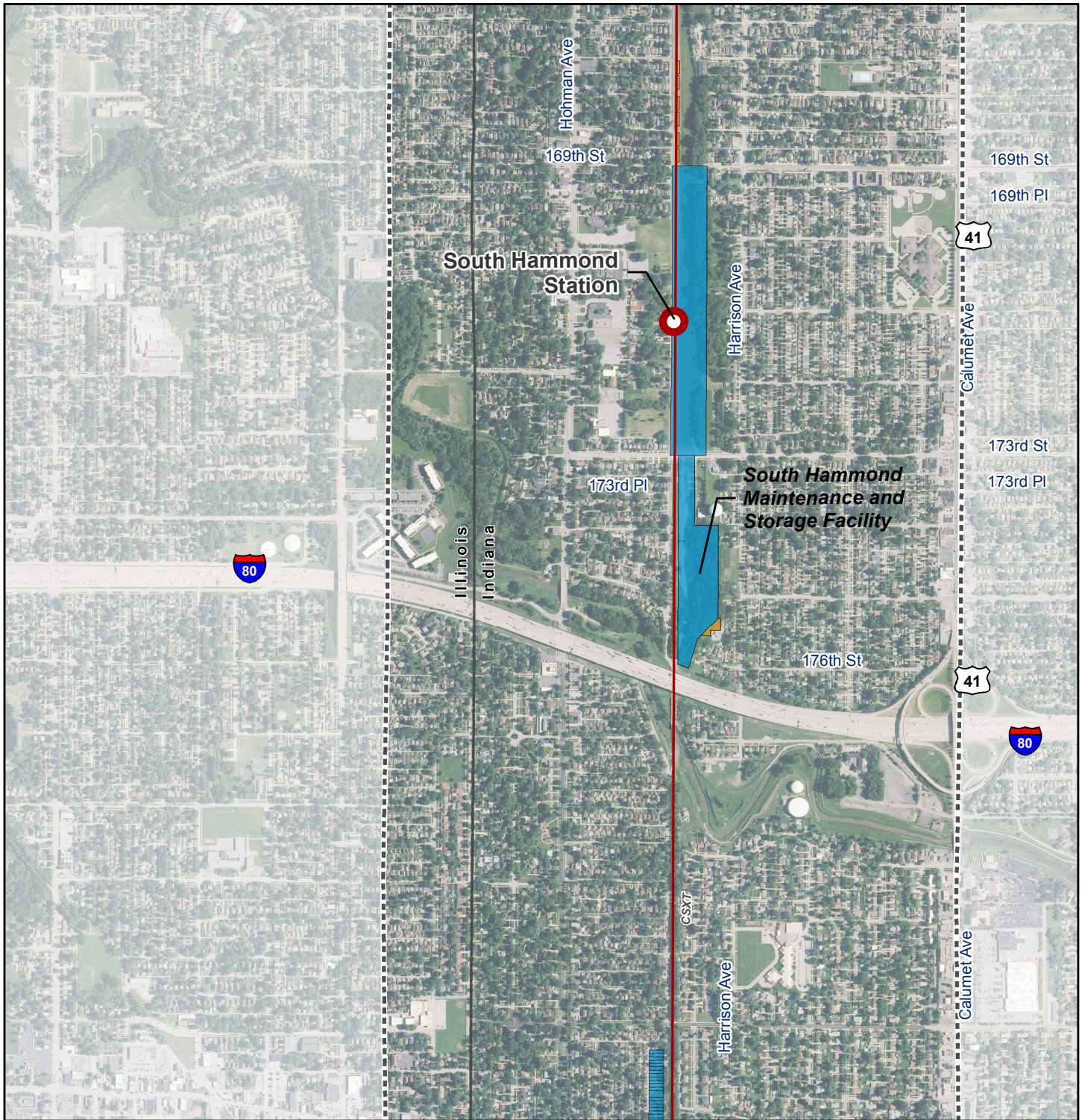


Proposed Land Acquisition: Commuter Rail Alternative, Option 1

Legend:












- Proposed Partial Acquisition
- Proposed Whole Acquisition
- Proposed Station
- Commuter Rail Alternative
- Study Area
- Existing Station
- South Shore Line
- Metra
- Interstate Freeway
- U.S. Highway
- State Boundary

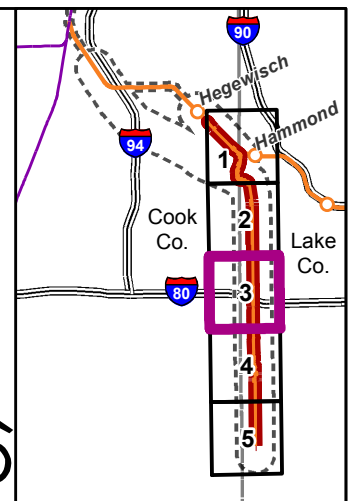


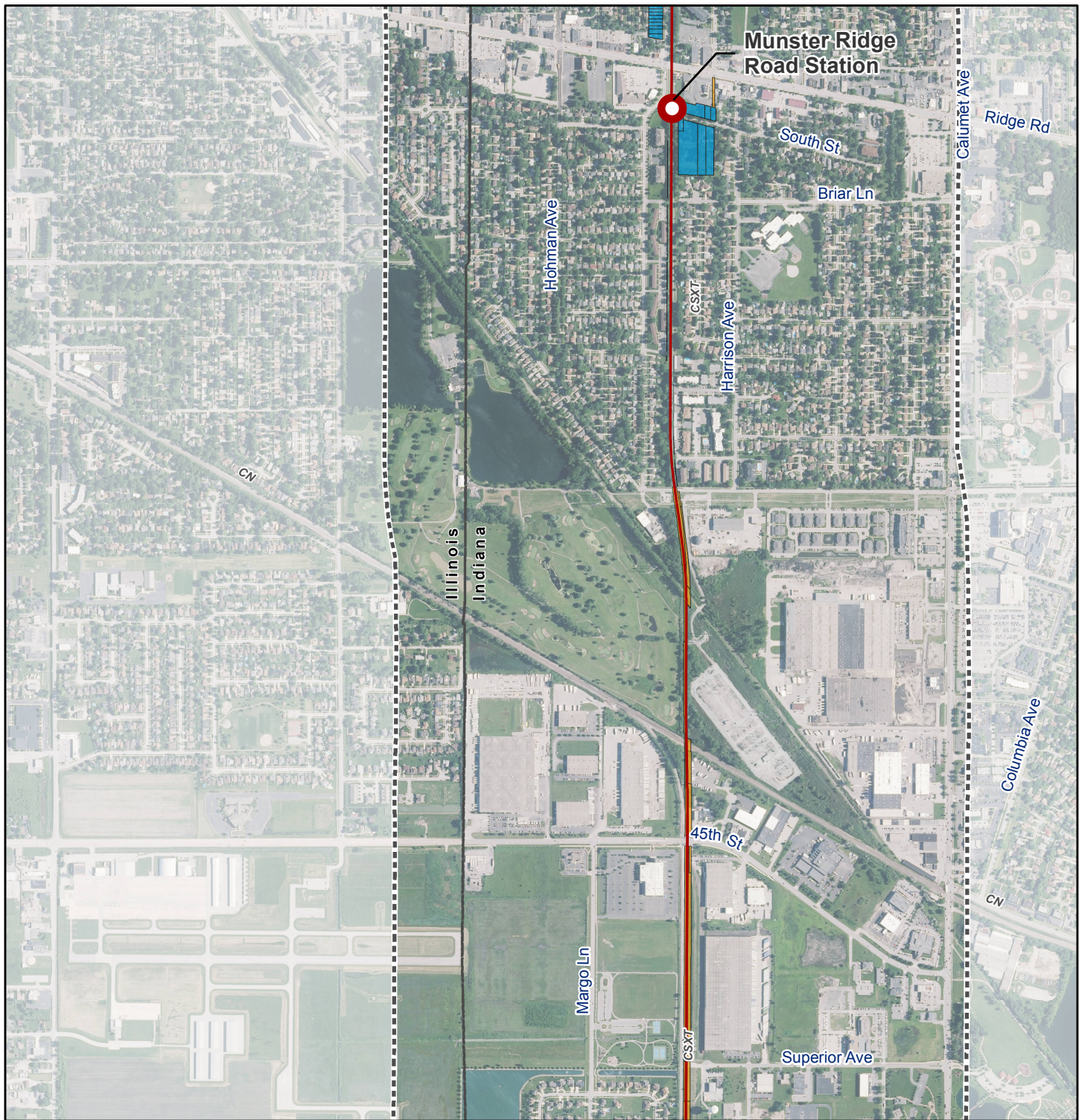


Proposed Land Acquisition: Commuter Rail Alternative, Option 1

Legend:












- | | |
|--|--|
|  Proposed Partial Acquisition |  Existing Station |
|  Proposed Whole Acquisition |  South Shore Line |
|  Proposed Station |  Metra |
|  Commuter Rail Alternative |  Interstate Freeway |
|  Study Area |  U.S. Highway |
| |  State Boundary |

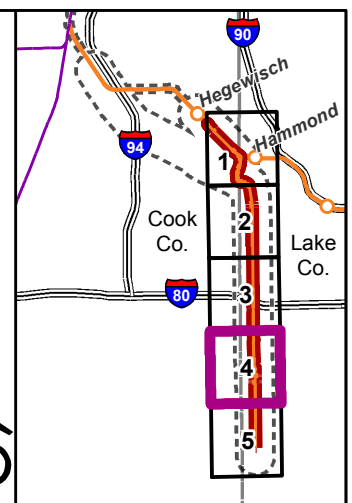


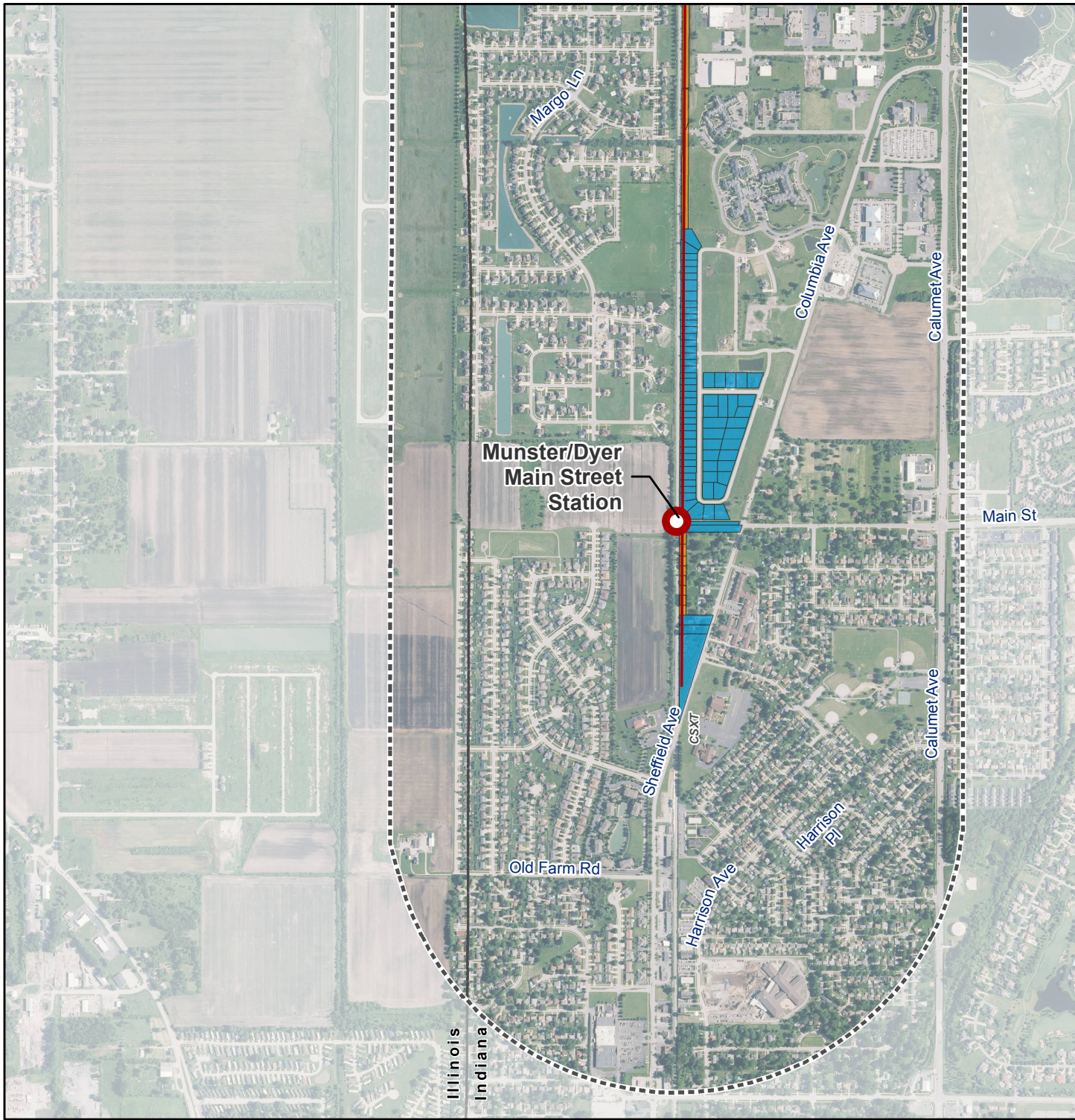


Proposed Land Acquisition: Commuter Rail Alternative, Option 1

Legend:












- | | |
|--|--|
|  Proposed Partial Acquisition |  Existing Station |
|  Proposed Whole Acquisition |  South Shore Line |
|  Proposed Station |  Metra |
|  Commuter Rail Alternative |  Interstate Freeway |
|  Study Area |  U.S. Highway |
| |  State Boundary |

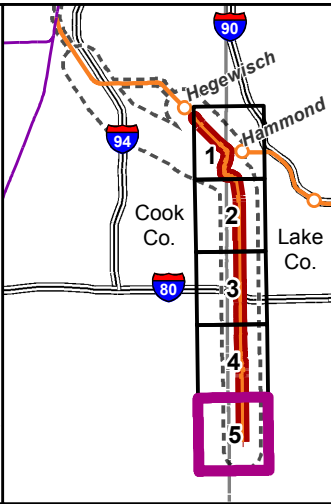


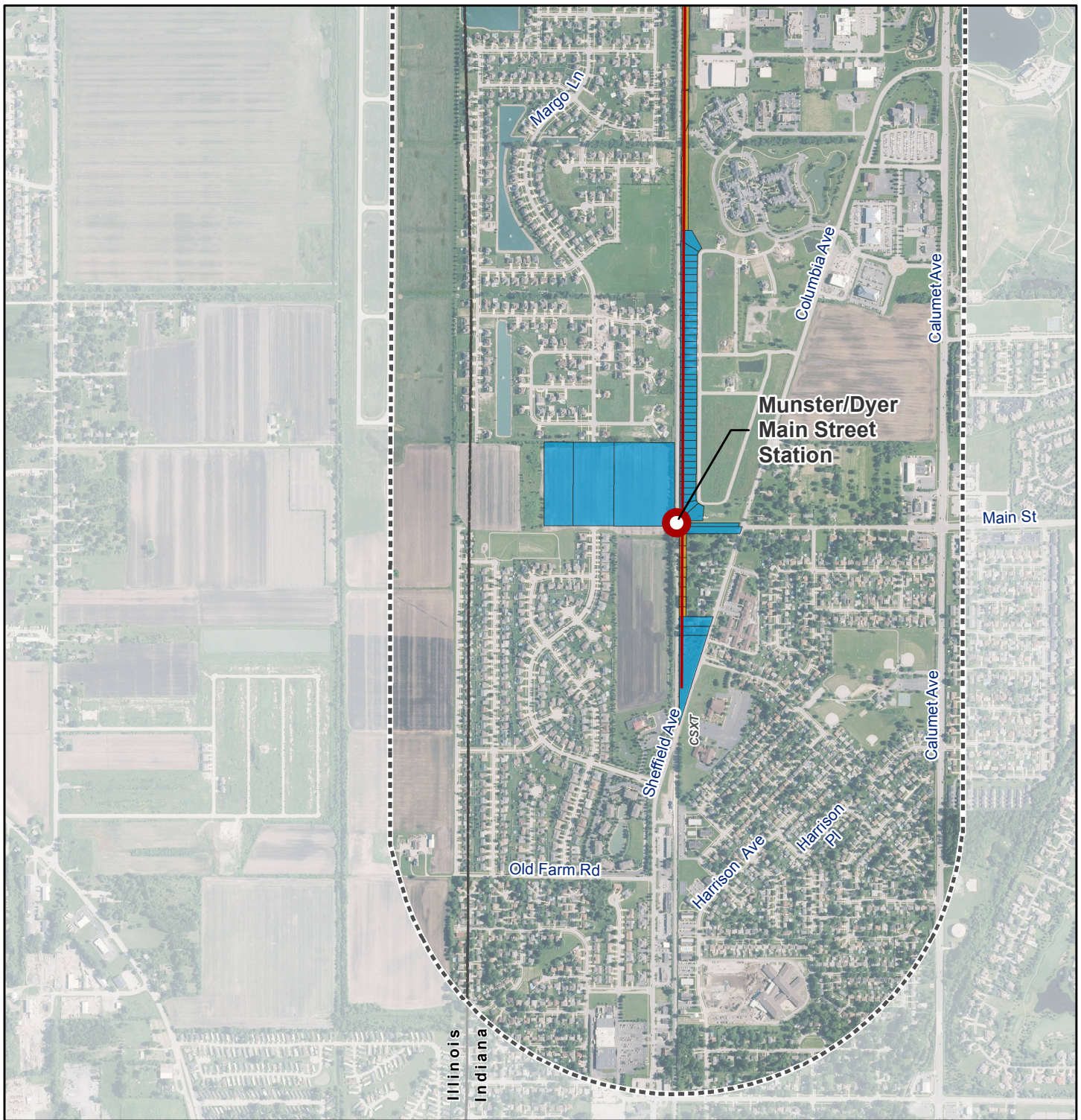


Proposed Land Acquisition: Commuter Rail Alternative, Option 1

Legend:












- | | |
|--|--|
|  Proposed Partial Acquisition |  Existing Station |
|  Proposed Whole Acquisition |  South Shore Line |
|  Proposed Station |  Metra |
|  Commuter Rail Alternative |  Interstate Freeway |
|  Study Area |  U.S. Highway |
| |  State Boundary |





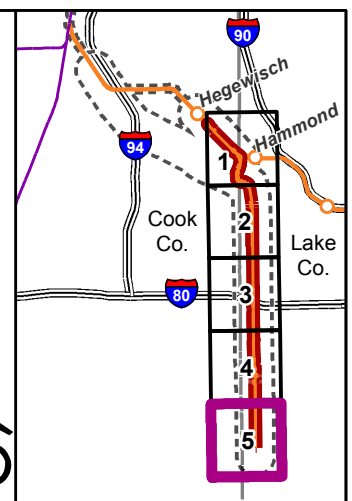
Proposed Land Acquisition: Commuter Rail Alternative, Option 2

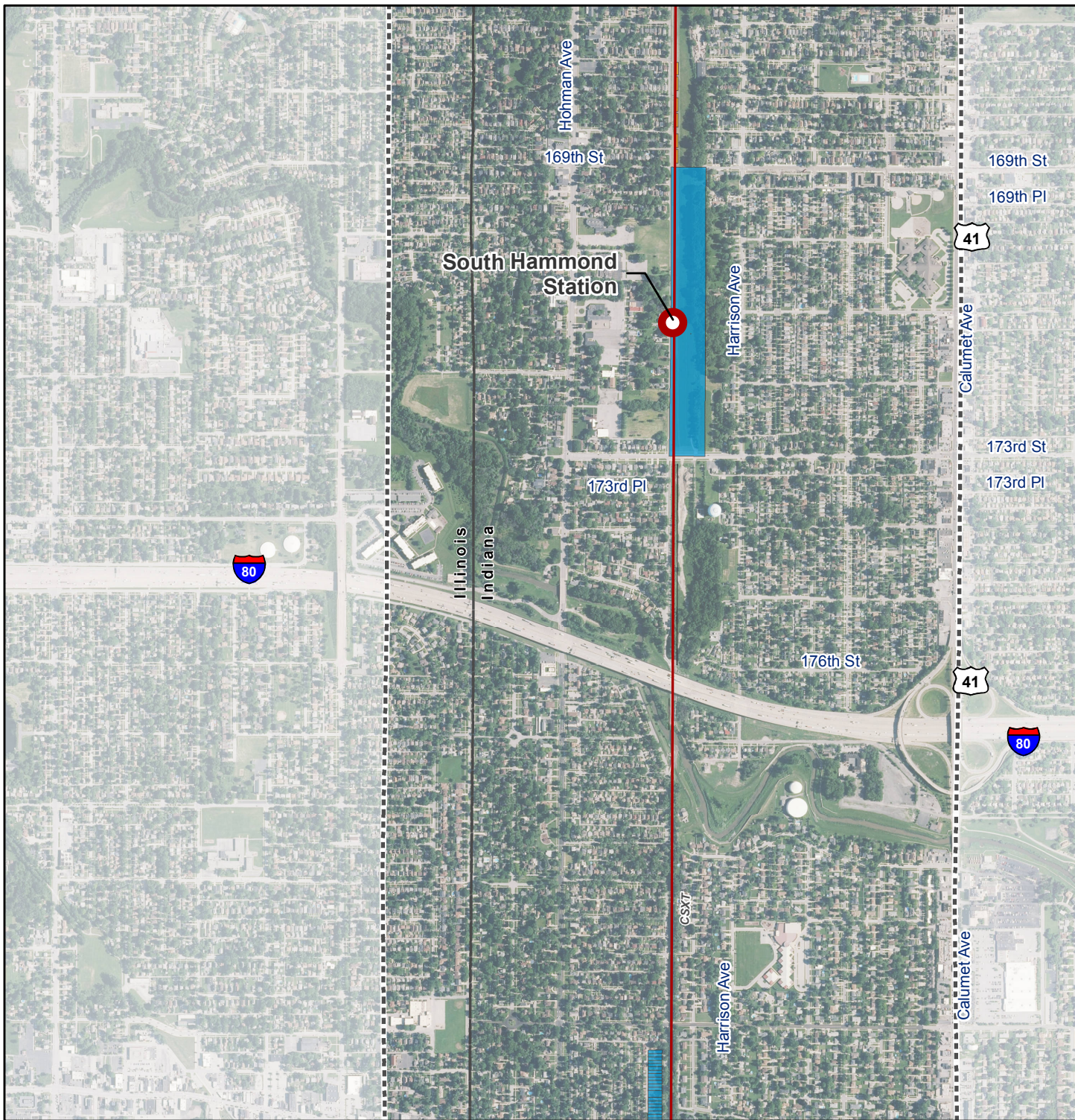
Legend:

- | | |
|--|--|
|  Proposed Partial Acquisition |  Existing Station |
|  Proposed Whole Acquisition |  South Shore Line |
|  Proposed Station |  Metra |
|  Commuter Rail Alternative |  Interstate Freeway |
|  Study Area |  U.S. Highway |
| |  State Boundary |

Sheet 5
(See Commuter Rail Alt, Option 1 for sheets 1-4)












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Miles





Proposed Land Acquisition: Commuter Rail Alternative, Option 3

Legend:

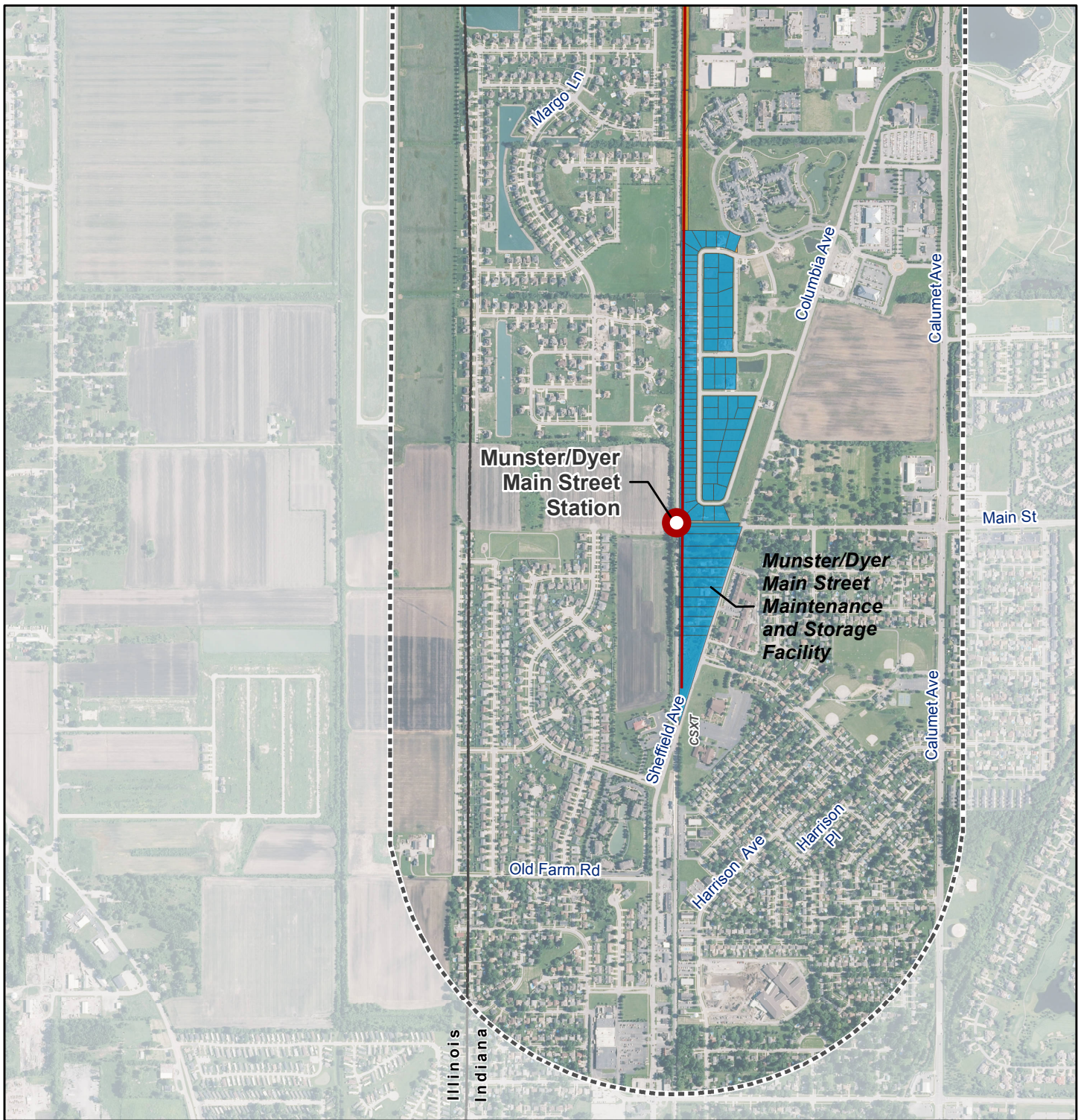
- | | |
|--|--|
|  Proposed Partial Acquisition |  Existing Station |
|  Proposed Whole Acquisition |  South Shore Line |
|  Proposed Station |  Metra |
|  Commuter Rail Alternative |  Interstate Freeway |
|  Study Area |  U.S. Highway |
| |  State Boundary |

Sheet 3

(See Commuter Rail Alt, Option 1 for sheets 1-2 & 4)












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Proposed Land Acquisition: Commuter Rail Alternative, Option 3

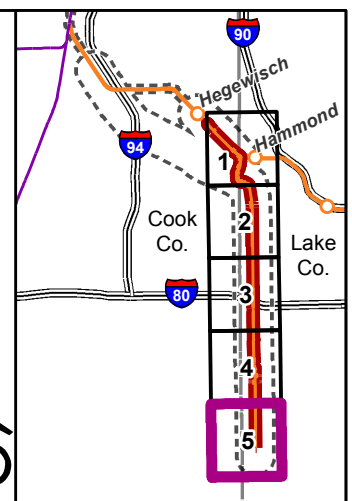
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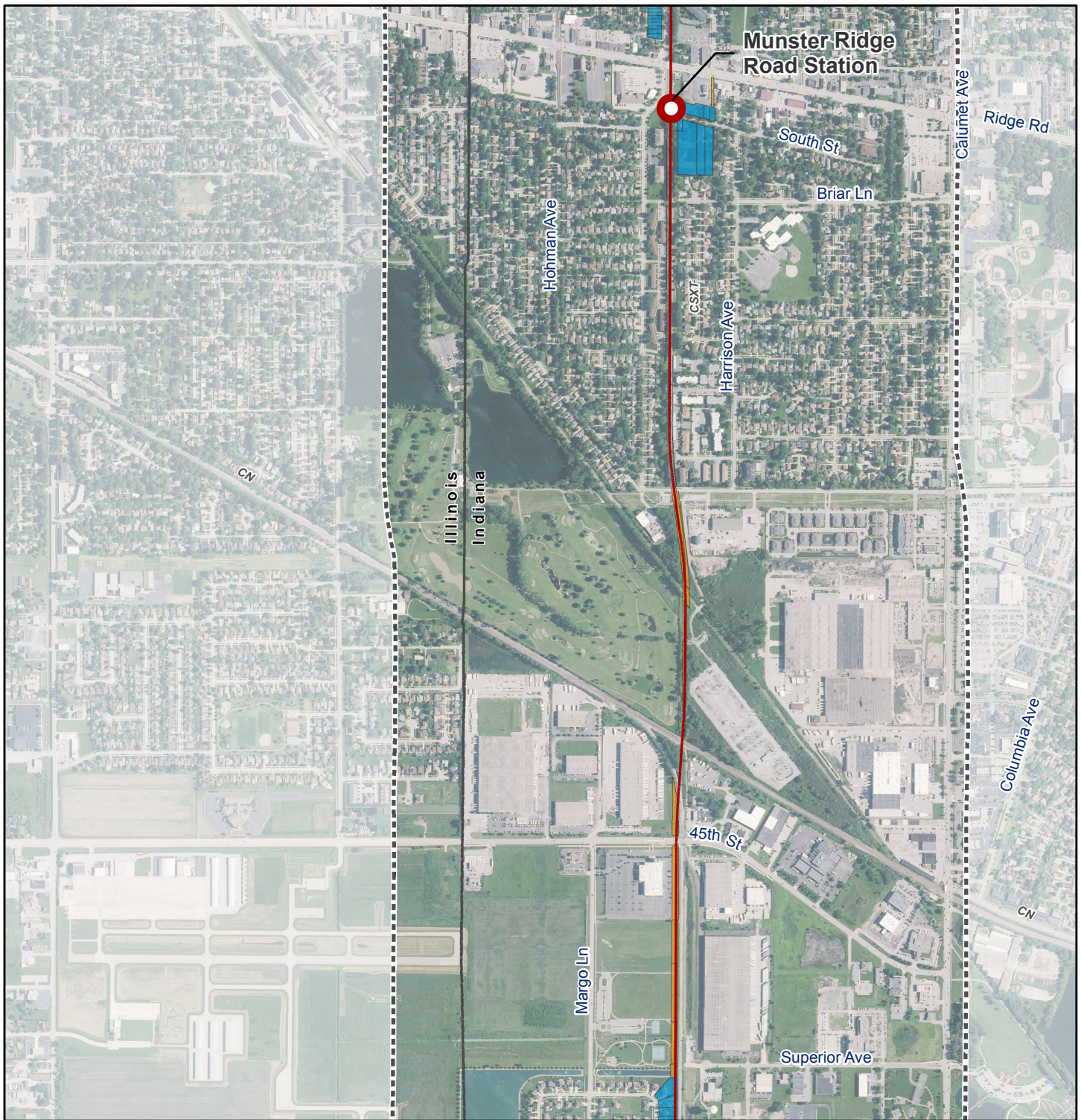
- | | |
|--|--|
|  Proposed Partial Acquisition |  Existing Station |
|  Proposed Whole Acquisition |  South Shore Line |
|  Proposed Station |  Metra |
|  Commuter Rail Alternative |  Interstate Freeway |
|  Study Area |  U.S. Highway |
| |  State Boundary |

Sheet 5

(See Commuter Rail Alt, Option 1 for sheets 1-2 & 4)












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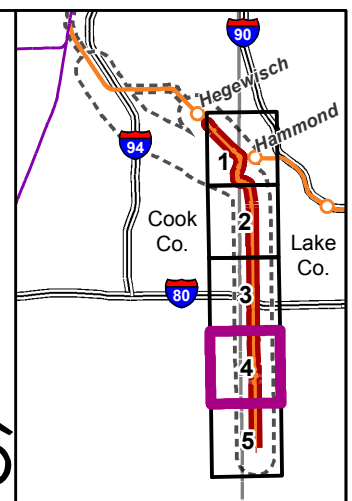
Proposed Land Acquisition: Commuter Rail Alternative, Option 4

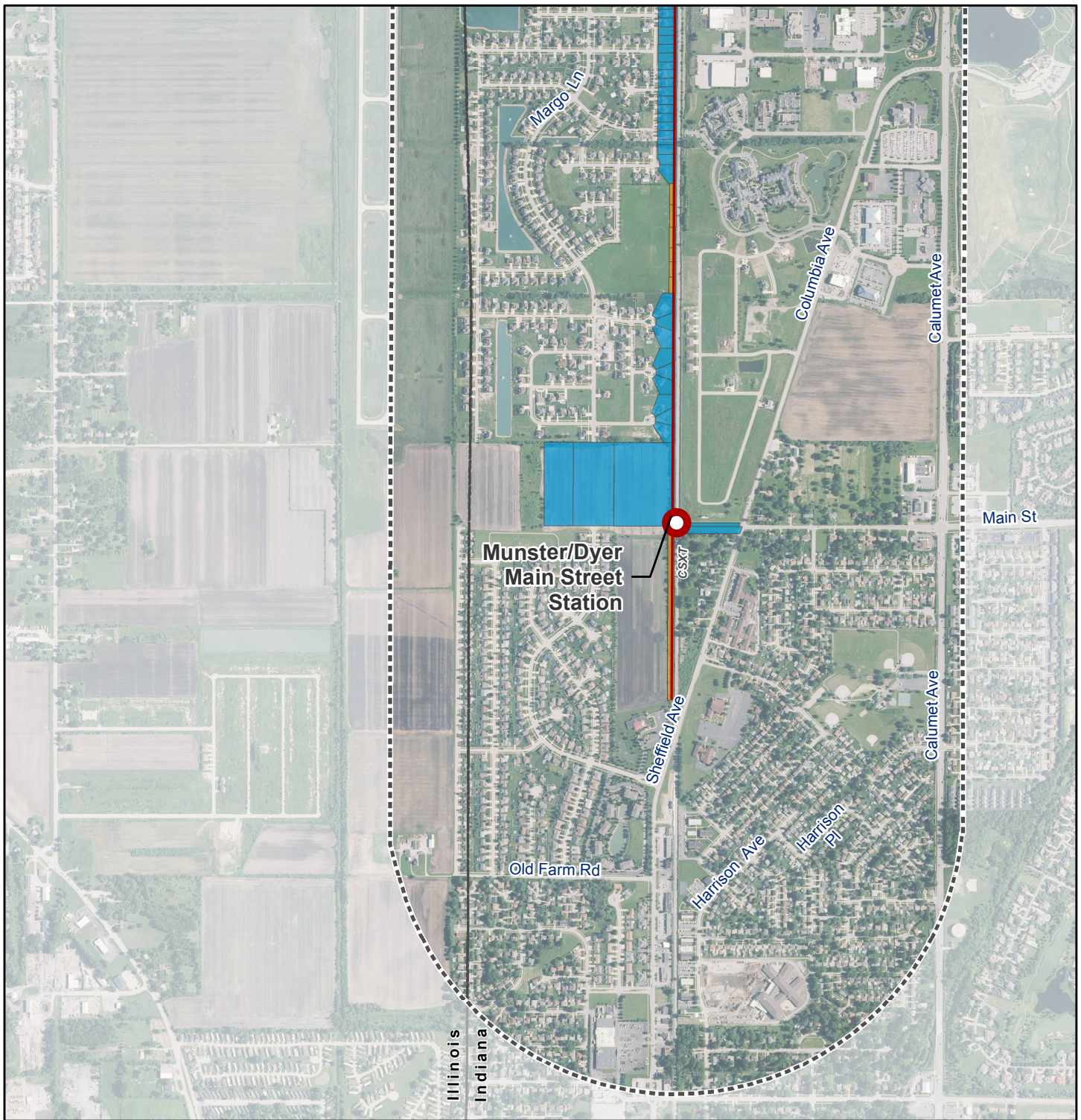
Legend:

- | | | | |
|---|------------------------------|---|--------------------|
|  | Proposed Partial Acquisition |  | Existing Station |
|  | Proposed Whole Acquisition |  | South Shore Line |
|  | Proposed Station |  | Metra |
|  | Commuter Rail Alternative |  | Interstate Freeway |
|  | Study Area |  | U.S. Highway |
| | |  | State Boundary |

Sheet 4
(See Commuter Rail Alt, Option 1 for sheets 1-3)












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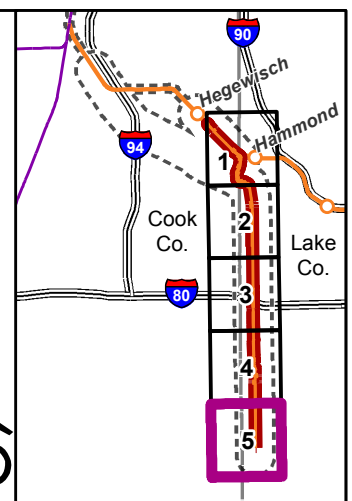
Proposed Land Acquisition: Commuter Rail Alternative, Option 4

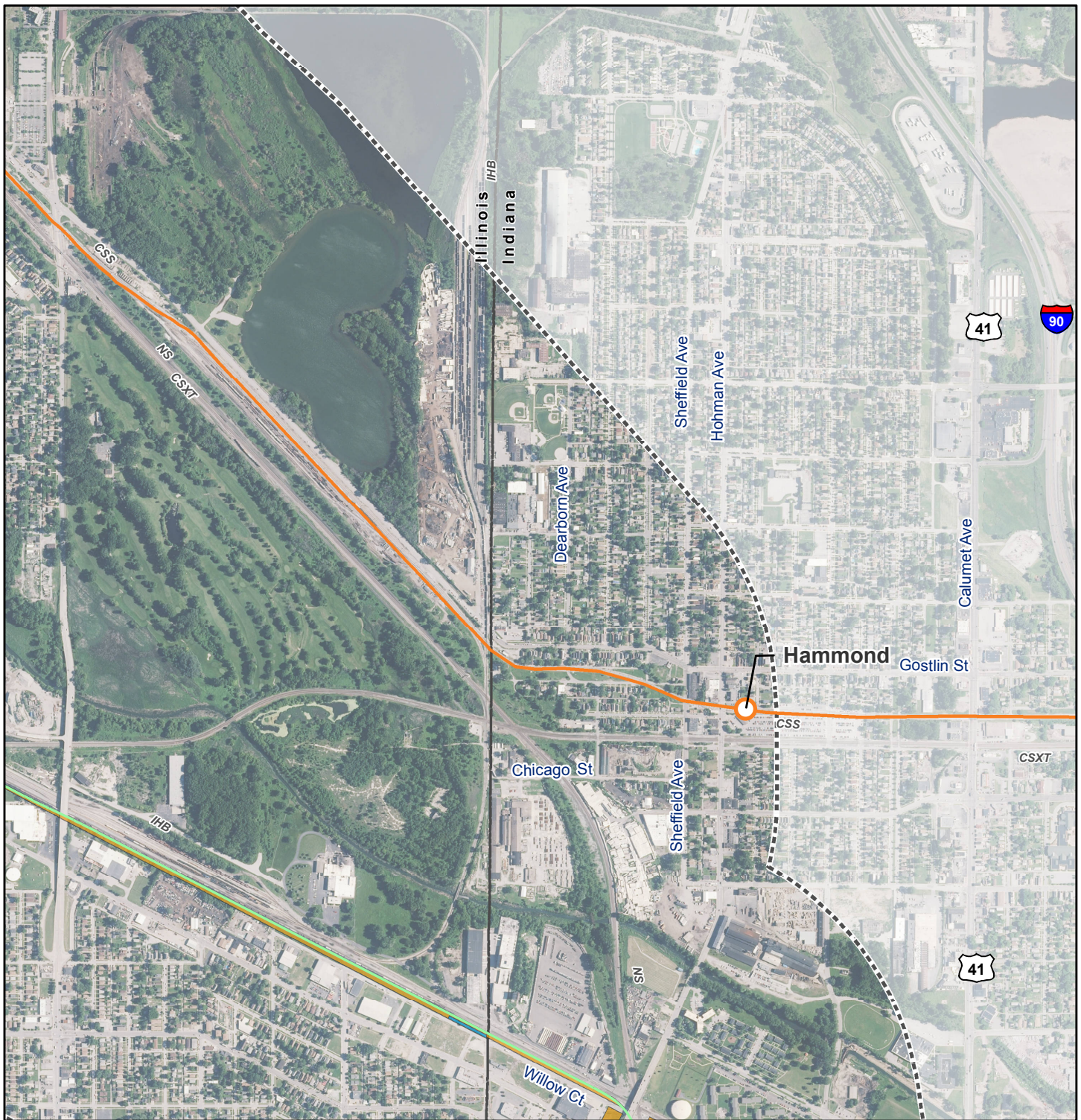
Legend:

- | | |
|--|--|
|  Proposed Partial Acquisition |  Existing Station |
|  Proposed Whole Acquisition |  South Shore Line |
|  Proposed Station |  Metra |
|  Commuter Rail Alternative |  Interstate Freeway |
|  Study Area |  U.S. Highway |
| |  State Boundary |

Sheet 5
(See Commuter Rail Alt, Option 1 for sheets 1-3)

0 0.25
Miles





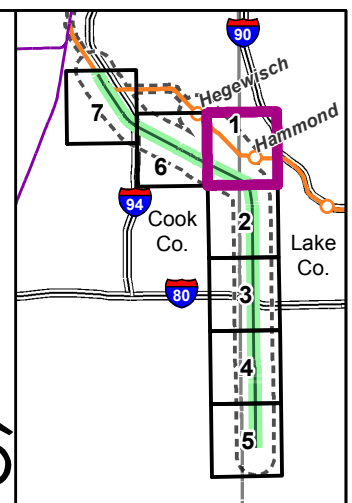
Proposed Land Acquisition: IHB Alternative

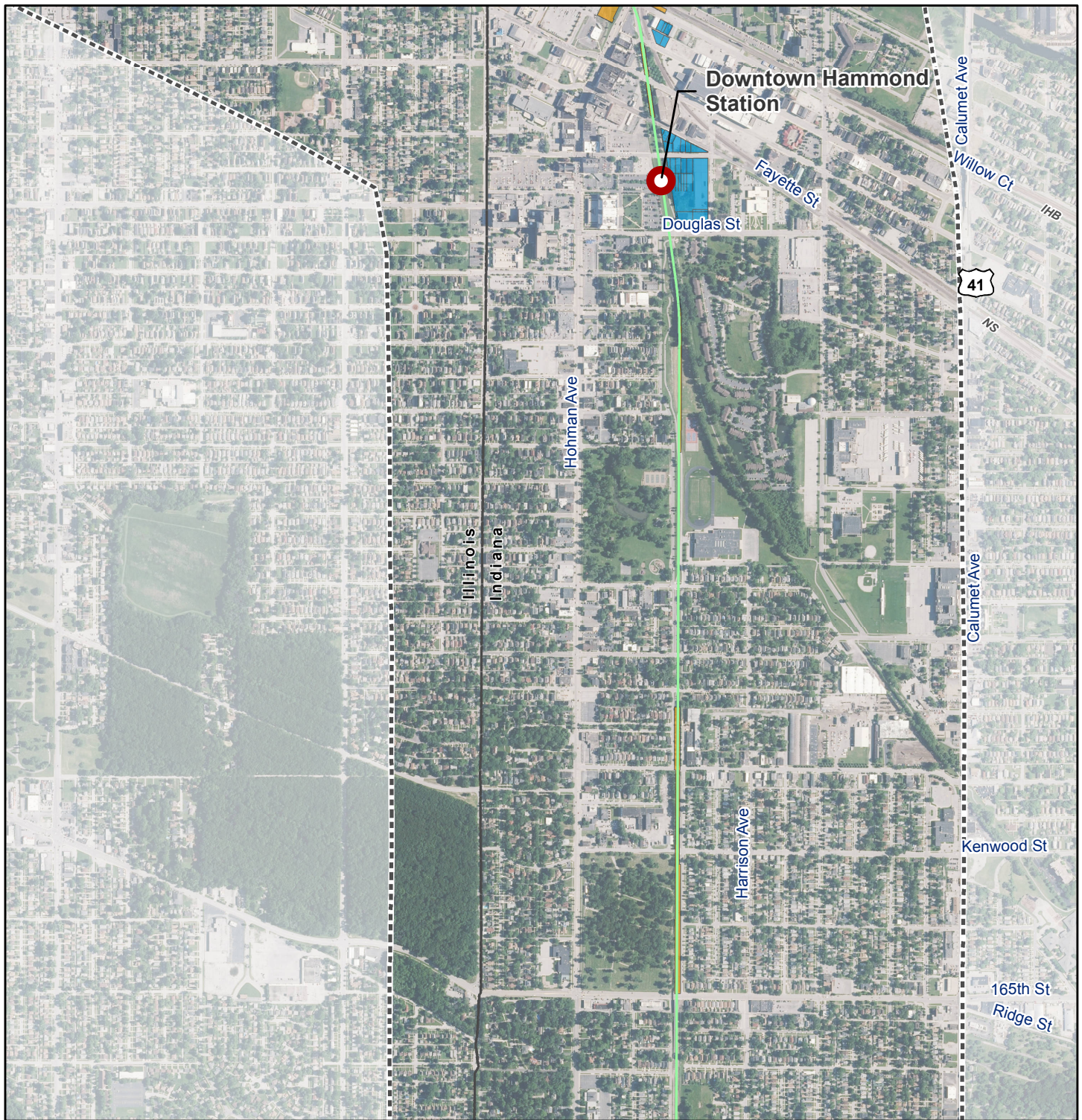
Legend:

- | | | | |
|--|------------------------------|--|--------------------|
| | Proposed Partial Acquisition | | Existing Station |
| | Proposed Whole Acquisition | | South Shore Line |
| | Proposed Station | | Metra |
| | IHB Alternative | | Interstate Freeway |
| | Study Area | | U.S. Highway |
| | | | State Boundary |

Sheet 1
(See Commuter Rail Alt. Options for sheets 3-5)












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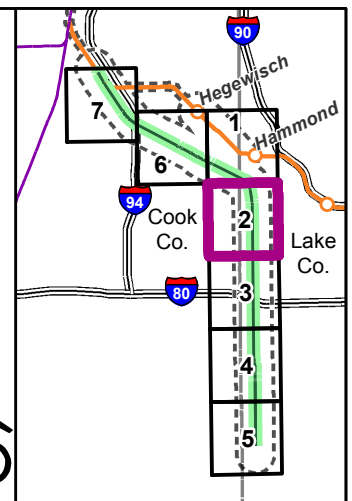
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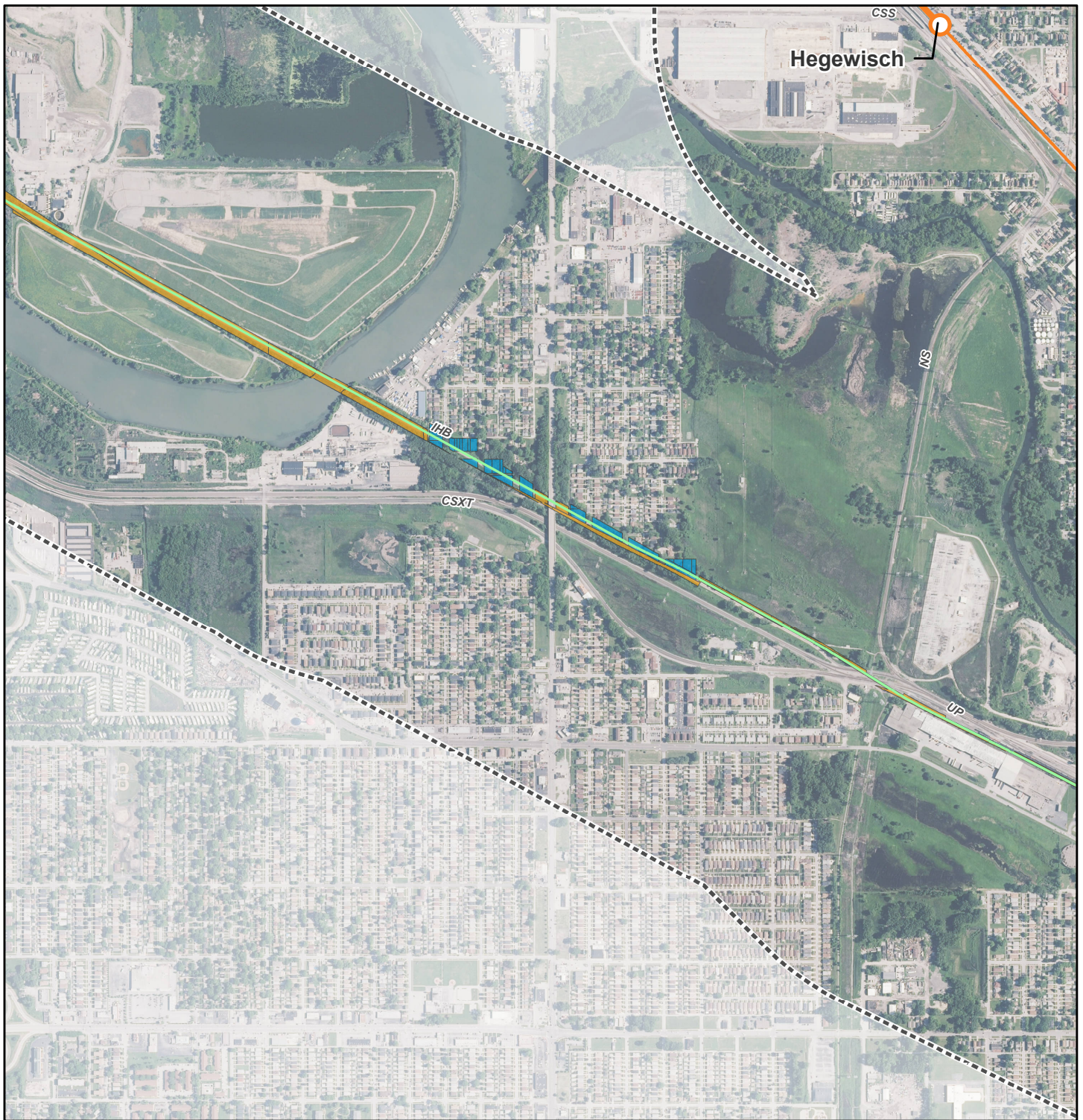
Legend:

- | | |
|--|--|
|  Proposed Partial Acquisition |  Existing Station |
|  Proposed Whole Acquisition |  South Shore Line |
|  Proposed Station |  Metra |
|  IHB Alternative |  Interstate Freeway |
|  Study Area |  U.S. Highway |
| |  State Boundary |

Sheet 2
(See Commuter Rail Alt. Options for sheets 3-5)












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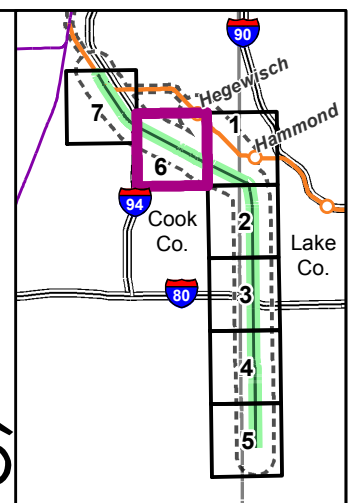
Proposed Land Acquisition: IHB Alternative

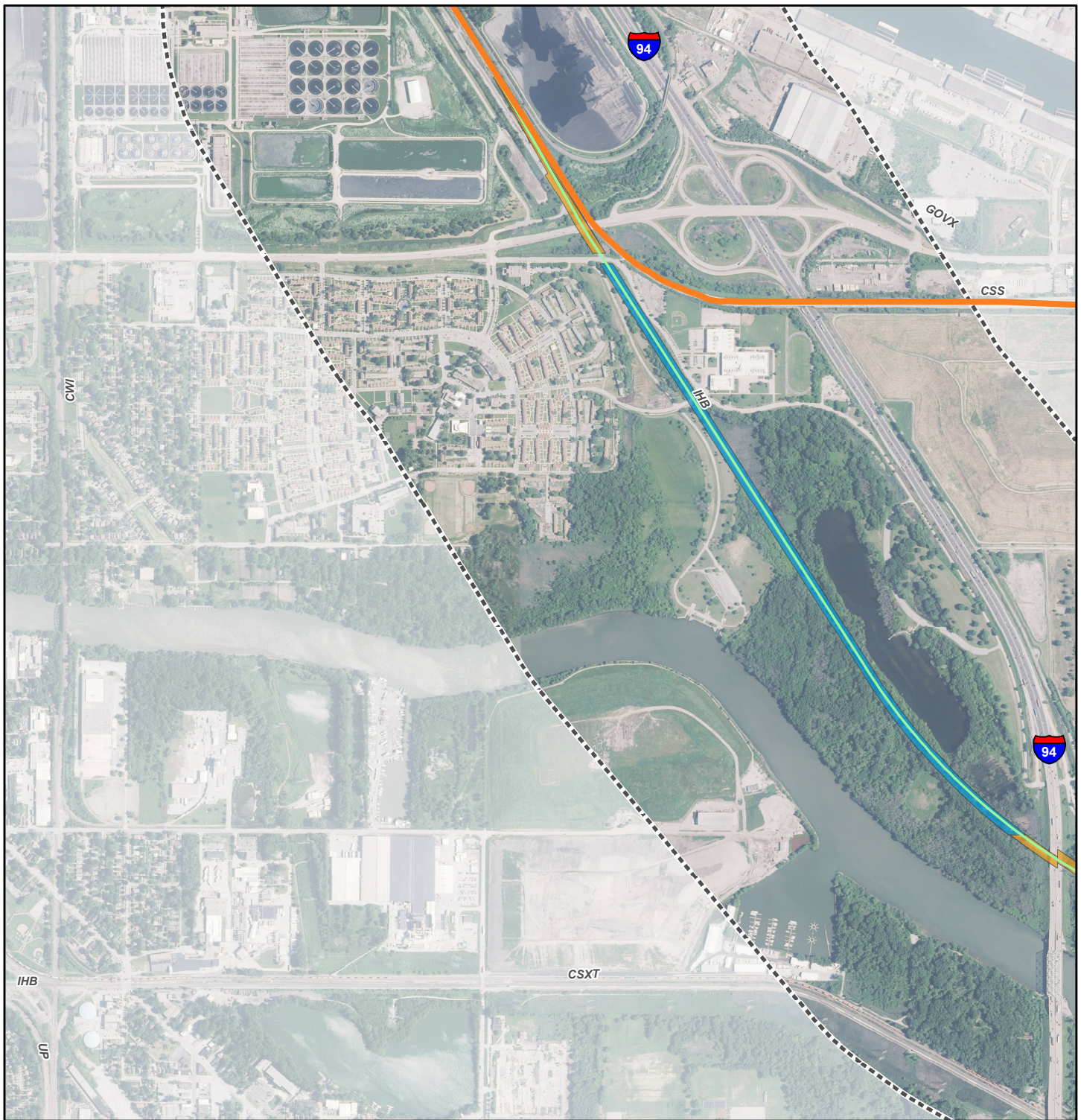
Legend:

- | | |
|--|--|
|  Proposed Partial Acquisition |  Existing Station |
|  Proposed Whole Acquisition |  South Shore Line |
|  Proposed Station |  Metra |
|  IHB Alternative |  Interstate Freeway |
|  Study Area |  U.S. Highway |
| |  State Boundary |

Sheet 6
(See Commuter Rail Alt. Options for sheets 3-5)












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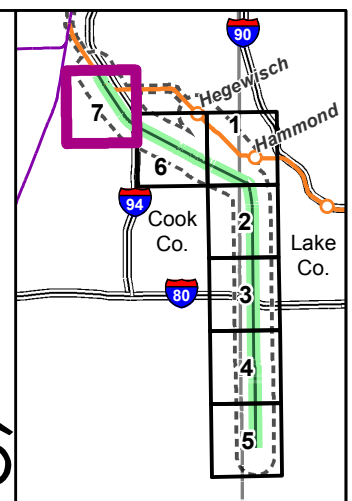
Proposed Land Acquisition: IHB Alternative

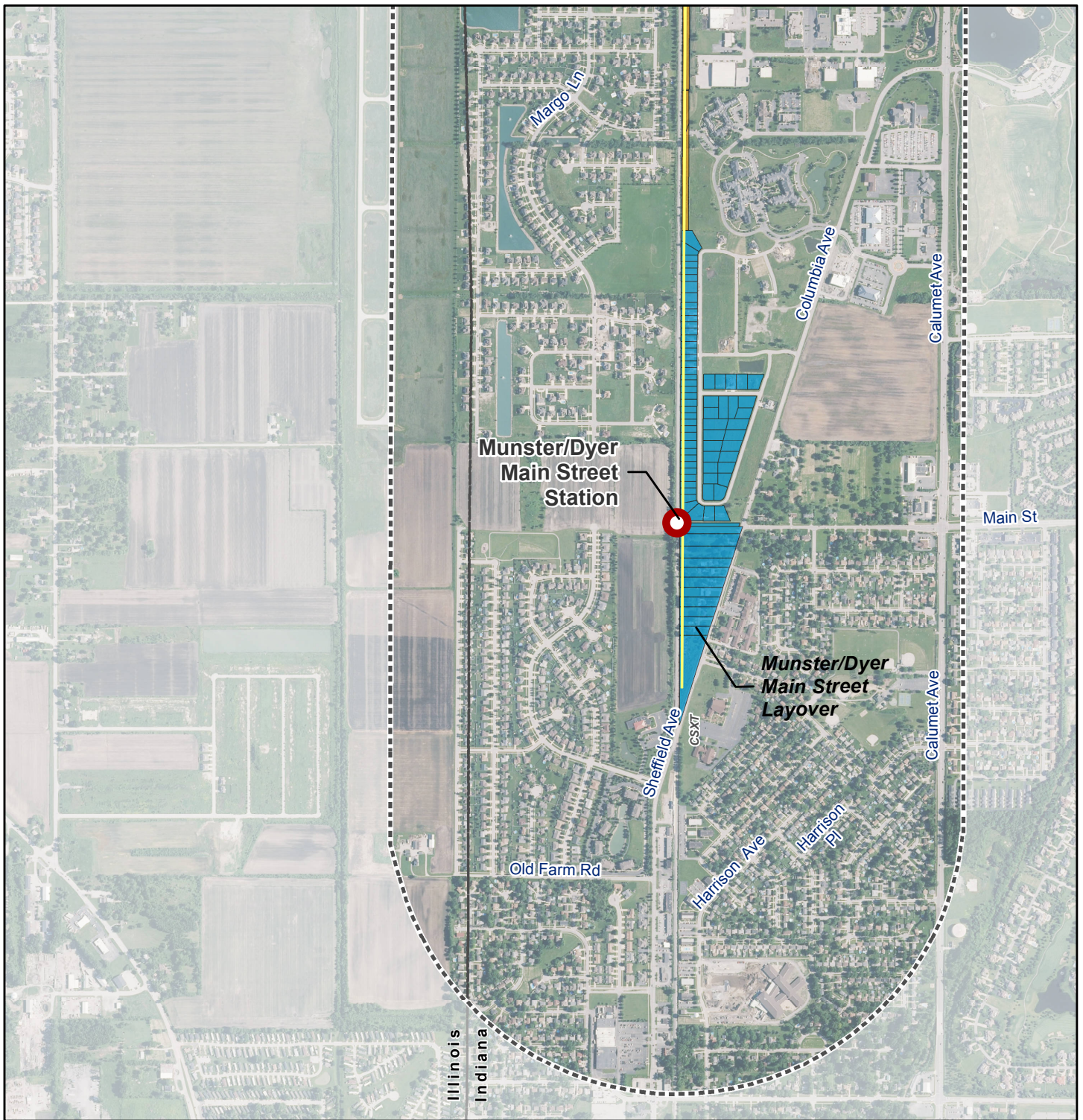
Legend:

- | | |
|--|--|
|  Proposed Partial Acquisition |  Existing Station |
|  Proposed Whole Acquisition |  South Shore Line |
|  Proposed Station |  Metra |
|  IHB Alternative |  Interstate Freeway |
|  Study Area |  U.S. Highway |
| |  State Boundary |

Sheet 7
(See Commuter Rail Alt. Options for sheets 3-5)













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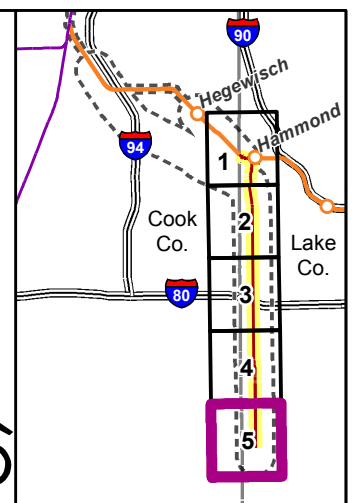
Proposed Land Acquisition: Hammond Alternative, Option 1

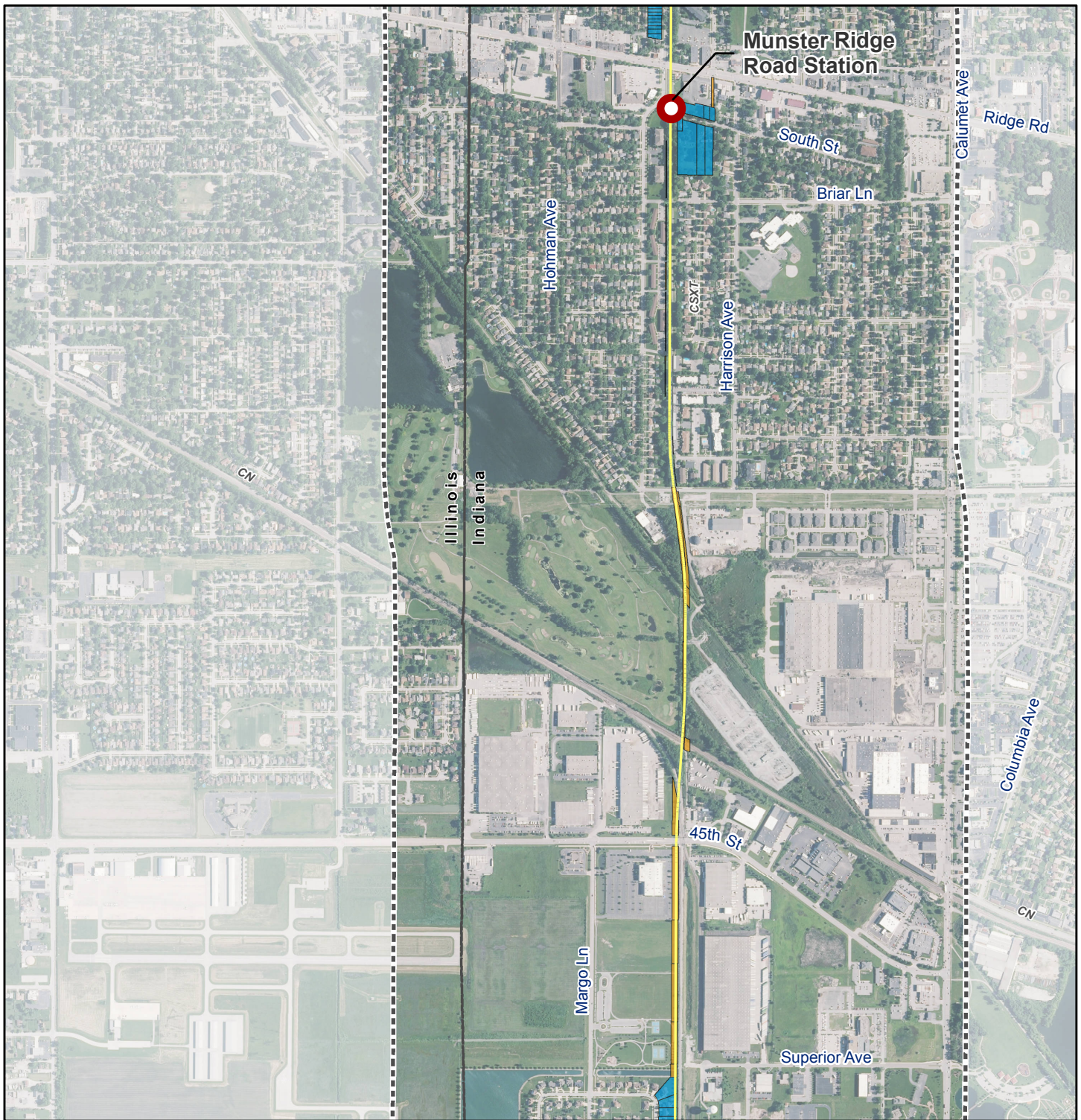
Legend:

- | | |
|---|--|
|  Proposed Partial Acquisition |  Existing Station |
|  Proposed Whole Acquisition |  South Shore Line |
|  Proposed Station |  Metra |
|  Hammond Alternative |  Interstate Freeway |
|  South Shore Line Proposed Realignment |  U.S. Highway |
|  Study Area |  State Boundary |

Sheet 5
(See NEPA Preferred Alternative for sheets 1-4)













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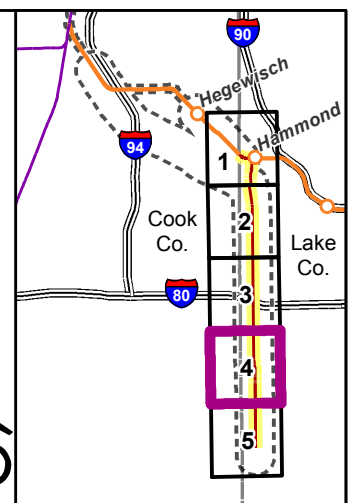
Proposed Land Acquisition: Hammond Alternative, Option 3

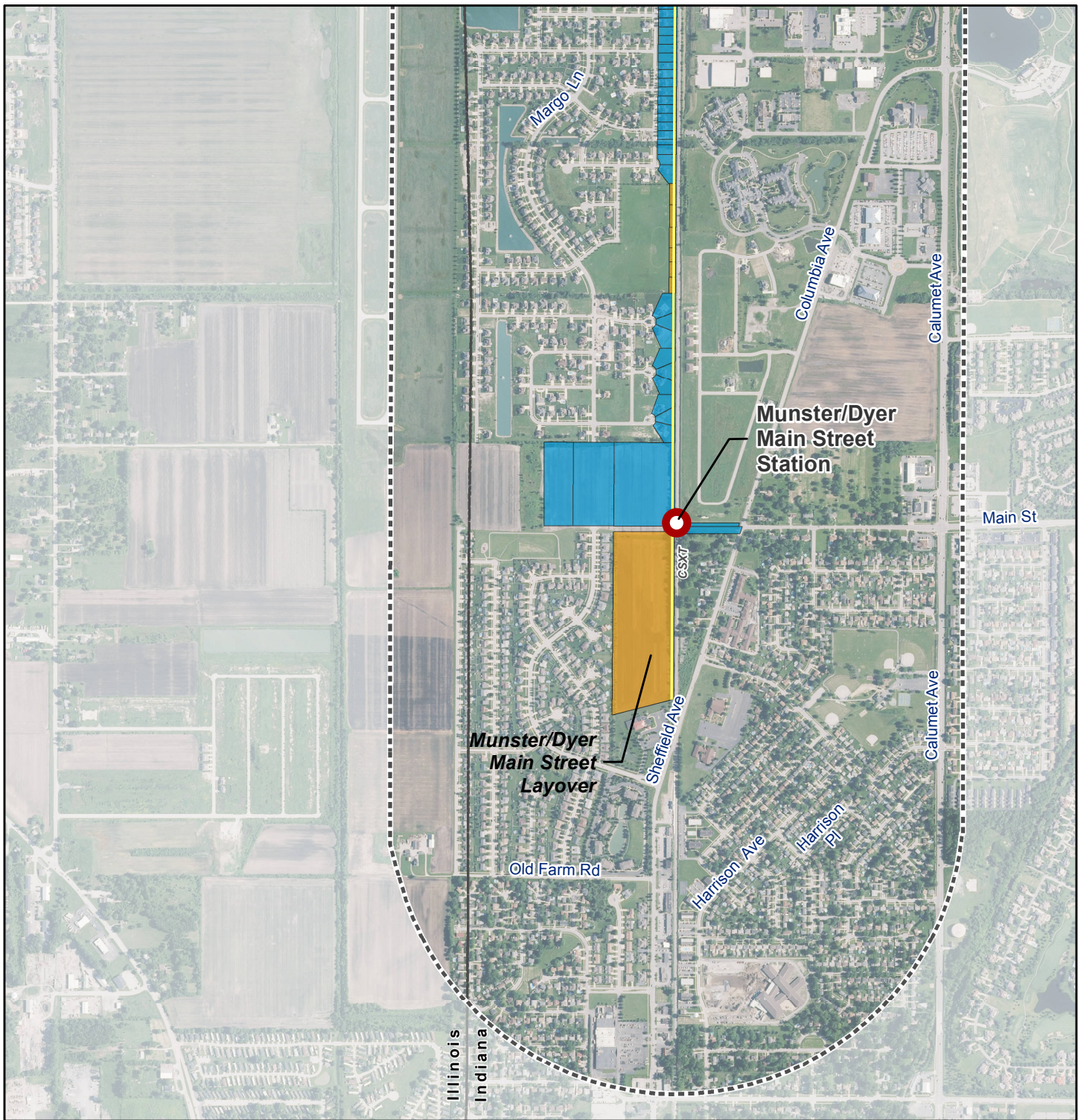
Legend:

- | | |
|---|--|
|  Proposed Partial Acquisition |  Existing Station |
|  Proposed Whole Acquisition |  South Shore Line |
|  Proposed Station |  Metra |
|  Hammond Alternative |  Interstate Freeway |
|  South Shore Line Proposed Realignment |  U.S. Highway |
|  Study Area |  State Boundary |

Sheet 4
(See NEPA Preferred Alternative for sheets 1-3)













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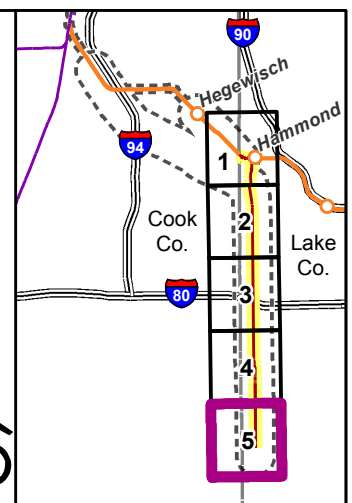
Proposed Land Acquisition: Hammond Alternative, Option 3

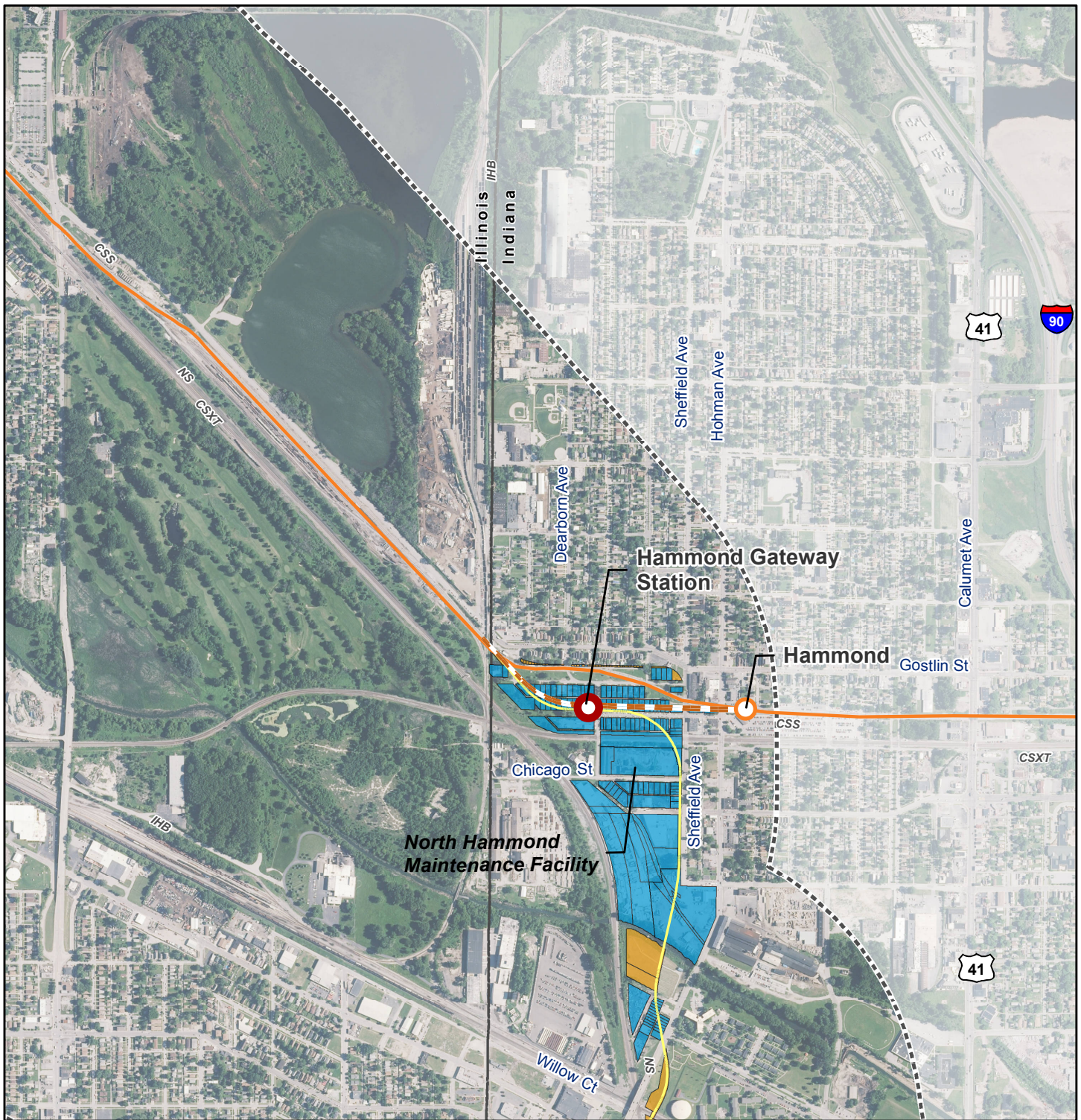
Legend:

- | | |
|---|--|
|  Proposed Partial Acquisition |  Existing Station |
|  Proposed Whole Acquisition |  South Shore Line |
|  Proposed Station |  Metra |
|  Hammond Alternative |  Interstate Freeway |
|  South Shore Line Proposed Realignment |  U.S. Highway |
|  Study Area |  State Boundary |

Sheet 5
(See NEPA Preferred Alternative for sheets 1-3)













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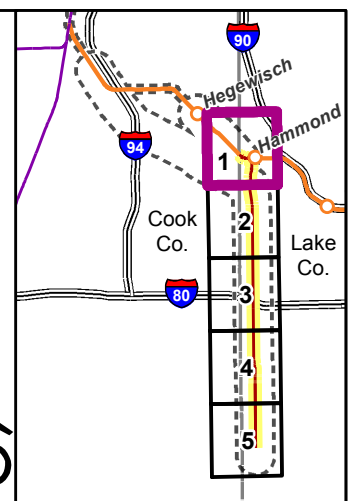




Proposed Land Acquisition: NEPA Preferred Alternative

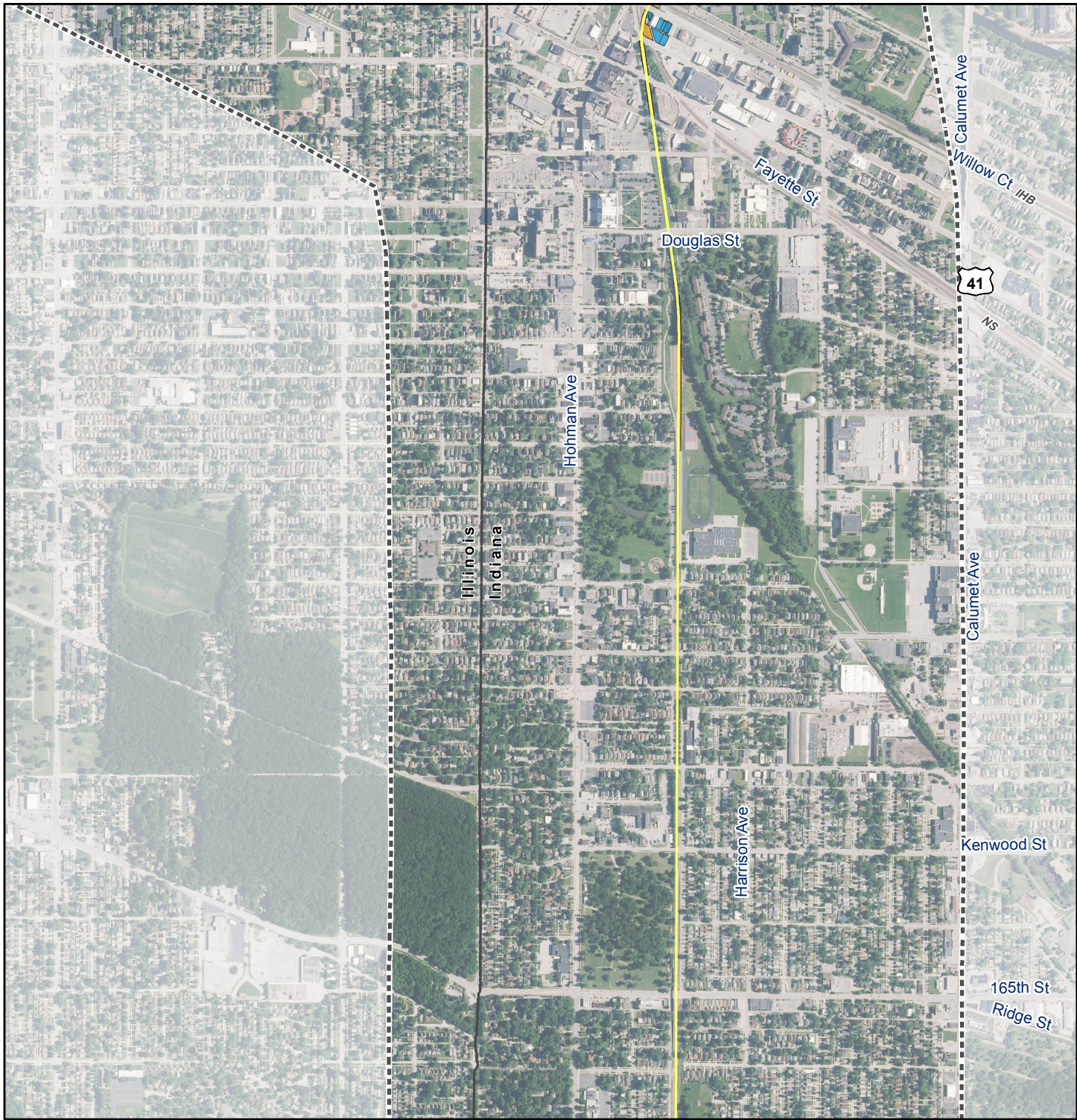
Legend:

- | | |
|---|--|
|  Proposed Partial Acquisition |  Existing Station |
|  Proposed Whole Acquisition |  South Shore Line |
|  Proposed Station |  Metra |
|  NEPA Preferred Alternative |  Interstate Freeway |
|  South Shore Line Proposed Realignment |  U.S. Highway |
|  Study Area |  State Boundary |



0 0.25 Miles

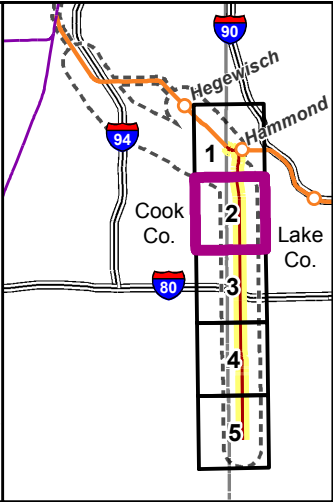


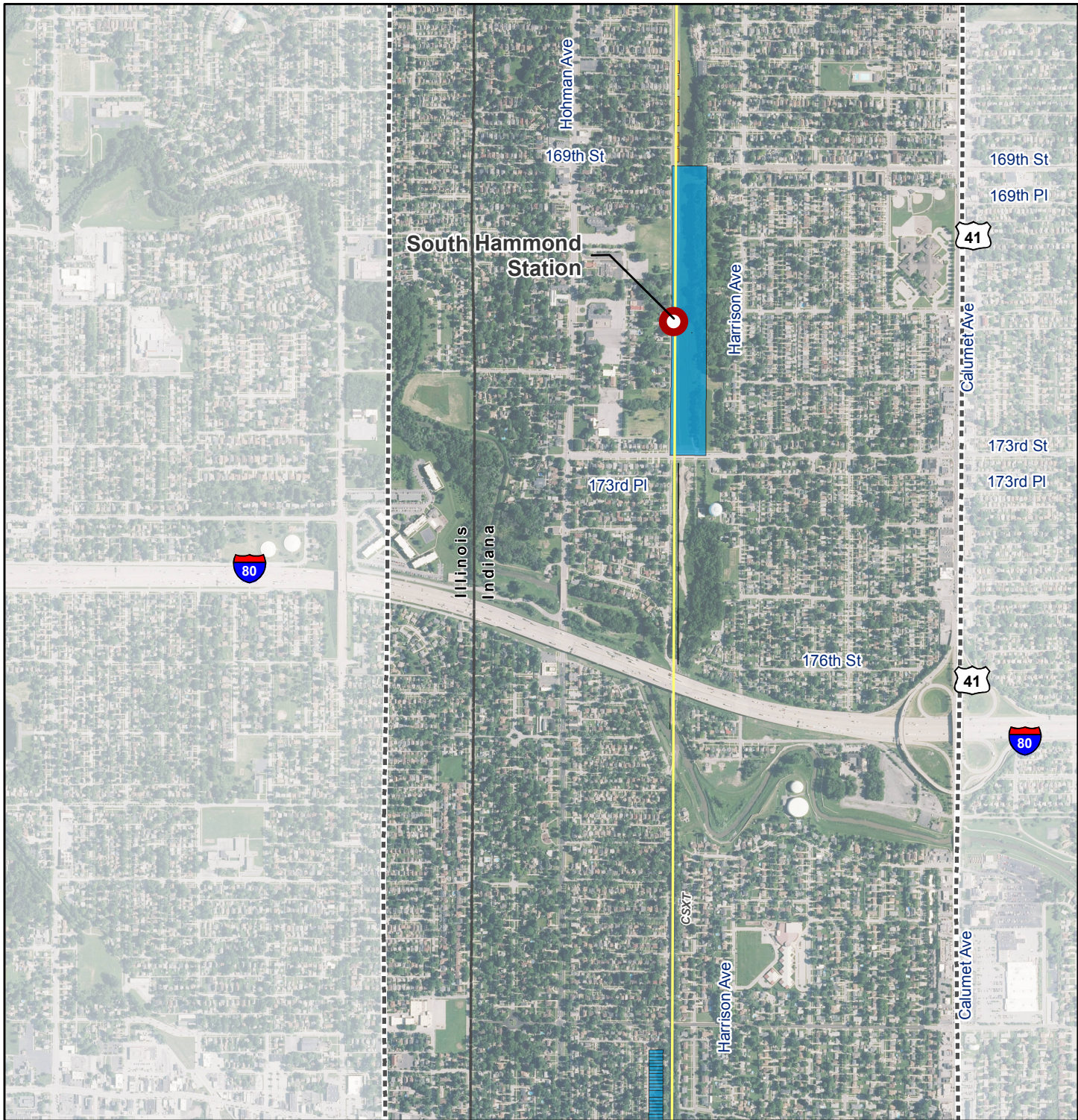


Proposed Land Acquisition: NEPA Preferred Alternative

Legend:

- Proposed Partial Acquisition
- Proposed Whole Acquisition
- Proposed Station
- NEPA Preferred Alternative
- South Shore Line Proposed Realignment
- Study Area
- Existing Station
- South Shore Line
- Metra
- Interstate Freeway
- U.S. Highway
- State Boundary



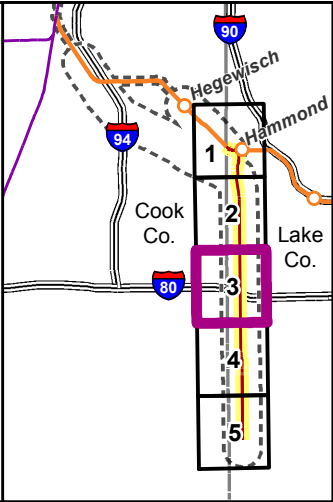


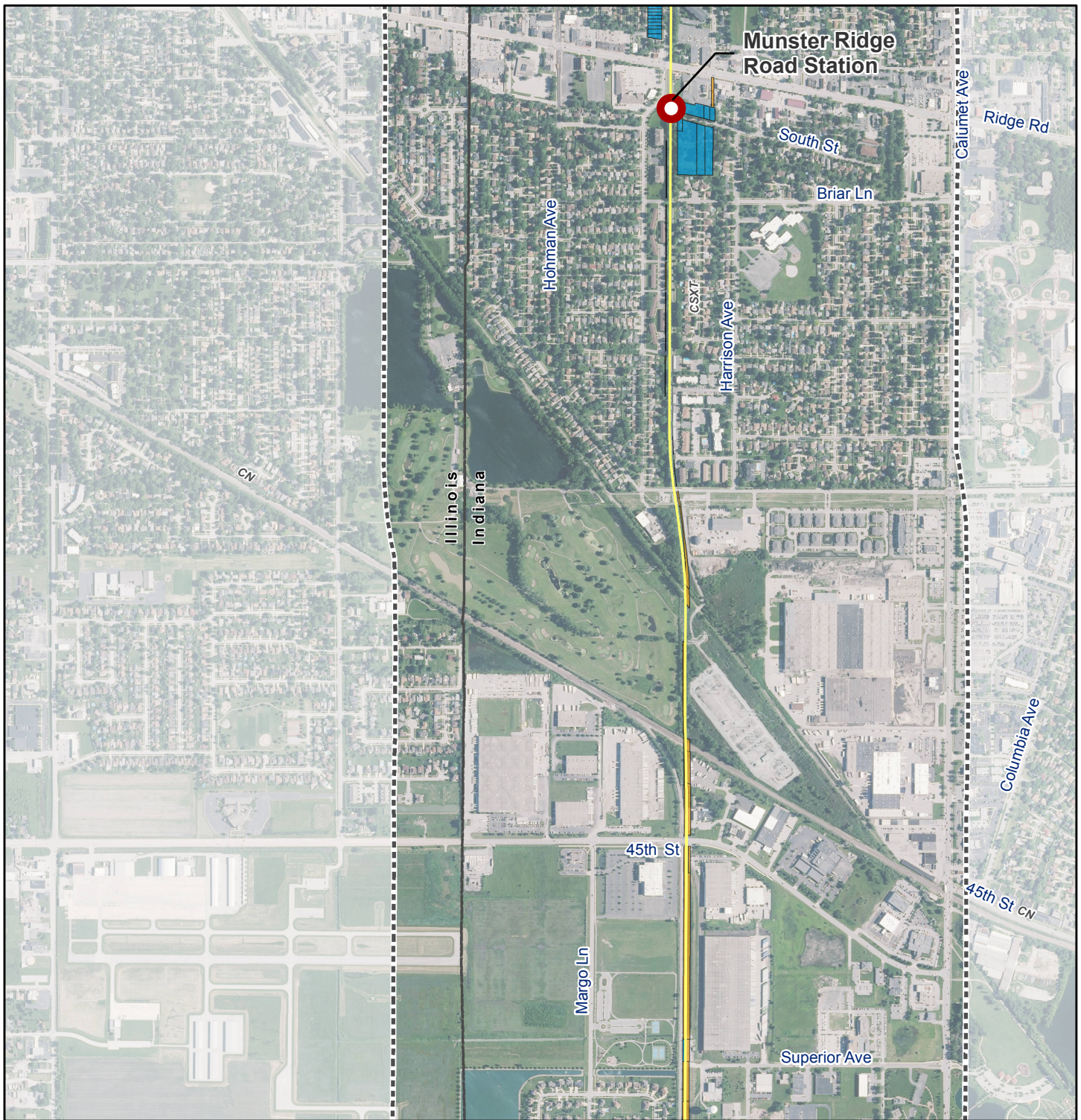
Proposed Land Acquisition: NEPA Preferred Alternative

Legend:

- Proposed Partial Acquisition
- Proposed Whole Acquisition
- Proposed Station
- NEPA Preferred Alternative
- South Shore Line Proposed Realignment
- Study Area













- Existing Station
- South Shore Line
- Metra
- Interstate Freeway
- U.S. Highway
- State Boundary

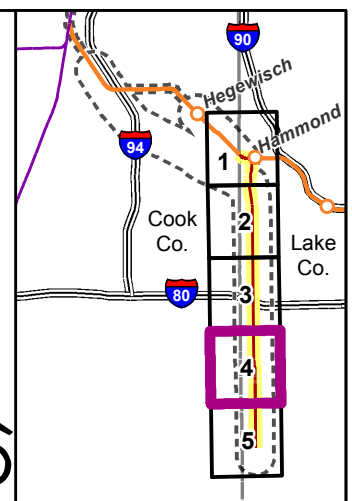


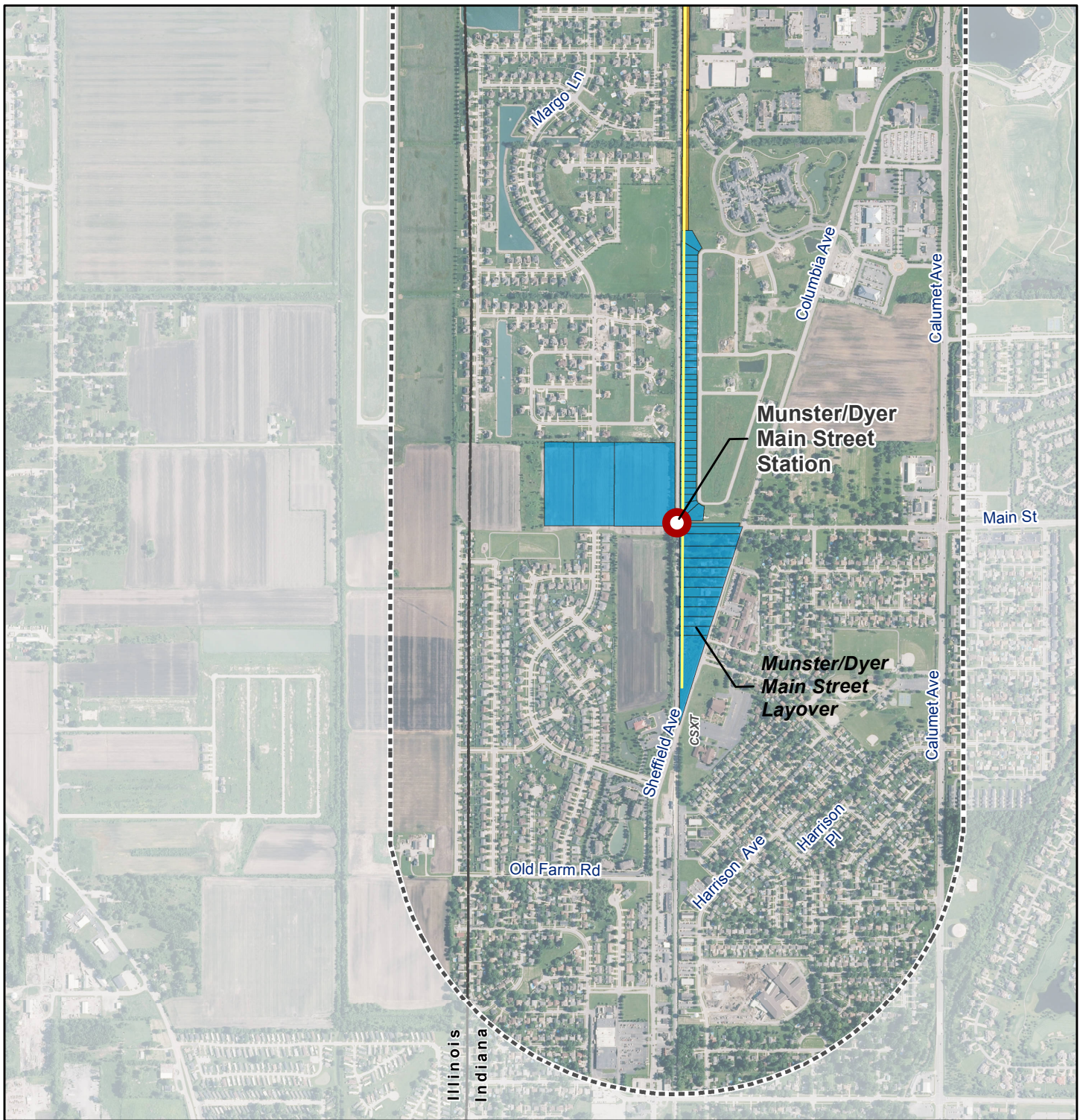


Proposed Land Acquisition: NEPA Preferred Alternative

Legend:













- | | |
|---|--|
|  Proposed Partial Acquisition |  Existing Station |
|  Proposed Whole Acquisition |  South Shore Line |
|  Proposed Station |  Metra |
|  NEPA Preferred Alternative |  Interstate Freeway |
|  South Shore Line Proposed Realignment |  U.S. Highway |
|  Study Area |  State Boundary |





Proposed Land Acquisition: NEPA Preferred Alternative

Legend:

- | | |
|---|--|
|  Proposed Partial Acquisition |  Existing Station |
|  Proposed Whole Acquisition |  South Shore Line |
|  Proposed Station |  Metra |
|  NEPA Preferred Alternative |  Interstate Freeway |
|  South Shore Line Proposed Realignment |  U.S. Highway |
|  Study Area |  State Boundary |

