



Appendix E

Agency Scoping Meeting

(Sign-in sheet and meeting minutes)

MEETING MINUTES

RE: Red Purple Modernization Project
Agency Scoping Meeting

MEETING DATE: Monday, January 24, 2011

CHAIRPERSON: Steve Hands, CTA

LOCATION: CTA Offices, 567 West Lake Street

TO: Distribution and All Attendees

ATTENDEES:

<i>Name</i>	<i>Organization / Title</i>
Steve Hands	CTA
Leah Dawson	CTA
Kevin O'Malley	CTA
Joe Iacobucci	CTA
Michael Connelly	CTA
Chris Martel	CWC Transit Group
Helene Kornblatt	CWC Transit Group
Kate Stenberg	CWC Transit Group
Claudia Lea	CWC Transit Group
Bob Tessitore	CWC Transit Group
Lois Kimmelman	Federal Transit Administration (FTA) / Environmental Protection Specialist
Reggie Arkell	Federal Transit Administration (FTA) / Community Planner
David Tomzik	Pace Suburban Bus Service (Pace) / Manager Long Range Planning
Robert Fahlstrom	Chicago Department of Buildings (DOB) / Code Compliance
Bryan Wagner	Illinois Tollway / Environmental Planner
Dan Powers	Illinois Commerce Commission (ICC) / Railroad Safety Specialist
Chuck Abraham	Illinois Department of Transportation (IDOT) / Manager of Program Support
Richard Hazlett	Chicago Department of Transportation (CDOT) / Coordinating Planner
John Donovan	Federal Highway Administration (FHWA)
Janine Farzin	Regional Transportation Authority (RTA)
Pat Harney	City of Chicago Mayor's Office
Diane Smith	Illinois Housing Development Authority (IHDA) / Assistant Director
Brendan Daley	Chicago Park District / Director of Green Initiatives
John Kryl	Chicago Department of Environment (CDOE)/ Director
Kevin Laberge	Chicago Department of Environment (CDOE)/ Environmental Engineer
Kathleen Dickhut	Chicago Housing and Economic Development / Deputy Commissioner
Kristen Andersen	Metra



Name	Organization / Title
David Kralik	Metra
Debra Shore	Metropolitan Water Reclamation District (MWRD) / Commissioner
Joe Schuessler	Metropolitan Water Reclamation District (MWRD) / Principal Civil Engineer
Craig Sklenar	City of Evanston / General Planner
Susan Guderley	City of Evanston / Neighborhood Planner
Ken Westlake	US EPA / Chief
Norma Reyes	Department of Business Affairs & Consumer Protection (BACP) / Commissioner
Pam Sielski	Forest Preserve District of Cook County

PREPARED BY: Claudia Lea

ISSUE DATE: January 24, 2011

Meeting called to order at 10:30 am

Objective: Red Purple Modernization (RPM) Project Agency Scoping Meeting

Item No.	Agency Comments
1.00	CTA and FTA welcomed the agency representatives and presented a short briefing on the project that included an overview of the project and timeline, tiered EIS approach, evaluation criteria for the EIS, definition of a participating agency, project history and the vision study process, the project description, purpose and need, and the alternatives proposed for study in the EIS. This presentation was followed by a break where the agencies were encouraged to view the exhibit boards around the room and talk with CTA staff for about 20 minutes. Following this opportunity to become familiar with the project area and the alternative, there was an open question and answer session with all participants. The follow comments are organized by topic and are not in the order in which they were discussed.
2.00	Service / Constructability / Ridership <ul style="list-style-type: none"> • <u>CDOE</u>: How does CTA plan on maintaining service during construction? • <u>CTA</u>: All alternatives would leave at least two tracks available at most times in order to maintain service. • <u>CDOE</u>: What will happen to the berm material in the current embankments? • <u>CTA</u>: This will be studied in the EIS. • <u>BACP</u>: Is there a plan to reuse or recycle materials (such as steel or embankment structure) in order to save cost? Or is CTA planning on scrapping it in order to make money from it? • <u>CTA</u>: This will be studied in the EIS. Not all alternatives would remove



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	<p>embankment or steel structures.</p> <ul style="list-style-type: none"> • <u>PACE</u>: Is there a comparison of running time between the options and does it include bus connections? • <u>CTA</u>: We have travel time charts, but it is not shown on any of the exhibit boards. The preliminary estimates are from station to station only. Things that affect travel times include curve straightening, Howard express service, and station consolidation. Bus connections would be part of the final design process. • <u>Metra</u>: In the demand analysis, was there any consideration of shifts to other transportation modes such as commuter rail? • <u>CTA</u>: A regional model was used, so Metra was included. • <u>PACE</u>: How do you calculate ridership? • <u>CTA</u>: We would expect to lose certain riders under the alternatives where there is no more express option, but we would also expect to gain local ridership through improved local service and easier connections. Additional transfer stations would encourage more riders by reducing travel times for people boarding, alighting or transferring at these stations. The total ridership appears to be about the same for the various modernization alternatives, but it could represent different people. This will be studied more fully in the EIS. • <u>PACE</u>: What is the impact of the 2-track and 3-track alternatives on the reverse commute? Is the reverse market being evaluated for expansion of service? • <u>CTA</u>: There would be no express service for the reverse commute with the 3-track alternative, and no express service for the 2-track alternative. An improved local service would be provided in the reverse commute direction, in some cases improving that commute compared to today. Projections were done using the 2030 projected population. The proposed Yellow Line Extension would serve the reverse commute, but since it is not funded it was not included in the analysis of reverse markets. • <u>City of Evanston</u>: How do you determine shifts in travel demand? • <u>CTA</u>: We have reviewed ridership, and have changed services over the years to meet shifts in demand. • <u>EPA</u>: Does the travel analysis see shifts of commuters out of private vehicles into transit? Will this be included in the net air analysis? • <u>CTA</u>: This will be studied in the EIS. Preliminary estimates of new ridership that we

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	<p>currently have may include riders shifting from private autos to trains and in this corridor, riders may also shift from buses to trains which would also benefit air quality.</p>
3.00	<p>Right of Way</p> <ul style="list-style-type: none"> • <u>CDOE</u>: Is CTA planning on widening the corridor? • <u>CTA</u>: Yes, we would need to widen much of the corridor in the 4-track modernization alternative. All other alternatives are primarily within the existing right of way; however, some acquisition would be expected in all alternatives.
4.00	<p>Costs</p> <ul style="list-style-type: none"> • <u>CDOT</u>: For the costs of the alternatives there seems to be a small difference in costs – is this due to construction costs? • <u>CTA</u>: The difference between the cost of the 3-track and the 4-track alternatives is small and is partly due to property acquisition costs and materials. • <u>PACE</u>: What has been the extent of planning for stations? • <u>CTA</u>: Costs currently include station upgrades and right-of-way acquisitions. It does not include the cost or savings of rerouting buses.
5.00	<p>Station Consolidation and Secondary Entrances</p> <ul style="list-style-type: none"> • <u>City of Evanston</u>: Did you do calculations to assess the impact on walking times due to stop consolidation? • <u>CTA</u>: Because of secondary entrances, many riders would have a shorter walk and there would likely not be a significant increase in average walking time. This will be studied further in the EIS. • <u>City of Evanston</u>: What were the criteria for identifying stations to be consolidated? • <u>CTA</u>: Station consolidation criteria were based on ridership, location, bus connections, and whether or not we can accommodate the population with additional entrances. • <u>BACP</u>: For consolidated stations, will you coordinate with other providers to make sure that ADA accessibility is not affected? • <u>CTA</u>: If the station is accessible but the route to the sidewalk isn't, then the station would not be considered accessible so it would be important to coordinate to provide access along the entire route. Also, many stations are not currently accessible.

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	<ul style="list-style-type: none"> • <u>City of Evanston</u>: Will the secondary entrances be accessible? • <u>CTA</u>: The station would be accessible, but it has not been determined whether the secondary entrances would be accessible. • <u>BACP</u>: How will station consolidation affect business communities such as Argyle and Berwyn? Station consolidation impacts the businesses since they rely on the commuter traffic. • <u>CTA</u>: Six alternatives are being evaluated and no final decisions have been made. We will create safe, accessible stations, and new stations would create new business opportunities. Impacts to businesses will be studied in the EIS.
6.00	Energy Efficiency <ul style="list-style-type: none"> • <u>EPA</u>: Does the project planning include expectations that you'll be aiming for high energy efficiency in design? • <u>CTA</u>: CTA has a history of using green building design. The EIS energy analysis would include the impacts at each station, lighting, traction power, and air conditioning in cars.
7.00	Tier 1 / Tier 2 <ul style="list-style-type: none"> • <u>EPA</u>: What kinds of projects would you do under a Tier 2? • <u>CTA</u>: Right now we are presenting a full set of alternatives for all areas of the corridor. What we do under Tier 2 depends on the preferred alternative that is selected, funding, and schedule priorities that are yet to be determined.

Please notify the author of the minutes of any corrections and/or clarifications within five (5) business days.

cc: Attendees





AGENCY SCOPING MEETING

January 24, 2011

CTA Headquarters

PLEASE SIGN IN FOR THE NORTH RED AND PURPLE LINE MODERNIZATION PROJECT

	PRINTED NAME	TITLE	ADDRESS	PHONE	E-MAIL
		ORGANIZATION	CITY, STATE ZIP		
1	David Tomzick	Manager Long Range Planning Pace	550 W ALgonquin Arlington Hts IL 60005	847 228-2463	david.tomzick@pacebus.com
2	ROBERT FAHLSTROM	CODE COMPLIANCE D.O.B	120 N. RACINE	312-743 9093	ROBERT.FAHLSTROM@CITYOFCHICAGO.ORG
3	Bryan Wagner	IL Tollway Env. Planner	2400 Ogden Ave. Downers Grove, IL 60515	(630) 241-6800 x 3872	bwagner@getipass.com
4	Dan Powers	RR. Safety Spl. ICC	527 E. Capitol Ave Springfield IL 62701	(847) 516-0733	dpowers@ia.illinois.gov
5	Chuck Abraham	Manager of Program Support IDOT	100 W. Randolph, Suite 6-600 Chicago, IL 60601	(312) 793-3510	Charles.abraham@illmois.gov
6	RICHARD HAZLETT	COORDINATING PLANNER CDOT	30 N. LA SALLE, STE 500 CHICAGO, IL 60602	312 744-1986	richard.hazlett@cityofchicago.org
7	John Donovan	FHWA	200 W. Adams Rm 330 Chicago, IL 60606	312-353-4048	john.donovan@dot.gov
8	Las Kimmelna	FTA	" "	312-353-4030	lois.kimmelna@dot.gov
9	REGGIE ARKELL	FTA	" "	312-896-0704	REGGIE.ARKELL@DOT.GOV
10	Janine Fozin	RTA	" "	312-431-3147	fozinj@rtachicago.org



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	PRINTED NAME	TITLE	ADDRESS	PHONE	E-MAIL
		ORGANIZATION	CITY, STATE ZIP		
1	Michael Connelly	CTA		1-4200	mconnelly@transitchicago.com
2	Pat Harvey	MO City of Chgo	121 N LaSalle St 60602	1-312-744 4310	pharvey@city of chicago.org
3	Marie Smith	IHDA	401 No Michigan	312/836-5307	dsmith@ihda.org
4	BRENDAN DALEY	PARK DISTRICT	545 N. FAIRBANKS 60641	312-742-4760	BRENDAN DALEY @ CHICAGO PARKDISTRICT.COM
5	John Kryl	Director Dept of Environment	33 N. LaSalle, LL120 Chicago IL 60602	312 744 7235	JKryl@ex.cityofchicago.org
6	John Dan Fickert	DVPED	121 N LaSalle 60602	744-1070	KDfickert@cityofchicago.org
7	Kristen Andersen	Metra	547 W Jackson	312 322 8033	kandersen@metra.r.com
8	Debra Shore	MWRD	100 E. Erie	312 751 5690	debra.shore @ mwrdr.org
9	Kevin O'Malley	CTA		681 4208	komalley@
10	CRAIG SKLINAR	City of Evanston	2100 Ridge	847 448 8683	csklinar@city of evanston .org



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	PRINTED NAME	TITLE	ADDRESS	PHONE	E-MAIL
		ORGANIZATION	CITY, STATE ZIP		
1	KEVIN LABERGE	ENVIRONMENTAL ENGINEER CHICAGO DEPT. OF ENVIRONMENT	30 N. LA SALLE, Rm. 200 CHICAGO, IL 60602	312-742-0463	klaberge@cityofchicago.org
2	Joe Schuessler	MWRD	111 E. ENLIE CHICAGO, IL 60611	312-751-3236	joeschuessler@murd.org
3	David Kralik	Metra	547 W. Jackson Blvd Chicago, IL 60661	312 322 8035	dkralik@metrarr.com
4	KEN WESTLAKE	US EPA	77 W. JACKSON BLVD CHICAGO, IL 60604	312-886-2910	westlake.kenneth@epa.gov
5	Norma Reyes	BAEP City of Evanston	50 W. Washington ²⁰⁸ 2100 Ridge Ave Evanston IL 60201	312-744-4091	norma.reyes@cityofchicago.org
6	Susan Guderley			847-448-8675	sguderley@cityofevanston.org
7	Pam Sielski	Forest Preserve District of Cook County	536 N. Harlem Ave River Forest, IL 60305	708-771-1355	pamela.sielski@cookcountyil.gov
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	PRINTED NAME	TITLE	ADDRESS	PHONE	E-MAIL
		ORGANIZATION	CITY, STATE ZIP		
1	Joe Jacobucci	Met. Strategic Plan. CTA		312-691-4182	jacobucci@cta.gov
2	Steve Hards				
3	Leah Dawson				
4					
5					
6					
7					
8					
9					
10					

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Name	Here	Title	Department/Organization
Abraham, Chuck	✓	Manager of Program Support	IL - Department of Transportation
Anderson, Kristen	✓		Metra
Arkell, Reginald	✓	Community Planner	FTA
Daley, Brendan	✓	Director of Green Initiatives	Chicago Park District
Dickhut, Kathy	✓	Deputy Commissioner	COC - Housing and Economic Development
Dillon, Amber			Illinois Terrorism Taskforce
Donovan, John	✓		FHWA
Ernst, Jonathan			COC - Department of Streets and Sanitation
Farzin, Janine	✓		Regional Transportation Authority
Guderley, Susan	✓	Neighborhood Planner	City of Evanston
Guerriero, Henry			Illinois Tollway
Harney, Pat	✓		COC - Office of the Mayor
Hazzlett, Richard	✓	Coordinating Planning	Chicago Department of Transportation
Kimmelman, Lois	✓	Environmental Protection Specialist	FTA
Kralik, David	✓		Metra
Kryl, John	✓		COC - Department of Environment
Laberge, Kevin	✓		COC - Department of Environment
Lohff, Cort		Medical Director	Chicago Department of Health
Monterrubio, Luis			COC - Housing and Economic Development
Powers, Dan	✓	Senior Rail Safety Specialist	Illinois Commerce Commission
Reyes, Norma	✓	Commissioner	Department of Business Affairs & Consumer Protection
Russo, Joseph		Deputy Commissioner of Compliance	COC - Mayors Office for People with Disabilities
Schuessler, Joseph	✓	Principal Civil Engineer	Engineering Department, MWRDGC
Shore, Debra	✓	Commissioner	MWRDGC
Sklenar, Craig	✓	General Planner	City of Evanston
Smith, Diane	✓	Assistant Director	Illinois Housing Development Authority
Tomzik, David	✓		PACE Bus
Vahl, Steve			HUD
Wagner, Bryan	✓		Illinois Tollway
Westlake, Kenneth	✓	Chief	Environmental Protection Agency

- Pam Siedski Forest Preserve
 - Robert Fahlstrom Bob
 - Michael Connolly CTA

- Leah Dawson
 - Steve Hands
 - Kevin O'Malley
 - Joe Izabonero