



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION V
Illinois, Indiana,
Michigan, Minnesota,
Ohio, Wisconsin

200 West Adams Street
Suite 320
Chicago, IL 60606-5253
312-353-2789
312-886-0351 (fax)

July 17, 2013

Mr. Donald Gismondi
General Manager of Capital Grants
Chicago Transit Authority
567 W. Lake Street, 10th Floor
Chicago, IL 60661

RE: Amended Finding of No Significant Impact (FONSI),
95th Street Terminal Improvement Project

Dear Mr. Gismondi:

The Federal Transit Administration (FTA) has completed its review of the Additional Traffic and Air Quality Analysis Technical Memorandum, dated June 18, 2013, the Environmental Assessment (EA), dated February 8, 2013, and supporting documentation submitted by the Chicago Transit Authority (CTA) for the 95th Street Terminal Improvement Project. In accordance with the National Environmental Policy Act (NEPA), 23 CFR §771.119 and 23 CFR §771.121, FTA's finding is that there are no significant environmental impacts associated with construction and operation of the project. Therefore, FTA adopts the description, environmental determinations, and all mitigation commitments presented in the EA and the Additional Traffic and Air Quality Analysis Technical Memorandum that are relevant to the selected alternative, and a Finding of No Significant Impact (FONSI). This finding is documented in an Amendment to the FONSI previously issued for this project on April 19, 2013. A signed copy of the Amendment to the FONSI is enclosed.

This approval and FONSI are effective for a period of three years from the date of this letter. FTA may require supplemental EA documentation if construction does not begin during this period or there are substantial changes in the project that would produce additional effects to the selected alternative or affected environment.

A Notice of Availability (NOA) of the EA and FONSI must be sent by the CTA to the affected units of Federal, State and local government, and the EA and FONSI shall be made available from the CTA and FTA upon request by the public, in accordance with 23 CFR 771.121(b).

RE: Finding of No Significant Impact (FONSI), 95th Street Terminal Improvement Project

Thank you for your cooperation in meeting the requirements of NEPA. If you need further assistance, please contact Mr. Reginald Arkell at (312) 886-3704 or reginald.arkell@dot.gov.

Sincerely,

A handwritten signature in cursive script, appearing to read "Marisol R. Simón".

Marisol R. Simón
Regional Administrator

Enclosure: Amendment to the FONSI for the 95th Street Terminal Improvement Project in the City of Chicago, Illinois

cc: Reginald Arkell/FTA
Mark Assam/FTA

FEDERAL TRANSIT ADMINISTRATION

REGION V

**The 95th Street Terminal Improvement Project
in the City of Chicago, Illinois**

Amended Finding of No Significant Impact (FONSI)

A. Introduction

This amendment to the Finding of No Significant Impact incorporates additional traffic and air quality analysis that was prepared as part of the Environmental Assessment (EA) review process for the 95th Street Terminal Improvement Project pursuant to the National Environmental Policy Act (NEPA) of 1969, Section 102(2)(c), 42 U.S.C. 4332(2)(c) (NEPA). A Finding of No Significant Impact (FONSI) is an agency determination, following the Agency's review of the EA that a proposed action will not have a significant effect on the quality of the human or natural environment, and that preparation of an Environmental Impact Statement under NEPA is not necessary.

The EA was prepared pursuant to 23 Code of Federal Regulations (CFR) Section 771.119, and issued by the Federal Transit Administration (FTA) on February 8, 2013. The FONSI was prepared pursuant to 23 CFR 771.121, and issued by the FTA on April 19, 2013. This Amendment to the FONSI incorporates by reference the EA and other cited documentation, including the Additional Traffic and Air Quality Analysis Technical Memorandum, dated June 18, 2013.

B. Project Purpose and Need

The FTA as the lead Federal agency, and the Chicago Transit Authority, (CTA), as the Project sponsor jointly prepared an EA to evaluate and assess potential impacts to the human and natural environment and historic integrity which may result from the 95th Street Terminal Improvement Project on the CTA Red Line ("the Project").

The purpose of the project is to improve circulation and safety for riders by relieving congestion, adding new bus bays, widening customer waiting areas, adding a Terminal entrance, and providing pick-up/drop-off space for disabled paratransit riders. This work will improve the overall performance of buses with more efficient movements, less idling times, and reduced pedestrian flow conflicts.

Pedestrian and bus congestion is a daily problem at the CTA's Red Line 95th Street Terminal, affecting overall performance of the facility, reducing operational efficiency, and resulting in poor customer experience. Because of limited employment options in the south side of Chicago, residents need to travel long distances to the Chicago Central Business District or other regional employment centers. The area's strong dependence on the Red Line to reach these opportunities, coupled with a congested street network and deficiencies of the 95th Street Terminal, result in longer travel times. According to American Community Survey (ACS) data from recent years, commute times for the south side area are longer than

the average commute times in Cook County. Despite the challenges, transit ridership in this area is strong, and the population is highly dependent upon CTA services.

The Terminal rehabilitation project is critical for the safety of both the transit and bus riders who face overcrowding on a daily basis in the Terminal and transit platforms. This project will increase passenger safety, improve access to jobs, educational facilities, parks, and places of worship in the project area, and create temporary jobs associated with the construction of the Terminal.

C. Project Description

The 95th Street Terminal Improvement Project is located in the City of Chicago, Cook County, Illinois and is situated above the median of the Dan Ryan Expressway in the Roseland community. Beginning at the northwestern most point at 94th Street and South Lafayette Avenue, the project area boundary follows South Lafayette Avenue heading south, crossing over 95th Street, continuing south until it turns east approximately 300 feet south of 95th Street crossing over the Dan Ryan Expressway and intersecting with South State Street. The project area boundary then proceeds in a northerly direction following South State Street until it intersects 95th Street, at which point it turns east and proceeds for another 200 feet. At this point along 95th Street, the boundary proceeds in a northerly direction, crossing over 95th Street proceeding approximately 200 feet until it intersects with a local street and turns west. The boundary continues in a westerly direction for approximately 100 feet, before proceeding north along a local street (parallel to the east of South State Street). At 94th Street, the boundary turns west and connects to the starting point at 94th and South Lafayette Avenue.

The existing station has an address of 15 W. 95th Street, Chicago and is located at the southern terminus of the CTA Red Line. Approximately 20,000 customers go through the Terminal every week day, with over 4 million customers annually. In addition to the CTA Red Line, this Terminal serves 13 CTA bus routes, 5 Pace suburban bus routes and 10 Greyhound and Indian Trail inter-city buses. More than 1,000 CTA and Pace bus trips are made to and from the Terminal each day.

The proposed improvements to the 95th Street Terminal include the following elements:

- Expansion of the bus Terminal through additional decking above the Dan Ryan Expressway;
- Expansion of sidewalks to better accommodate the large number of customers, prevent overflow of customers into unsafe areas, and enhance safety at the Terminal;
- Expansion of the rail Terminal to provide additional capacity, accessibility, and circulation;
- Addition of more fare gates in order to increase passenger flow;
- Provision of additional means of vertical circulation in order to assist with the Terminal's increased capacity and to better accommodate passengers with limited mobility;
- Expansion and reorganization of office and utility space for better operations;
- Expansion of concession areas for rider convenience and place-making;
- Improved transfers among transit modes (Bus to Bus and Bus to Rail);
- Acquisition of approximately 2.3 acres of land to the east of the existing Terminal, as required, for construction staging of equipment and materials, contractor office and trailers, field fabrications and assemblies, etc.; and;
- Accessibility upgrades (other than elevators).

D. Alternatives Considered

Two alternatives were developed and evaluated for the project: the No Build Alternative and the South Alternative. They are summarized below:

No-Build Alternative

The No-Build Alternative would not provide for any Terminal upgrades or expansions. Accessibility upgrades would not be provided at the 95th Street Terminal. Routine Terminal upkeep (i.e., painting, lighting, and cleaning) would proceed under normal CTA maintenance time frames at the Terminal.

High congestion and overcrowding will continue and may even increase in the future as the community grows and demand for public transportation rises. Despite the severe congestion, safety of customers will continue to be a concern for CTA and users of the Terminal.

The No-Build Alternative would ***not*** address the needs of the project.

South Alternative

The South Alternative would involve rehabilitation of the existing Terminal on the north side of 95th Street and would allow the existing Terminal to be expanded to create new entrances directly on 95th Street. A new Terminal on the south side of 95th Street would also be constructed to accommodate additional buses and provide a second station house. A pedestrian bridge above 95th Street would provide a safe connection for pedestrians to cross between each station house.

Wider sidewalks and boarding areas, a new pedestrian bridge, and new canopies would be constructed to allow safer, more efficient travel for customers utilizing the 95th Street Terminal. The platform for the South Alternative is designed to provide 16-car train capacity on each side of the platform, as compared to the current 8-car platform capacity on each side of the platform. The South Alternative also provides approximately five more bus bays than the current configuration. There will not be an increase to bus or rail service, but an increase in efficiency as a result of the improvements. The improvements will also provide the opportunity for expanded service in the future if conditions demand it.

A new Terminal will be built on the south side of 95th Street above the Dan Ryan Expressway. The new space will offer an additional entrance from 95th Street, and will conform to the American with Disabilities Act (ADA). Customers will be able to board buses within newly constructed bus lanes designed with safety being the top priority.

The alternative would require the acquisition of twenty-one (21) individual tax parcels (totaling 2.3 acres), under nine (9) separate owners, on the eastern side of the project area along State Street and 95th Street. The parcels consist of vacant area, a parcel with a cell tower, gas stations and commercial facilities. Businesses will be relocated as required. All property acquisitions and relocations will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act, 42 U.S.C. 4601. This area will be used as a construction staging area by CTA and contractors and is required in order to implement the project. Specifically, the northern most parcels acquired are proposed for the pedestrian bridge assembly. To the south, space would be designated for staging of construction materials, followed by space for field offices and parking.

After completion of the new 95th Street Terminal in 2016, CTA will evaluate the potential future use of the properties acquired for staging. Additional environmental reviews and approvals may be required at that time, dependent upon its future planned use.

The South Alternative would meet the project needs. As a result, it was identified as the Preferred Alternative.

Mitigation for the South Alternative is summarized below under the *Measures to Mitigate Harm* section and documented in detail within the EA.

E. Public Involvement, Agency Coordination, and Public Opportunity to Comment

CTA's public involvement plan included extensive outreach to citizens, locally elected officials, and local community organizations. The goal was to provide members of the public with project related information and solicit feedback into the project development. Information obtained at three (3) Community Public Meetings (September 11, 2012 [53 attendees], September 13, 2012 [20 attendees], and October 15, 2012 [20 attendees]) has been and will continue to be incorporated into the project development. Overall, the community supports the proposed improvements and wants to confirm that the construction will take place in a fashion that is sensitive to safety/security issues and temporary noise and dust impacts.

Comment cards were made available at these meetings, which allowed attendees to contribute their concerns and ideas to the overall Project Development. At each community meeting, attendees were able to ask CTA representatives project questions, voice community concerns and view proposed Terminal images on CTA drafted project boards stationed around the meeting room. Frequently Asked Questions (FAQ) from these meetings are posted on the project webpage located on CTA's website. Summaries of questions and responses from the meetings are contained in the EA. *(Detailed information regarding the extensive public outreach completed for this project is contained in the EA.)*

The EA was made available for public review and comment on February 20, 2013 and notice was published in the following newspapers announcing the EA and Public Hearing:

Chicago Sun Times	Notice was published on February 20, 2013
Chicago Defender	Notice was published on February 20, 2013
Chatham Southeast CITIZEN	Notice was published on February 20, 2013

Copies of the document were made available for review at:

- CTA Headquarters, 567 W. Lake Street, Chicago, Illinois 60661
- CTA's website— www.transitchicago.com/95thTerminal
- Chicago Public Library locations: Woodson Library, 9525 S. Halsted Street, Chicago, Illinois 60628 and the Beverly Library, 1962 W. 95th Street, Chicago, Illinois 60643.

All interested parties were invited to comment on the project. Comments were accepted via the methods below:

- Via email at: 95thterminal@transitchicago.com
- Via U.S. mail at:
95th Street Terminal Improvement Project
CTA
567 W. Lake Street
Chicago, IL 60661

In addition, a Public Hearing was held on March 14, 2013 at the Harlan High School (9652 S. Michigan Ave.) from 6 pm to 8 pm.

The comment period closed on Thursday, March 21, 2013. **Attachment A** contains a Summary Table of Comments Received on the EA, the Public Hearing Court Reporter Transcript (4 individuals provided testimony), Public Hearing Comment Forms (13), Comments Received via USPS (1), and Comments Received Via Email (2).

No changes were necessary to the EA document as a result of the public comments received. The public comments mainly involved clarification of the results of the analysis that was contained in the EA document. In response, the commenter was referred to the applicable chapter or section of the EA where the analysis was addressed and/or additional clarification was provided. The general themes of the public comments received included questions or concerns regarding the following:

- Temporary construction impacts associated with noise, vibration, air quality, traffic, and hazardous materials;
- Security both during construction and post construction;
- Acquisition of properties and relocation of businesses; and
- Potential future development of construction staging area, including a possible park-and-ride lot; community would like to continue to be involved in the potential future development of this site.

Each of the comments or testimony received is contained in **Attachment A**. Responses were included for any substantive comments or items requiring clarifications.

F. Environmental Findings

The EA provided an analysis of the project's potential impacts on a broad range of environmental issues and resources. Subsequent to the EA being issued in February 2013, additional traffic and air quality analysis was conducted as part of the EA process in June 2013. There are a number of issues and resources considered in the EA analyses that are inapplicable to the project as they are not located within the project area, suffer no environmental impacts as a result of the project, or require no mitigation as a result of the project. These issues and resources include long-term public health, safety, farmlands, wetlands, historic resources, vibration, noise, environmental justice (EJ), floodplains, wild and scenic rivers, vegetation and wildlife, endangered species, parks and recreational facilities and cumulative effects.

The following resource categories were investigated and were determined to be potentially affected through implementation of the proposed action:

Traffic Impacts

Project Operation Impacts

A detailed traffic analysis study conducted by CTA found that both the terminal construction project itself and the operation of the new facility are not expected to have significant negative impacts on general traffic or pedestrian circulation patterns. Terminal operations will be designed and integrated into the existing transportation network and are anticipated to improve the overall safety and efficiency of transit, general traffic, and pedestrian operations compared with current conditions. CTA's detailed traffic analysis study, conducted in June 2013 and documented in the Additional Traffic and Air Quality Analysis Technical Memorandum, quantifies the impacts to road congestion and safety both during and after construction. The traffic analysis also included a hypothetical scenario with expanded bus service at the terminal using reasonable expectations for an increase in the numbers of buses that could occur to meet increasing demand that may be generated by the new Terminal.

The traffic analysis found that the overall level of service (LOS) at intersections directly adjacent to the Terminal would not be affected by either the proposed improvement using proposed operational conditions (i.e., 133 bus trips/hour) or by increasing bus service levels to maximum operations under an expanded scenario (i.e., 166 bus trips/hour). As such, there would be no significant traffic impacts associated with the operation of the 95th Street Terminal Improvement Project.

The addition of the south Terminal would also reduce the need for left turn movements for buses, reducing the potential conflicts with oncoming vehicles. In addition, the increased capacity at the Terminal would prevent buses from spilling over onto curbside waiting areas on Lafayette Avenue, eliminating potential conflicts between buses and pedestrians.

Project Construction Impacts

There is a high volume of vehicles in the project area due to the proximity of an interstate highway, exit and access ramps, and the number of pedestrians and transit operations. The additional traffic analysis also considered the potential impact on traffic during construction of the 95th Street Terminal Improvement Project. Since the Terminal would be built on a bridge structure over the I-94 Dan Ryan Expressway, short-term expressway lane closures would be required to accommodate construction crews and to keep the public separated from construction activities for their safety. Limiting expressway closures to nighttime work, when traffic volumes are at their lowest levels, would prevent significant traffic impacts. Minor temporary closures also would be required on the local roads adjacent to the construction area. Based on the traffic analysis, the impact of these local road closures can be adequately mitigated by temporary restrictions to on-street parking in select areas adjacent to the construction area, and no significant impacts are anticipated.

Close coordination and joint planning between CTA and the transportation agencies with jurisdiction will occur to reduce any potential construction-related impacts and to protect the safety of transit passengers, operators, and the general public traveling through the active construction zone. As outlined in Section 3.3 Traffic Impacts of the EA, prior to construction, CTA will obtain construction permits from the Chicago Department of Transportation (CDOT), which is the permitting agency for public right-of-way closures and turning restrictions in the project area, as well as from the Illinois Department of Transportation (IDOT), which is the permitting agency for public right-of-way closures along the Dan Ryan Expressway and the expressway access ramps merging with State Street and Lafayette Avenue. As a condition of permit issuance required by CDOT and IDOT, CTA will provide Maintenance of Traffic (MOT) plans identifying the necessary traffic control devices that will be implemented to warn the public, delineate the work area, restrict expressway lane closures to nighttime, identify temporary on-street parking restrictions, and ensure adequate traffic flow at all times through the project area.

Carbon Monoxide and Particulate Matter Hot-Spots

The Chicago urbanized area, including Cook County, is in non-attainment status for PM_{2.5}. While the 95th Street Terminal Improvement Project does not meet the precise definition of the sample projects requiring quantitative hot-spot analysis listed under 40 CFR 93.123(b)(1), the project does affect congested intersections at 95th Street with both Lafayette Avenue and State Street. However, the additional traffic analysis conducted by CTA in June 2013, described above under Traffic Impacts, concluded that no significant change in traffic or diesel bus volumes would occur as a result of project. Therefore, a quantitative PM_{2.5} hot-spot analysis is not required in accordance with the Environmental Protection Agency (EPA) hot-spot guidance, and no significant air quality impacts are anticipated.

G. Measures to Mitigate Harm

The following mitigation commitments are contained within the EA and the June 2013 Additional Traffic and Air Quality Analysis Technical Memorandum in order to mitigate any potential harm.

1. Prior to construction, CTA will obtain construction permits from the Chicago Department of Transportation (CDOT), which is the permitting agency for public right-of-way closures and turning restrictions in the project area (excluding the Dan Ryan Expressway and the expressway access ramps merging with State Street and Lafayette Avenue, which is regulated by IDOT). As a condition of permit issuance required by CDOT, CTA will provide a Maintenance of Traffic (MOT) plan identifying the necessary traffic control devices that will be implemented to warn the public, delineate the work area, identify temporary on-street parking restrictions, and insure adequate traffic flow at all times through the project area.
2. In addition to CDOT, CTA will coordinate with IDOT as the permitting agency responsible for the issuance of construction permits for temporary traffic restrictions, including lane and shoulder closures that may be required on 95th Street, the expressway access ramps merging with State Street and Lafayette Avenue, and the Dan Ryan Expressway. CTA's requests for lane and shoulder closures and restrictions on these roadways would be made to IDOT in accordance with IDOT's guidelines entitled "*Keeping the Expressway Open to Traffic*". CTA will abide by these guidelines as contract documents are developed for construction of the Project. CTA will also share design plans with IDOT at the 30%, 60% and 90% levels as part of the approval process.
3. CTA will mitigate temporary construction-related noise as described in Section 3.6 Noise & Vibration of the EA, and will comply with the City of Chicago's Noise Control Ordinance and IDOT's Bureau of Design and Environment (BDE) specifications. The following noise and vibration control measures would be incorporated into the construction process where appropriate. All noise mitigation measures will be confirmed during the final design phase of the project when the details of the project components and the construction phasing have been finalized.
 - a. Use construction methods that avoid pile-driving at locations containing noise- and vibration-sensitive receptors. Whenever possible, CTA's contractor will consider using cast-in-place drilled hole (CIDH) or drilled piles rather than impact pile drivers to reduce excessive noise and vibration.
 - b. Conduct a survey of the closest receptors to determine the baseline structural integrity and condition of walls and joints. These surveys could include the installation of strain gauges or a photographic documentation of the interior walls and exterior façade as a basis for comparison after construction is completed. Depending on the baseline conditions of the nearby buildings, an appropriate construction and monitoring plan would be developed to minimize potential damage to susceptible structures.
 - c. Where practical, erect temporary noise barriers between noisy activities and noise-sensitive receptors.
 - d. Require contractors to use best available control technologies to limit excessive noise and vibration when working near residences (e.g., using cast-in-drilled-hole (CIDH) piles).
 - e. Whenever possible, conduct all construction activities during the daytime and during weekdays in accordance with the City of Chicago's Noise Control Ordinance.
 - f. Adequately notify the public of construction operations and schedules. Methods such as construction-alert publications and postings to the CTA website will be utilized.
 - g. Where possible, consideration will be given to early construction of permanent barriers to shield receptors from some construction generated noise.

4. As described in Section 3.8 Hazardous Materials of the EA, planning of demolition or renovation activities associated with the Project will include all appropriate city and EPA abatement procedures to address the handling and/or disposal of materials identified to contain lead or asbestos. Preparation of an asbestos abatement design plan will be completed prior to any renovation/demolition activities in which asbestos containing material (ACM) may be impacted. Preparation of a lead mitigation/abatement project design will also be completed prior to any renovation/demolition activities in which lead based paint (LBP) surfaces may be impacted or disturbed. In the event that replacement of light fixtures is required during the planned renovations, the existing labeling will be reviewed and the manufacturer contacted to verify its polychlorinated biphenyl (PCB) content. Once determined, the ballasts will be disposed of in accordance with applicable laws and regulations.

Section 3.8 Hazardous Materials of the EA identified two properties within the project area as areas of concern (AOC's). The two properties are the Citgo Super Wash & Wax (Western Gas & Food Inc.) 9417-9433 (9425) South State Street and the Mobil (Standard Bank & Trust Co.) 4 East 95th Street. A Phase I/II Environmental Site Assessment (ESA) and underground storage tank (UST) removal and, potentially a remediation plan, will be required for these two properties, as these parcels are proposed for acquisition.

5. During Project construction, dust will be controlled by construction best management practices such as wetting soil. Water runoff will be directed to sewer inlets and away from neighboring properties.

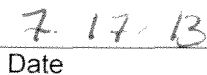
H. Determination

FTA has reviewed The 95th Street Terminal Improvement Project and supporting documents for the project, including additional traffic and air quality analyses, and public comments and responses thereto, and finds that the South Alternative will have no significant impact on the environment in accordance with the National Environmental Policy Act and pursuant to 23 CFR 771.121.

The FTA also finds, in accordance with 49 U.S.C. Section 5324(b), in performing the 95th Street Terminal Improvement Project's environmental review: (1) an adequate opportunity to present views was given to all parties with significant economic, social, or environmental interest in the project; (2) that the preservation and enhancement of the environment, and the interest of the community in which the project is located were considered; and (3) that no significant adverse environmental effects are likely to result from the project.



Marisol R. Simón
Regional Administrator
Federal Transit Administration, Region V



Date

ATTACHMENT A

Summary Table of Comments Received and Responses

Summary Table of Comments Received and Responses

The following table contains the names of individuals providing comments on the EA, the form in which they submitted comments, the date, the substantive comment(s) received, and the associated responses.

Comment Number	Comment Type	Date Received	Name of Commenter	Comment	Response
1	Court Reporter Transcript	03/14/2013	John Paul Jones	We're not clear as the CTA's commitment to clean construction. We're not clear as to CTA's intent where they would store contaminated soil or metals during and after the construction and we're not sure how remediations are needed along corridors in terms of buffer zones that require much more detail attention and explanation.	CTA will comply with the commitments contained in the EA, which will ensure that any contaminated materials are gathered, contained, and disposed of in compliance with all applicable federal, state, and local regulations.
2	Court Reporter Transcript	03/14/2013	John Paul Jones	In Englewood, we have a host of environmental problems that requires, again, assurances that we believe CTA should render and we're also aware of the impacts the reconstruction will have for many of the vehicles, both CTA and private vehicles, that will be traveling north to both the station improvement at 95 th Street and the removal of certain materials from the space because it's built back in 1969. So we just wanted to find ways in which we can broaden the conversation about the impacts, both temporary and long-term, at the 95 th Street terminal.	Both the terminal construction project itself and the operation of the new facility are not expected to have significant negative impacts on general traffic or pedestrian circulation patterns. Terminal operations will be designed and integrated into the existing transportation network and are anticipated to improve the overall safety and efficiency of transit, general traffic, and pedestrian operations compared with current conditions. CTA will conduct a traffic analysis study to quantify the impacts to road congestion and safety both during and after construction.
3	Court Reporter Transcript	03/14/2013	John Paul Jones	We are concerned about the amount of diesel that will be coming to that sector from the improvements made to the leaseholders at Greyhound and what that impact may be. We're not sure if CTA is even asking Greyhound to do a better job with their diesel emissions as they exit and enter their leased space at the 95 th Street terminal. So we hope to see more communication about the diesel use at Greyhound and its access points at the station.	A traffic analysis study to be conducted by CTA will also include a hot-spot analysis for PM2.5 in accordance with FTA and EPA guidelines. The hot-spot analysis results will be reviewed by FTA and integrated into an amendment to the final NEPA decision document for this project, along with any necessary mitigation. Construction for the project will not begin until FTA makes a determination regarding both traffic and air quality impacts and required mitigation in writing via an amendment to the final NEPA decision document for this project.

Comment Number	Comment Type	Date Received	Name of Commenter	Comment	Response
4	Court Reporter Transcript	03/14/2013	Mary Horde	I'm concerned about the noise after this project is completed as well as while the project is in process. After it's completed, I wish they would include things like soundproof fencing, gardens or whatever that would absorb the noise.	Noise and vibration control measures would be incorporated into the construction process where appropriate, and as outlined in the EA, Section 3.6.
5	Court Reporter Transcript	03/14/2013	Mary Horde	I'm concerned about the dust and dirt and et cetera that will be around. I wonder if they would consider constant sweeping and wetting down as I've seen in other places.	Dust would be temporary and minimal in nature. Dust will be controlled by construction best management practices, such as wetting soil.
6	Court Reporter Transcript	03/14/2013	Mary Horde	I've learned that the staging area after the project is complete that I'm not sure what will be done with the area. I would like that firmed up more. I am concerned about eventually who will develop it and for what.	After completion of the 95 th Street Terminal in 2016, CTA will evaluate the potential future use of the properties acquired for staging. Additional environmental reviews and approvals may be required at that time, dependent upon its future planned use.
7, 8	Court Reporter Transcript	03/14/2013	Michael LaFergue	<p>As far as during the construction period, dust, noise, cleanup of the construction site and aesthetics are important to the community.</p> <p>A large number of neighbors in the construction area that will be developed south of the Gillespie Elementary School, a large number of those area residents are senior citizens. So dust particles in the air and noise is major concern.</p> <p>They're very interested in a tall soot or silk fence. Maybe possible slightly overhung to reduce dust. They're concerned about the dust being developed from a dirt road. So they prefer the construction area to be asphalted and graveled as appropriate.</p> <p>As for as aesthetics, there has been some discussion about green planting to absorb some of the noise and the pollution in the air. Maybe the planting of evergreens.</p>	<p>Noise and vibration control measures would be incorporated into the construction process where appropriate, and as outlined in the EA, Section 3.6.</p> <p>Dust would be temporary and minimal in nature. Dust will be controlled by construction best management practices, such as wetting soil.</p>

Comment Number	Comment Type	Date Received	Name of Commenter	Comment	Response
9	Court Reporter Transcript	03/14/2013	Michael LaFergue	As far as security, that's always been an issue. The residents of the community would like CTA to patrol the area within a one block radius, possibly two block radius of the construction site regularly. Cameras are requested in the alley and on the site for security and additional lighting.	<p>The CTA's construction contract requires the contractor to protect the Authority's project site and all adjacent property and to take all necessary precautions for the safety of all persons on or near the project site. This requirement includes provisions to render all portions of the work secure in every respect and to decrease the possibility of, or liability for, accidents from any cause. This contract requirement is enforced through the requirement that an approved safety plan be in place prior to the start of any construction work which describes in further detail the means of protection to be provided by the contractor for its employees, CTA customers and the general public. The CTA's construction field engineers, will be on site at all times when work is taking place and will inspect and monitor the construction activities to ensure compliance as needed. Appropriate protection for CTA customers, employees and the general public will be addressed through the safety plan and inspection and monitoring activities. Temporary street and sidewalk closures will also be obtained when necessary for the protection of persons and/or property.</p> <p>No negative impacts to safety are anticipated from the proposed improvements. Passenger security will improve as a result of the Terminal improvements (e.g., improved lighting, increased boarding space for both rail and bus traffic).</p>
10, 11	Court Reporter Transcript	03/14/2013	Michael LaFergue	As far as transit area development after the station is developed, we've done a survey and we'll be presenting this – we've done two surveys and we will be presenting them to CTA, but rider security, rider safety, and vehicular safety, loitering, reduction of littering and aesthetics and a provision of public restrooms are priority concerns after this station is developed.	After completion of the 95 th Street Terminal in 2016, CTA will evaluate the potential future use of the properties acquired for staging. Additional environmental reviews and approvals may be required at that time, dependent upon its future planned use.

Comment Number	Comment Type	Date Received	Name of Commenter	Comment	Response
				<p>The community would accept a manned park and ride station that has a service attendant. A park and ride station that has a small police facility on it that would be very acceptable. Thirty-five percent of the respondents are interested in that and then 27 percent of our respondents are interested in a mixed use park and ride that is manned with a service attendant or the police department.</p> <p>In working with the developer, the community would like to share their – they would like to develop a community commitment from a developer in the area. That community commitment from the developer would include regularly securing – regularly providing security around the perimeter of their development, meaning streets and alleys, regular cleanup of the development site, any curbs and alleys, and there is a concern about air quality.</p> <p>Maybe a park area or green area in that development would be an aesthetic that would be beneficial.</p>	
12	Court Reporter Transcript	03/14/2013	Michael LaFergue	We invite CTA to our community meetings. And then we would invite CTA later on to a community forum with State Representative Elgie Sims, local officials and possibly a developer and a zoning person to educate the community on how to work with the developer in addressing community concerns and needs.	CTA is committed to continued coordination with the community for the development of this project.
13	Court Reporter Transcript	03/14/2013	Tameki Warner	With CTA's reconstruction phase of them taking over the lane east of 94 th Street my business, which is a childcare center, will be affected, and I want to know if they could find a way to fit me in with this project whether it's build me a childcare center inside the terminal or in their new development, whatever it may be. I think my childcare center is very beneficial to being right across the street from the train station and the Red Line.	Consideration will be given in Final Design to avoid the acquisition of this property. In the event that avoidance is not feasible, all property acquisitions and relocations will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 U.S.C. Chapter 61, and the implementing regulations 49 C.F.R. Part 24).

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14	Public Hearing Comment Form	03/14/2013	John Paul Jones	Be sure to include the Roseland Heights Community and Abbot Park Advisory Council as to the environmental impacts.	CTA is committed to continued coordination with the community for the development of this project.
15	Public Hearing Comment Form	03/14/2013	Karen Truitt	Will there be any minority (African American) vendors/contracts that will be given any contracts for work on the project?	The construction contract(s) will require a percentage of the work is completed by disadvantaged business enterprises (DBEs), which include minority firms.
16	Public Hearing Comment Form	03/14/2013	Karen Truitt	A No-Build is not an alternative. The South Side is in desperate need of an updated terminal. The community deserves it.	The South Alternative has been identified as the Preferred Alternative. In addition, it was determined that the No Build Alternative would not meet the project Purpose and Need.
17, 18	Public Hearing Comment Form	03/14/2013	Tyre Taylor	I have a rental property on the corner of 95 th and Wabash. I am interested in maintaining a minimum of dust, dirt, and vibration (there is already considerable vibration from 95 th Street).	Noise and vibration control measures would be incorporated into the construction process where appropriate, and as outlined in the EA, Section 3.6. Dust would be temporary and minimal in nature. Dust will be controlled by construction best management practices, such as wetting soil.
19	Public Hearing Comment Form	03/14/2013	Tyre Taylor	What will become of the space used for staging after the construction is completed?	After completion of the 95 th Street Terminal in 2016, CTA will evaluate the potential future use of the properties acquired for staging. Additional environmental reviews and approvals may be required at that time, dependent upon its future planned use.
20	Public Hearing Comment Form	03/14/2013	Latrice Williams	Would like to see the terminal design reflect the community more. Also, the staging area to public parking is a great idea that I hope becomes a part of the plan if funding is available.	After completion of the 95 th Street Terminal in 2016, CTA will evaluate the potential future use of the properties acquired for staging. Additional environmental reviews and approvals may be required at that time, dependent upon its future planned use.

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21	Public Hearing Comment Form	03/14/2013	C. Byrd	In depth traffic study of 95 th Street from Wentworth to Michigan, intersections and signalization at 95 th and Wentworth, State, Lafayette and Michigan. Also, to include potential TOD at northeast corner of 95 th and State.	Both the terminal construction project itself and the operation of the new facility are not expected to have significant negative impacts on general traffic or pedestrian circulation patterns. Terminal operations will be designed and integrated into the existing transportation network and are anticipated to improve the overall safety and efficiency of transit, general traffic, and pedestrian operations compared with current conditions. Nevertheless, CTA will conduct a traffic analysis study to quantify the impacts to road congestion and safety both during and after construction.
22	Public Hearing Comment Form	03/14/2013	C. Byrd	If park and ride, how will this impact – pedestrian and ADA considerations and green elements?	After completion of the 95 th Street Terminal in 2016, CTA will evaluate the potential future use of the properties acquired for staging. Additional environmental reviews and approvals may be required at that time, dependent upon its future planned use.
23, 24	Public Hearing Comment Form	03/14/2013	Cynthia Taylor	Please give serious considerations to security issues surrounding both the construction staging site and the newly developed staging areas. Security is a real problem in the area, and good security presence will encourage more CTA ridership of buses and trains. Also address pedestrian crossing along west and east sides of station (currently hoping the metal fences there, not safe with cars to/from Ryan).	The CTA's construction contract requires the contractor to protect the Authority's project site and all adjacent property and to take all necessary precautions for the safety of all persons on or near the project site. This requirement includes provisions to render all portions of the work secure in every respect and to decrease the possibility of, or liability for, accidents from any cause. This contract requirement is enforced through the requirement that an approved safety plan be in place prior to the start of any construction work which describes in further detail the means of protection to be provided by the contractor for its employees, CTA customers and the general public. The CTA's construction field engineers, will be on site at all times when work is taking place and will inspect and monitor the construction activities to ensure compliance as needed. Appropriate protection for CTA customers, employees and the general public will be addressed through the safety plan and inspection and monitoring activities. Temporary street and sidewalk closures will also be obtained when necessary for the protection of persons

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					and/or property. No negative impacts to safety are anticipated from the proposed improvements. Passenger security will improve as a result of the Terminal improvements (e.g., improved lighting, increased boarding space for both rail and bus traffic).
25	Public Hearing Comment Form	03/14/2013	Cynthia Taylor	Please give some consideration to the full development of the construction staging site after completion of the station project. CTA ridership would be encouraged/ increased with a park-n-ride option for potential riders wanting CTA access to downtown.	After completion of the 95 th Street Terminal in 2016, CTA will evaluate the potential future use of the properties acquired for staging. Additional environmental reviews and approvals may be required at that time, dependent upon its future planned use.
26	Public Hearing Comment Form	03/14/2013	John Horde	Mr. John Horde requests that all CBO within the Red Line Corridor are listed on the final federal document. He particularly wants the 96-97-95 th Street Perry Avenue Block Club to be listed.	CTA and FTA recognize that numerous community based organizations, such as 96-97-95 th Street Perry Avenue Block Club, have participated in the development of this important community project. The EA summarizes the extensive public outreach that has been completed over the course of many months and years, and it was not intended to be an all-inclusive list of each and every single organization and individual that has participated in this process.
27	Public Hearing Comment Form	03/14/2013	Adele Little	My concerns are what will happen to the north east corner when construction is done. I would like to see a park and ride or Kinkos. A larger business that would help support the community as opposed to beauty shops and hot dog stands. I would like the station to reflect the fact that we have a university a few blocks away. In saying this, we also need much better security improvements to our sidewalks, curbs and beautification of our park.	After completion of the 95 th Street Terminal in 2016, CTA will evaluate the potential future use of the properties acquired for staging. Additional environmental reviews and approvals may be required at that time, dependent upon its future planned use.

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28	Public Hearing Comment Form	03/14/2013	Bryant Alexander	The only concern that I have is the timely transport of customers from being shuttled from 95 th Street to the Green Line. Will some who have been riding the trains from 95 th find an alternative route and stay with it even after completion?	The shuttling of riders is a specific mitigation measure related to another project (the Dan Ryan Track Renewal and Station Improvements Project).
29	Public Hearing Comment Form	03/14/2013	Tameki Warner	I think the terminal is a 100% due for upgrading. However, to ensure this project is complete CTA will have to take over land on the east side of 94 th St, which is where my business resides. I have only been in business for about three months so knowing that this project will mean the end to my dream is a true bitter/sweet moment for my childcare center.	All property acquisitions and relocations will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 U.S.C. Chapter 61, and the implementing regulations 49 C.F.R. Part 24).
30	Public Hearing Comment Form	03/14/2013	Eddie Jones	Cross walks with pedestrian activated traffic lights are needed at the north end of the existing station (bus passage) on State and Lafayette	ADA compliant pedestrian crossings will be provided that allow safe crossings across 95 th , State and Lafayette Streets.
31	Public Hearing Comment Form	03/14/2013	Eddie Jones	Construction Phase – The work area (94 th -95 th and State-Wabash) should have grass flowers and trees, where possible. Post Construction – Plan and upkeep an arboretum in the work zone area (94 th -95 th and State-Wabash) until all lots are sold for business development.	After completion of the 95 th Street Terminal in 2016, CTA will evaluate the potential future use of the properties acquired for staging. Additional environmental reviews and approvals may be required at that time, dependent upon its future planned use.
32, 33	Public Hearing Comment Form	03/14/2013	Horace Broy	My (our) concern has to do with the CTA plan to acquire any land located west or on Lafayette Avenue. This issue was not mentioned as a plan during construction of south development. What are your plans for land acquisition west of Lafayette Avenue and 95 th South?	After completion of the 95 th Street Terminal in 2016, CTA will evaluate the potential future use of the properties acquired for staging. Additional environmental reviews and approvals may be required at that time, dependent upon its future planned use. No property is proposed for acquisition west of Lafayette and 95 th for this project.
34	Public Hearing Comment Form	03/14/2013	Samuel Conner	How to address security issues pre and post construction?	The CTA's construction contract requires the contractor to protect the Authority's project site and all adjacent property and to take all necessary precautions for the safety of all persons on or near the project site. This requirement includes provisions to render all portions of the work secure in every respect and to decrease the possibility of, or liability for, accidents from any cause. This contract

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					<p>requirement is enforced through the requirement that an approved safety plan be in place prior to the start of any construction work which describes in further detail the means of protection to be provided by the contractor for its employees, CTA customers and the general public. The CTA's construction field engineers, will be on site at all times when work is taking place and will inspect and monitor the construction activities to ensure compliance as needed. Appropriate protection for CTA customers, employees and the general public will be addressed through the safety plan and inspection and monitoring activities. Temporary street and sidewalk closures will also be obtained when necessary for the protection of persons and/or property.</p> <p>No negative impacts to safety are anticipated from the proposed improvements. Passenger security will improve as a result of the Terminal improvements (e.g., improved lighting, increased boarding space for both rail and bus traffic).</p>
35	Public Hearing Comment Form	03/14/2013	Samuel Conner	What is being considered in terms of sound and noise during construction?	Noise and vibration control measures would be incorporated into the construction process where appropriate, and as outlined in the EA, Section 3.6.
36	Public Hearing Comment Form	03/14/2013	Samuel Conner	Will public restrooms be a part of the project or what will be in place to prevent people from using the washroom in the alley adjacent to residence?	No public washrooms will be provided as part of the project.
37	Public Hearing Comment Form	03/14/2013	Samuel Conner	Have any studies commenced to determine the number of added people or foot traffic post-construction?	While the terminal footprint will increase to improve safety and efficiency, no additional capacity is proposed to increase the number of users accessing the station.
38	Comments Received Via USPS	03/15/2013	Early AM Worker	Can the 29th State Street bus start running at 2:59 AM instead of 3:59 AM at the Dan Ryan (1 hour early) going Downtown, because we have to be at work at 4 AM Downtown?	This project does not include any operational changes; however, the comment has been forwarded to the CTA Customer Service.

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39	Comments Received Via Email	03/12/2013	Jon Evans	A Charging Station for drivers with Electric and/or Plug-In Hybrid vehicles. This could be an ADDITIONAL SOURCE OF REVENUE FOR THE CTA. In fact, I am amendable to paying the CTA for the use of a Scion EV Electric car, since Toyota/Scion will only sell the car as part of a fleet.	The inclusion of charging stations is beyond the scope of the project at this time. After completion of the 95 th Street Terminal in 2016, CTA will evaluate the potential future use of the properties acquired for staging. Consideration could be given to include this element/feature in the development of this property. Additional environmental reviews and approvals may be required at that time, dependent upon its future planned use.
40	Comments Received Via Email	03/12/2013	Jon Evans	There are no bus docking pockets at the 95 th Street Terminal. There are Bus docking pockets at the Jefferson Park and Harlem stations on the Blue Line, and the 35th/Archer, Halsted, and Midway stations on the Orange Line. There are also bus docking pockets at the Howard Street Terminal on the Red Line. You should consider building these additions over the Air Rights over the Dan Ryan Expressway from 91st-5th, and/or from 95 th -97 th and the Dan Ryan.	The South Alternative, as currently designed in the EA, contains bus bays similar to the ones described.
41	Comments Received Via Email	03/15/2013	Geoffrey Lacina	The 95 th Street Station is in dire need of a Kiss-n-Ride. I did not see any plan for having one.	After completion of the 95 th Street Terminal in 2016, CTA will evaluate the potential future use of the properties acquired for staging. Additional environmental reviews and approvals may be required at that time, dependent upon its future planned use.
42	Comments Received Via Email	03/15/2013	Geoffrey Lacina	The plan also calls for displacing 4 businesses in an area that is sorely in need of employment opportunities. I think that there needs to be an alternative location for the staging area. The Cosmos is vacant and a good spot for some of the staging and eventual conversion to a Park-n-Ride/Kiss-n-Ride. I am sure there is also underutilized land close by that can be used for staging.	Due to the extensive amount of property required for staging of construction, there are limited options within the immediate project area. As illustrated in Figure 3 (Temporary Staging for Construction on Properties/Buildings to be Acquired) contained in the EA, adequate area is required. All property acquisitions and relocations will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act, of 1970, as amended (42 U.S.C. Chapter 61, and the implementing regulations 49 C.F.R. Part 24).

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43	Comments Received Via Email	03/15/2013	Geoffrey Lacina	What will the area south of 95 th Street be used for? The plan says "Open." Will there be concessions?	The OPEN areas designated on Figure 2 (South Alternative) contained in the EA represent open area over the Dan Ryan Expressway. There will not be a platform or building in this area.
44	Comments Received Via Email	03/15/2013	Geoffrey Lacina	Where will the Greyhound depot be?	Greyhound services will continue to be served from the Terminal.
45	Comments Received Via Email	03/15/2013	Geoffrey Lacina	Will this plan work when the Red Line is expanded? It seems that when that happens the foot traffic, passenger count, and buses going to the station will be reduced and the South End may not be needed.	Any future considerations/projects to expand the Red line further to the south are not funded. However, the improvements to the 95 th Street Terminal will not prohibit the potential for a future expansion of the Red Line.