Appendix A – Public Participation Plan
PUBLIC PARTICIPATION PLAN
ENVIRONMENTAL IMPACT STATEMENT (EIS) PHASE 1
ORANGE LINE EXTENSION

Submitted: July 14, 2009
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Overview

Orange Line Extension
The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Orange Line south of Midway station along the Belt Railway Company Right-of-Way from 59th to 69th Street, crossing the Belt Railway Clearing Yard and terminating on Cicero Avenue. The CTA and the Federal Transit Administration (FTA) will be preparing an Environmental Impact Statement (EIS) that will evaluate the environmental impacts of constructing and operating the extension. The extension includes 2.3 new route miles of rapid transit to the existing Orange Line, one additional station at approximately 7600 S. Cicero Avenue, 20 new railcars, a new bus terminal facility and a 750-car parking structure. This extension will complete the original plan for the Southwest Rapid Transit Line opened as the Orange Line in 1993.

The proposed project is intended to:
• Reduce roadway, bus and passenger congestion at Midway Airport Orange Line station
• Better accommodate growth in employment opportunities along Cicero Avenue and air travel to Midway Airport
• Reduce lengthy bus trips to access the Orange Line terminal station from neighborhoods south and southwest of Midway Airport
• Provide an alternative to anticipated growth in traffic congestion in the Cicero Avenue corridor.

Public Participation Plan
The National Environmental Policy Act (NEPA) requires evaluation of potential environmental impacts associated with federal projects and actions. For this project, the evaluation will be documented in an Environmental Impact Statement (EIS). An EIS will be prepared to identify impacts related to project construction and operation.

The EIS will cover a No Build Alternative, a Transportation Systems Management (TSM) Alternative and the Locally Preferred Alternative. The EIS will describe the alternatives, the existing environmental setting, the potential impacts from construction and operation of the alternatives and mitigation measures to reduce or eliminate potential impacts.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) is an act that governs United States federal surface transportation spending and requires project proponents provide opportunities for public participation in transportation decision-making. SAFETEA-LU incorporates changes aimed at improving and streamlining the environmental process for transportation projects. It provides a framework for carrying out the existing requirements under NEPA and other laws.

The process of determining the scope, focus and content of an EIS is known as “scoping.” Scoping meetings are a useful opportunity to obtain information from the public and governmental agencies. In particular, the scoping process asks agencies and interested parties to provide input on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation, and potential impacts and mitigation measures to be considered.
Public Participation Plan for Next Phase
This Public Participation Plan covers activities and materials for the scoping phase only. An additional plan will be provided to outline public participation activities that will be done during the development and review of the Draft EIS and Final EIS.
Goals

The public participation plan is intended to guide CTA through a comprehensive public involvement and outreach process for the Orange Line Extension EIS scoping phase. The program is flexible in order to respond appropriately to public and agency issues as they arise. It is anticipated that additional information will become available that will further guide proposed activities. The dates and activities are preliminary and may change.

Two of the major goals of the NEPA environmental analysis process are to better inform governmental decisions and to enhance citizen involvement. With these goals in mind, the public participation program will:

<table>
<thead>
<tr>
<th>PUBLIC PARTICIPATION GOALS</th>
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<tbody>
<tr>
<td>o Build on previous outreach efforts established during the Alternatives Analysis phase</td>
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<tr>
<td>o Make the complex issues associated with the proposed project and the environmental analysis understandable to stakeholders</td>
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<tr>
<td>o Ensure stakeholders are aware of the planning process and the purpose and content of the proposed project</td>
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<tr>
<td>o Provide a range of opportunities for the public and interested stakeholders to comment on the proposed project and environmental studies</td>
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<tr>
<td>o Fulfill the public participation requirements and guidelines of NEPA and the federal transportation reauthorization bill known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU)</td>
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<tr>
<td>o Document all public and agency input.</td>
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The public participation program provides a variety of communication channels to help the public understand the current scope of the study, including its impacts and benefits. The program will solicit input and feedback from the public as to their specific needs, issues, concerns, and recommendations. In order to engage the public to participate in the environmental review process, some basic strategies will be used in the public participation program.
<table>
<thead>
<tr>
<th>STRATEGIES TO ENGAGE PUBLIC</th>
<th>APPROACH</th>
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<tr>
<td>o Make it easy to participate</td>
<td>o Scoping meeting within the project area; Web access to all project information; outreach materials in English, Spanish and Polish</td>
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<tr>
<td>o Provide easy-to-understand information that helps people provide informed scoping comments</td>
<td>o Straightforward Scoping Booklet, Web site, exhibit boards and handouts at meetings</td>
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<tr>
<td>o Provide multiple ways to obtain information and provide comment</td>
<td>o Web site, mailed notice, e-blasts, community calendars, comment cards, media</td>
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<td>o Ensure stakeholders are aware of the planning process</td>
<td>o Careful review and augmentation of the existing project mailing list</td>
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<td>o Show how public input will be used</td>
<td>o Stakeholder and Alderman/elected official briefings to identify issues and find additional ways to engage the local community</td>
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<td></td>
<td>o Document all public and agency input in the Scoping Meeting Summary Report; provide final report on Web site</td>
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Key Issues

As the study progresses, key issues will evolve and the appropriate public involvement approach to address key issues will be determined. An initial list of the key issues has been developed. The list will be amended and expanded as the study moves forward.

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<th>KEY ISSUES</th>
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<tr>
<td><strong>General Issues/Community Concerns</strong></td>
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<td>o Public safety (schools, crime, crossings)</td>
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<td>o Location of the parking structure</td>
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<td>o Length of the study process</td>
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<td>o Commuter/airport parking at the stations for trips to Midway Airport</td>
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<td>o Impact to Chicago Olympic bid</td>
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<td>o Impact/enhancement on residential/business/school areas surrounding the project</td>
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<td>o Effect/enhancement of quality of life</td>
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<td>o Noise/vibration for residents along corridor; businesses along Cicero Avenue</td>
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<td>o Cicero Avenue widening impacts</td>
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<td>o Accuracy of model data (ridership numbers)</td>
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<td>o Suburban residents’ image of CTA service</td>
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<td><strong>Economic Issues/Concerns</strong></td>
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<tr>
<td>o Jobs/improved economy</td>
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<td>o Project cost</td>
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<td>o Funding</td>
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<td>o Cost vs. benefits</td>
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<tr>
<td>o Potential to take money away from other needed public projects</td>
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<tr>
<td>o Public transit effects on property values</td>
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<tr>
<td>o Support for local economic and land use plans and goals</td>
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<tr>
<td><strong>Transportation Issues/Concerns</strong></td>
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<tr>
<td>o Coordination/connectivity with other transit systems</td>
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<td>o Project amenities for bike/pedestrian and transit users</td>
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<td>o Impact of program on the other CTA services (especially bus service, El Line services during weekend and rush hour times)</td>
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<tr>
<td><strong>Construction Issues/Concerns</strong></td>
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<tr>
<td>o Length of construction</td>
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<td>o Potential traffic/detours/delays</td>
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<td>o Potential parking/relocation/displacement during construction</td>
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<tr>
<td>o Potential transit access/impacts on bus or transit stops</td>
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</table>
Key Audiences

Anyone who lives, works, plays, learns, and commutes through the Orange Line Extension project area, or has some involvement or oversight in how the line will operate, is an important audience member. The public participation program will create a structure for gaining an understanding of the different community interests and characteristics. The project is important to many different groups, each with specific interests in the study. The outreach team will keep these groups involved and continually informed about the process and progress of the analysis. Brief discussions of some key audiences follow.

Local Community
Reduction of impacts on residential areas and maintenance of neighborhood character are important issues for neighborhood organizations and homeowners. The public participation program will include outreach to property owners and residents around and adjacent to the extension. Some of the local communities that may be interested include the following:

- Back of the Yards Neighborhood Council
- Citizens Taking Action
- Ford City Condominiums
- Foster Park Community Council
- Residents of Cicero
- Residents of Evergreen Park
- Residents of Forest View
- Residents of Bedford Park
- Residents of Bridgeview
- Residents of Burbank
- Residents of Oak Lawn
- Residents of Stickney
- Residents of Summit
- Scottsdale Homeowners Association
- 35th Oakley Block Club
- United Neighborhood Organization (UNO)

Business / Business Associations / Institutions
Business interests vary along the corridor. Some business stakeholders value the extension’s potential enhancement of employee and customer access to the region while others are concerned about its effects on individual business sites. This overall group includes the industries, local business leaders and chambers of commerce. The outreach will solicit ideas and concerns from the business community. Some of the local business groups that may be interested include the following:

- American Brotherhood of Contractors
- Argo Summit Chamber of Commerce
- Association of Asian Construction Enterprises
- Black Contractors United (BCU)
- Bedford Park Clearing Industrial Association
- Bridgeview Chamber of Commerce & Industry
- Burbank Chamber of Commerce
- Chicago Area Gay & Lesbian Chamber of Commerce
- Chicago Convention and Tourism Bureau
- Chicago Fire Major League Soccer
- Chicagoland Chamber of Commerce
- Chicago Midway Airport
- Chicago Minority Business Development Council (CMBDC)
- Cosmopolitan Chamber of Commerce
- Ford City Mall
- Ford City Mall, General Growth Properties, INC
- Garfield Ridge Chamber of Commerce
- Greater Auburn -Gresham Development
- Greater Southwest Development Corporation
- Hispanic American Construction Industry Association (HACIA)
- Illinois Hispanic Chamber of Commerce
- Latin American Chamber of Commerce
- National Association of Women Business Owners (NAWBO-Chicago Area Chapter)
- Oak Lawn Chamber of Commerce
- Puerto Rican Chamber of Commerce of Illinois
- Rainbow Push Coalition, International Trade Bureau
- Southwest REACH Center
- United Business Association of Midway
- West Lawn & Archer Heights Chamber of Commerce
- Women’s Business Development Center (WBDC)

Associations/ Special Interest Groups / Schools
Sensitivity to the surrounding environment is important to developing an acceptable project. The input of various local, state, and federal agencies will be obtained throughout the environmental
process. In addition, associations, special interest groups and schools will be consulted. Some of the key groups that may be interested include the following:

- Bogan Computer Technical High School
- Brother Rice High School
- Catholic Charities, Community and Civic Affairs
- Chicago Urban League
- Consuela B. York Alternative High School
- Edward Tilden Community Academy High School
- Ellen H. Richards Career Academy
- Englewood Academy High School
- Farragut Career Academy
- Gage Park High School
- Gordon S. Hubbard High School
- Greater Lawndale/Little Village Social Justice High School
- Hancock College Prep
- Infinity Math/Science Tech High School
- John F. Kennedy High School
- John Hope College Prep High School
- Lindblom Math and Science Academy
- Lithuanian American Council (LAC)
- Maria High School
- Marie Sklodowska Curie High School
- Morton College
- Mose Vines Prep Academy
- The Mosque Foundation
- Lutheran Senior Services
- Mother McAuley Liberal Arts High School
- Multicultural Arts High School
- Richard J. Daley College
- Shiloh Apostolic Lighthouse Church
- Southwest Conference of Mayors
- Southside Occupational Academy High School
- Step Up to Change
- St. Xavier University, Community & Government Relations Department
- St. Xavier University, Office of Academic Affairs
- Thomas Kelly High School
- Weglarz Co/Midway Hotel Center
- White Lodging Services
- William Rainey Harper High School
- World Language High School
- Youth Connection - Community Youth Development Institute

**Commuters**

Commuters are interested in the study as it relates to their daily commute. Key issues include traffic impacts and congestion, safety, and access. Advanced, timely information is important for this group.

**Public Agencies and Local Government**

Coordination and cooperation among agencies and all levels of government are an important element of this study. Some of the key agencies and local government representatives that may be interested include the following:

- Alderman- 13th Ward
- Alderman -14th Ward
- Alderman -18th Ward
- Alderman -23rd Ward
- Chicago Housing Authority
- City of Hometown
- City of Chicago Department of Community Development
- City of Chicago Department of Transportation
- Congressman 1st District
- Congressman 3rd District
- Congressman 4th District
- Cook County Commissioner- 3rd District
- Cook County Commissioner - 7th District
- Cook County Commissioner- 11th District
- Speaker of the House District 22
- State Representative District 21
- State Representative District 23
- State Representative District 31
- State Representative District 32
- State Representative District 36
- State Senator District 11
- State Senator District 12
- State Senator District 16
- State Senator District 18
- Town of Cicero
- Village of Bedford Park
- Village of Bridgeview
- Village of Burbank
- Village of Evergreen Park
- Village of Forest View
- Village of Oak Lawn
- Village of Stickney
- Village of Summit
Media
Media coverage offers an efficient means of communicating with the general public. Effective coordination with local and regional media contacts will be crucial to raising public awareness and explaining the study. Supplying the media with updated, factual information increases the likelihood of balanced, informative coverage. Ethnic, multi-lingual media coverage will also be an important element of the media outreach. See Appendix C for a list of the media outlets.

Public Participation Activities

Stakeholder and Alderman/Elected Official Briefings
An initial task in the public involvement program will be to identify areas of agreement and conflict among various stakeholders. Individual meetings with key stakeholders will be informal but structured to obtain input on goals, objectives, key issues, preferred communication tools, and public policy considerations. Input obtained from the stakeholder briefings will be shared with the team and incorporated in the public participation program. The team will work with CTA to develop the list of key stakeholders that will be briefed.

Schedule:
- Schedule Meetings: End of August
- Hold Stakeholders Meetings: Between 9/9/09 and 9/29/09

Agency Scoping Meeting
An agency scoping meeting will be held to coordinate and facilitate work with the designated federal, state and local agencies. Agendas for all meetings will be prepared and discussions and agreements will be fully documented.

Location
- The meeting will be held at the CTA offices.

Schedule:
- Agency Scoping Meeting: 9/22/09

Public Scoping Meeting
The scoping meeting will first inform the public about the project process, the Locally Preferred Alternative, and the public participation plan. Then, the meeting will gather input on the scope of the environmental studies, draft purpose and need, and alternatives to be evaluated.

Schedule:
- Public Scoping Meeting: Between 9/23/09 and 10/2/09

Location
The meeting location will be within the project area and must meet FTA criteria. Locations will be identified in conjunction with the Aldermen in the project area.

The locations identified must meet the following criteria:
- The facility must have at least two large rooms – one room must be able to accommodate a theater type presentation that can hold at least 100 people and a
second room must be available to comfortably accommodate the presentation boards, technical staff, and public
- Must be ADA accessible
- Near public transportation
- Free of charge

**Format**
The meeting will start with an open house format where members of the public and other interested parties can view exhibit boards with project information. This informal setting provides participants a chance to ask questions of project team members who understand the project objectives and alternatives.

The project team will be available to answer any questions during the open house and will encourage people to make formal comments in writing or during the comment session. A short PowerPoint presentation will follow, providing an overview of the Locally Preferred Alternative, the NEPA process, the purpose of scoping, and the potential environmental issues.

The meeting will end with a session where members of the public can provide oral comments on the scope of the EIS. Each presentation will be set up to accommodate 100 attendees. Comments may be provided at the meeting by comment cards and during the public comment session. A court reporter will take public comments and input at the meeting and document the formal comment session. In addition, material will be available with contact information for those who wish to submit written comments later during the scoping period.

Comments will not be addressed during the meeting. The purpose of the scoping meetings is to listen to people's concerns and to address them through the analysis in the EIS. CTA will not respond to comments during the open comment period. The open house portion of the meeting is intended to provide people an opportunity to ask questions and clarify their understanding of the project proposal.

**Schedule:**
- 6:00-6:45 pm Open House
- 6:45-7:05 pm Presentation
  - Welcome/Meeting Purpose and Format
  - Project Overview
  - Environmental Process, Scoping and Environmental Issues
- 7:05-7:55 pm Public Comments on Scope of EIS
- 7:55-8:00 pm Next Steps/Adjournment

*Note:* The scoping meeting will be advertised from 6:00 – 8:00 pm and the team and staff will stay until 8:00 pm, even if no members of the public are present. Also, the team and staff will not end the meeting until everyone who wishes to speak has had an opportunity to do so.
Public Participation Notification and Information Materials

Notice of Intent (NOI)
The publication of a Notice of Intent in the Federal Register is the first formal step in an EIS process. The Notice of Intent (NOI) will be sent by FTA, the federal lead agency, to notify agencies and the public that it plans to prepare an Environmental Impact Statement (EIS).

Schedule:
- Publish NOI in Federal Register: 9/8/09
- Beginning of 45 day comment period: 9/9/09

Participating Agency Invitation Letters
Letters inviting agencies to be involved in the process will be prepared.

Schedule:
- Mail participating agency invitation letters: 8/26/09

Public Scoping Invitation Notice
A one page mailer will act as an announcement for the meeting. It will include the meeting date, location and time, and will also provide basic information about the project, the environmental process, and date by which public comments must be submitted. The notice will be translated into Spanish and Polish.

Schedule:
- Mail scoping invitation notice (arrive 2 weeks in advance of meeting): 8/26/09

Other Notification (Village Hall, Libraries, Blogs, e-blasts, Transit Cards)
Notice of the scoping meetings will be posted and distributed throughout the area including at Village Halls, libraries, e-list serves and with community groups.

Schedule:
- Launch notification distribution: 8/26/09

Village Hall Announcement Posting Locations:
- Village of Bedford Park
- Village of Bridgeview
- Village of Burbank
- Village of Evergreen Park
- Village of Forest View
- City of Hometown
- Village of Oak Lawn
- Village of Stickney
- Village of Summit
Library Announcement Posting Locations

- Archer Heights Branch Public Library
- Bedford Park Library
- Bridgeview Public Library
- Brighton Park Branch Public Library
- Gage Park Branch Public Library
- Garfield Ridge Library Branch
- Oak Lawn Public Library
- Sherman Park Branch Public Library
- Stickney/Forest View Public Library
- Summit Public Library
- Thurgood Marshall Branch Public Library
- West Lawn Library Branch
- Wrightwood-Ashburn Branch Public Library

Blogs

- Chicago Transit Board Chairman Carole Brown’s “Ask Carole” blog
- Chi-Town Daily News
- CTATattler blog
- Gapers Block
- Ridge99.com
- southwestobserver.com

E-blasts

E-blasts will be sent to stakeholders, politicians and residents who went to the previous CTA meetings. We will obtain e-mail addresses for officials at key businesses and public buildings – such as post offices, schools, libraries, and courthouses – to make sure they receive the meeting information in a PDF format so they can print it out and post it.

Online calendars

There are many online event calendars, and most of them are run through newspapers or TV stations. Meeting notices will be sent to local chambers of commerce and to large organizations that cover a wide audience and would communicate with members in the areas served by the line, such as the Chicagoland Chamber of Commerce, Illinois Chamber of Commerce and the Association Forum of Chicagoland.

Promotion in Transit

The scoping meeting announcement will be posted at the CTA stations and in the CTA trains and buses via car cards.

Schedule

- Send scoping announcement to CTA 8/12/09
- Post in vehicles 8/26/09

Social media
There are several opportunities for CTA to reach out via social media. We can post the meeting information on the CTA Facebook group page. Information can also be provided to movingbeyondcongestion.com. In addition, we can start a Facebook page for the Orange Line Extension project, so that people can follow the progress of the project and offer their support. And, if CTA started Twitter accounts for the Orange Line, followers could receive updates about what transpires at a public meeting, for example.

**Web site**

A new project site will be developed for the environmental phase. The Web site provides access to project updates, project background, project materials and documents and announcements. The scoping meeting dates will be posted in advance on the Web site.

**Schedule:**
- Develop Web site: June-August 09
- Launch Web site: 8/13/09
- Post Scoping Information: 8/26/09

**Scoping Display Advertisement/Legal Notice**

A formal scoping display ad will be placed in local and regional newspapers. The ad will include information on the project, the environmental analysis, the scoping meeting agenda, the meeting information and where and when to submit comments. An e-mail and postal mail address will be provided for written comments. The team will coordinate with CTA as to the placement of ¼ page advertisements in local newspapers. The ad will also be prepared in Spanish and Polish. Below is a preliminary listing of the outlets.

**Publication Placement:**
- Clear Ridge Reporter
- Polish Daily News
- LaRaza
- Lawndale News
- Southwest News Herald
- Southwest News Herald - Sub
- Southwest Shopper
- Southtown Star

**Schedule:**
- Provide display ad text to CTA ten days prior to media publishing deadlines
- Place display ad: Two weeks in advance of meeting, 8/26/09

**Media Release**

Media outreach will be done to ensure that reporters are aware of the scoping meetings and have adequate background information with which to write about the environmental review process. The team will work with CTA to develop key messages and put together a press release and media advisory. See Appendix C for the media distribution list.

**Schedule:**
- Send media release to CTA two days in advance of media deadline for 9/16/09 publication
- Distribute media release: One week in advance of meeting, 9/16/09
Scoping Booklet
The scoping booklet will contain background information on the project and the NEPA process. The purpose of the scoping meeting also will be identified within the booklet. A map depicting the project location and a description of the project area will be included. The booklet will also include a section on how and where comments may be submitted. The scoping meeting date and location will be provided in the booklet. An electronic file (.pdf file) will also be produced for posting on CTA website.

Schedule:
- Print scoping booklet: 8/31/09

Meeting Materials
Information boards for use during the open house part of the scoping meetings and general handouts will be prepared.
- **Boards:** Welcome, Project Area Map, Typical Cross Sections/Station Locations, List of Environmental Issues to be Studied, Environmental Review Process, How to Stay Involved/Submit Comments
- **Hand-outs:** Agenda, comment form, copies of the boards, scoping booklet

Schedule:
- Print/finalize Meeting Materials: 9/14/09

Frequently Asked Questions/Talking Points
A Frequently Asked Questions (FAQs) and talking points will be provided for use by CTA staff and the consultants to prepare them for the stakeholder meetings and scoping meetings.

Schedule:
- FAQ/Talking Points: 9/14/09

Project Database
A comprehensive database of all stakeholders for the Orange Line Extension will be established and maintained, using CTA’s existing database. The database will be updated regularly and supplemented as appropriate. The database will include elected officials, special interest group representatives, and agency staff. The mailing list will also include property owners and tenants adjacent to the centerline of the proposed project.

Schedule:
- Update Project Database: June/July 09
- Finalize for Invitation Mailing: End of July 09
Documentation

Comment Tracking/Documentation/Response Management
The scoping meetings will be fully documented for the administrative record in compliance with NEPA and SAFETEA-LU. Comments will be received by mail, e-mail, and by comment card and verbally at the scoping meetings. Verbal comments will be recorded by a court reporter at the meetings.

Scoping Meeting Summary Report
A meeting summary report from the scoping meetings will be prepared. It will include comment cards, the court-reporter record of the scoping meeting, letters, attendance sheets, notification materials and a summary of verbal and written input, such that an evidential record of the meetings are documented. This meeting report will be incorporated into the formal scoping report.

Schedule:
- Finalize Report and Post on Web site: 10/27/09
## Public Participation Plan Overview Schedule 2009

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<tr>
<th>Activity</th>
<th>June</th>
<th>July</th>
<th>August</th>
<th>September</th>
<th>October</th>
<th>November</th>
<th>December</th>
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<tbody>
<tr>
<td><strong>Key Milestones/Meetings</strong></td>
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<td>Project Milestones</td>
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<td>CTA Board Meetings</td>
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<td>Agency Scoping Meeting</td>
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<td>Public Scoping Meeting</td>
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<td>Stakeholder Briefing Meetings</td>
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<td><strong>Communication Activities</strong></td>
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<tr>
<td>Public Participation Plan (PPP)</td>
<td>Draft</td>
<td>Finalize</td>
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<tr>
<td>Mailing List/Database</td>
<td>Update</td>
<td>Finalize</td>
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<td>Participating Agency Letters</td>
<td>Develop &amp; Finalize</td>
<td>8/26/09: Mail Letters</td>
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<tr>
<td>Public Scoping Invite Letter</td>
<td>Develop &amp; Finalize</td>
<td>8/26/09: Mail Notice</td>
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<tr>
<td>Scoping Display Ad</td>
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<td>Finalize Placement Outlets &amp; Develop Ad</td>
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<td>8/26/09: Run display ad</td>
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<tr>
<td>Media Outreach (releases)</td>
<td></td>
<td>Finalize Outlets</td>
<td>Develop Release</td>
<td>9/16/09: Distribute Release</td>
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<td>Other Notification: Libraries, Village Halls, e-blasts, blogs, community calendars, transit cards</td>
<td>Develop Materials</td>
<td>8/26/09: Distribute notification</td>
<td></td>
<td></td>
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<tr>
<td>Scoping Info Booklet</td>
<td></td>
<td>Develop Book</td>
<td>8/31/09: Finalize</td>
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<tr>
<td>Meeting Materials: BOARDS</td>
<td></td>
<td>Develop Boards</td>
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<td>9/14/09: Finalize</td>
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<tr>
<td>Meeting Materials: Handouts</td>
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<td>Develop Handouts</td>
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<td>9/14/09: Finalize</td>
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<td>Meeting PowerPoint Presentation</td>
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<td>FAQ/Talking Points</td>
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<td></td>
<td>10/27/09: Develop &amp; Finalize</td>
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</tbody>
</table>

**Note:** All dates are preliminary and subject to change.
APPENDIX B: Mailing/Stakeholder List

Not Public
APPENDIX C: Media Release Distribution List

Print (General)
- *Chicago Tribune*, to transportation reporters Jon Hilkevitch and Richard Wronski and calendar editors.
- *Chicago Sun-Times*, to transportation writer Mary Wisniewski (who also has a blog) and calendar editors.
- *Red Eye*, to the writers of the transit-focused Going Public column and blog.
- *Crain’s Chicago Business*, to reporters and its calendar section.
- *Chicago Reader*, an alternative Chicago weekly read by many CTA riders.
- *Hoy Chicago* and *La Raza*, Spanish language newspapers.
- *Chicago Defender*, which serves the African-American community.

Print (Orange Line)
- Southtown Star
- Clear Ridge Reporter
- Polish Daily News
- Lawndale News
- Southwest News Herald
- Southwest Shopper

Television
- WBBM Channel 2 (CBS)
- WGN Channel 9 (CW)
- WMIAQ Channel 5 (NBC)
- WLS Channel 7 (ABC)
- WFLD Channel 32 (FOX)
- WSNS Channel 44, Spanish
- WOCK Channel 13, Spanish
- WOCH Channel 41, Korean
- WGBO Channel 66, Spanish (Univision)
- WXFT Channel 60, Spanish (Telefutura)
- WTTW Channel 11, public television
- WYCC Channel 20, public television
- CLTV, which primarily covers suburban communities and hosts the “Commute with Kye” blog

Radio
- WBBM-AM 780, Chicago’s only all-news station
- WGN-AM 720, news and talk
- WLS-AM 890, talk radio
- WBEZ-FM 91.5, public radio
- WGCI-FM 107.5, urban contemporary
- WGRB-AM 1390, gospel
- WHPK-FM 88.5, community radio based at University of Chicago
- WIIT-FM 88.9, college radio from Illinois Institute of Technology
- WNVR 1030 AM, Polish
- WSBC-AM 1240, broadcasts in a variety of languages, including Spanish and Russian
- WRTO-AM 1200, Spanish – Univision Radio
- Northwestern University
- WRTE-FM 90.5, Spanish
- WKIE-FM 92.7, Spanish
- WVIX-FM 93.5, Spanish
- WV+E-FM 103.1, Spanish
- WOJO-FM 105.1, Spanish, “La Que Buena”
- WVON-AM 1690, “The Talk of Chicago”
- WRLL-AM 1450, “Radio Latino”
- WVAZ-FM 102.7, Urban Contemporary
- WNV-AM 1080, Multiple languages
- WNUA-FM 95.5, Spanish

Wire Services
- Associated Press, for datebook
- Medill News Services
Appendix B – Notice of Intent
DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Intent to Prepare an Environmental Impact Statement for Proposed Transit Improvements to the Orange Line, Cook County, IL

AGENCY: Federal Transit Administration (FTA), Department of Transportation.

ACTION: Notice of Intent to Prepare an Environmental Impact Statement.

SUMMARY: The FTA, as the Federal lead agency, and the Chicago Transit Authority (CTA) intend to prepare an Environmental Impact Statement (EIS) for the Orange Line Extension Project in Cook County, Illinois. CTA operates the rapid transit system in Chicago, Cook County, Illinois. The proposed project, described more completely within, would extend the Orange Line, a heavy rail transit line, to connect Midway Station at the Midway International Airport to the Ford City shopping center. The purpose of this Notice of Intent is to alert interested parties regarding the intent to prepare the EIS and to provide information on the purpose and need, the alternatives to be evaluated, and the evaluation methods to be used. Comments should be addressed to Mr. Darud Akbar, Government and Community Relations Officer, at 312–681–2708 or dakbar@transitchicago.com. An interagency scoping meeting will be held on Thursday, September 24 at 1:30 p.m. at CTA Headquarters, in Conference Room 2C, 567 W. Lake Street, Chicago, IL 60661. Representatives of New American tribal governments and of all Federal, State, regional and local agencies that may have an interest in any aspect of the project will be invited to participate or cooperating agencies, as appropriate.

ADDRESSES: Comments will be accepted at the public scoping meetings or they may be sent to Mr. Jeffrey Bushy, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680–7602, or via e-mail at OrangeExtension@transitchicago.com.

FOR FURTHER INFORMATION CONTACT: Mr. David Werner, Community Planner, Federal Transit Administration, Region V, 200 West Adams Street, Suite 320, Chicago, IL 60606, phone 312–353–3879, e-mail David.Werner@dot.gov.

SUPPLEMENTARY INFORMATION:

Scoping

The FTA and CTA invite all interested individuals and organizations, public agencies, and Native American Tribes to comment on the scope of the EIS, including the project’s purpose and need, the alternatives to be studied, the impacts to be evaluated, and the evaluation methods to be used. Comments should address (1) alternatives that may better achieve the project’s need and purposes at less cost or with fewer adverse impacts, and (2) any significant environmental impacts relating to the alternatives.

Once the scope of the environmental study, including significant environmental issues to be addressed, is settled, an annotated outline of the document will be prepared and shared with interested agencies and the public. The outline serves at least three worthy purposes, including (1) documenting the results of the scoping process; (2) contributing to the transparency of the process; and (3) providing a clear roadmap for concise development of the environmental document.

Purpose and Need for the Project

The purpose of the Orange Line Extension project is to improve access to the existing Orange Line for southwest side and southwest suburban residents and businesses, support the area’s ongoing economic development efforts, and strengthen the competitiveness of transit in the reverse commute market. The need for the project is based on the following considerations: access to the Orange Line is currently constrained by limited parking availability; access to the Orange Line by bus or auto is unreliable due to congestion approaching the existing terminal station; and few uncongested roadways are available to access the current Orange Line terminal because of wider than usual arterial street spacing, which limits mobility for residents and businesses.

Project Location and Environmental Setting

The proposed heavy rail transit (HRT) project area lies about 10 miles southwest of the Chicago Central Area (commonly referred to as the “Loop”). The limits of the project area are 59th Street on the north and 79th Street on the south. Midway International Airport is located in the northwestern portion of the project area. The project area includes parts of the community areas of Ashburn, Clearing, and West Lawn within the City of Chicago, and is adjacent to the Village of Bedford Park and the City of Burbank. The project area is highly developed, with significant residential (primarily single family), industrial, transportation
The locally preferred alternative (LPA) for the proposed Orange Line Extension project was approved by the Chicago Transit Board for further study in the EIS on August 12, 2009. The proposed Orange Line Extension would extend the heavy rail transit line from Midway Station at the Midway International Airport south along the Belt Railway Company (BRC) right-of-way from 59th Street to Marquette Road, cross the BRC Clearing Yard and terminate on Cicero Avenue. The extension would include 2.3 new route miles of rapid transit to the existing Orange Line and one additional station at approximately 7600 S. Cicero Avenue, with new bus terminal and parking facilities.

Alternatives

The Orange Line Extension Final Alternatives Analysis Report (2009) prepared by CTA identified three alternatives for further consideration in the EIS. The three alternatives include: a No Build Alternative, Transportation System Management (TSM) Alternative, and the Fixed Guideway Alternative.

No-Build Alternative: The No Build Alternative is defined as the existing transportation system, plus any committed transportation improvements. Committed transportation improvements include projects that are already in the Chicago Metropolitan Agency for Planning (CMAP) financially constrained Transportation Improvement Program (TIP). The Orange Line project area has one road improvement project included in the FY 2007–2012 TIP; the Cicero Avenue Smart Corridor Project from 37th Street to 63rd Street scheduled for completion in 2009.

Bus transit service under the No Build Alternative would be focused on the preservation of existing services and projects. The transit network within the project area is projected to be substantially the same as it is now. All elements of the No Build Alternative are included in each of the other alternatives.

Transportation System Management (TSM) Alternative: A TSM Alternative is proposed because it is required as part of the New Starts evaluative process; in this case, it does not meet the purposes of and need for the proposed project. The TSM Alternative is Bus Rapid Transit (BRT) that would operate west on 59th Street from the 59th Street Midway Station bus terminal to Cicero Avenue and then south on Cicero Avenue from 59th Street to approximately 76th Street. Proposed BRT service would operate in mixed traffic with traffic signal priority on the Cicero Avenue segment.

The TSM Alternative is 2.3 miles long and would not include any intermediate stops. There would be no exclusive lanes along the Cicero Avenue portion of the route. A new park and ride facility would be constructed at the proposed terminal stop at approximately 7600 S. Cicero. Bus route 67 67th/69th/71st would be re-routed to terminate at the new Ford City Station.

Fixed Guideway Alternative/Locally Preferred Alternative (LPA): The proposed LPA would operate partly in a trench and partly at-grade along the BRC right-of-way between the existing Midway station and approximately 6400 south, where it would transition to an elevated structure above Marquette Road. The proposed route would travel under 59th Street and 63rd Street allowing those cross streets to remain open to traffic. It then would veer to the southwest over the BRC Clearing Yard and then continue to a new terminal stop at the south end of the route. A new park and ride structure in the median of Cicero Avenue to a new Ford City terminal station located on Cicero Avenue at approximately 76th Street.

The LPA is 2.3 miles long and would not include any intermediate stops. The conceptual alignment design for the elevated structure at Marquette Road would allow for a future station in that vicinity. The Ford City terminal station would include a park-and-ride facility and an improved bus terminal. The alternative assumes that Pace buses from the south would be diverted to directly serve Midway Station. Route 67 67th/69th/71st would be re-routed to terminate at the new proposed Ford City terminal station.

Two alignment options along Cicero Avenue to 76th Street will be evaluated; an alignment above the median of Cicero Avenue and an alignment located directly east of the Cicero Avenue right-of-way. The alignment over the median of Cicero Avenue would have fewer property acquisition costs and impacts to existing businesses; however, both alignment options will be studied further in the EIS.

Possible Effects

The purpose of this EIS process is to study, in a public setting, the effects of the proposed project and its alternatives on the quality of the human environment. Areas of investigation for transit projects generally include, but are not limited to: land use, development potential, land acquisition and displacement, historic resources, visual and aesthetic qualities, air quality, noise and vibration, energy use, safety and security, and ecosystems, including threatened and endangered species; investigation may reveal that the proposed project will not affect or affect substantially many of those areas. Measures to avoid, minimize, or mitigate any significant adverse impacts will be identified.

FTA Procedures

The regulations implementing NEPA, as well as provisions of the Safe, Accountable, Flexible, Effective Transportation Act: A Legacy for Users (SAFETEA–LU), call for public involvement in the EIS process. Section 6002 of SAFETEA–LU requires that FTA and CTA do the following: (1) Extend an invitation to other Federal and non-Federal agencies and Native American tribes that may have an interest in the proposed project to become “participating agencies”; (2) provide an opportunity for involvement by participating agencies and the public to help define the purpose and need for a proposed project, as well as the range of alternatives for consideration in the EIS; and (3) establish a plan for coordinating public and agency participation in, and comment on, the environmental review process. An invitation to become a participating or cooperating agency, with scoping materials appended, will be extended to other Federal and non-Federal agencies and Native American tribes that may have an interest in the proposed project. It is possible that FTA and CTA will not be able to identify all Federal and non-Federal agencies and Native American tribes that may have such an interest. Any Federal or non-Federal agency or Native American tribe interested in the proposed project that does not receive an invitation to become a participating agency should notify at the earliest opportunity the Project Manager identified above under ADDRESSES.

A comprehensive public involvement program and a Coordination Plan for public and interagency involvement will be developed for the project and posted on CTA’s Web site http://www.transitchicago.com/OrangeEIS. The public involvement program includes a full range of activities including maintaining the project Web page on the CTA Web site and outreach to local officials, community and civic groups, and the public. Specific activities or events for involvement will be detailed in the project’s public participation plan.

The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use, dissemination, and disposition of information. Consistent
with this goal and with principles of economy and efficiency in government, it is FTA policy to limit insofar as possible distribution of complete printed sets of environmental documents. Accordingly, unless a specific request for a complete printed set of environmental documents is received (preferably in advance of printing), FTA and its grantees will distribute only the executive summary of the environmental document together with a Compact Disc of the complete environmental document. A complete printed set of the environmental document is available for review at the grantees’ offices and elsewhere; an electronic copy of the complete environmental document is also available on the grantees’ Web page.

CTA may seek New Starts funding for the proposed project under 49 United States Code 5309 and will, therefore, be subject to New Starts regulations (49 Code of Federal Regulations (CFR) Part 611). The New Starts regulations also require the submission of certain project-justification information to support a request to initiate preliminary engineering. This information is normally developed in conjunction with the NEPA process. Pertinent New Starts evaluation criteria will be included in the EIS.

The EIS will be prepared in accordance with NEPA and its implementing regulations issued by the Council on Environmental Quality (40 CFR parts 1500–1508) and with the FTA/Federal Highway Administration regulations “Environmental Impact and Related Procedures” (23 CFR part 771).

Issued on: August 24, 2009.

Marisol R. Simon,
Regional Administrator, Federal Transit Administration, Region V.
[FR Doc. E9–20965 Filed 8–31–09; 8:45 am]

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Intent To Prepare an Environmental Impact Statement for Proposed Transit Improvements to the Yellow Line, Cook County, IL

AGENCY: Federal Transit Administration (FTA), Department of Transportation.

ACTION: Notice of Intent to Prepare an Environmental Impact Statement.

SUMMARY: The FTA, as the Federal lead agency, and the Chicago Transit Authority (CTA) intend to prepare an environmental impact statement (EIS) for the Yellow Line Extension Project in Cook County, Illinois. CTA operates the rapid transit system in Chicago, Cook County, Illinois. The proposed project, described more completely within, would extend the Yellow Line, a heavy rail transit line, to connect the Dempster Street Station to Old Orchard Road. The purpose of this Notice of Intent is to alert interested parties regarding the intent to prepare the EIS, to provide information on the nature of the proposed project and possible alternatives and to invite public participation in the EIS process.

DATES: Written comments on the scope of the EIS, including the project’s purpose and need, the alternatives to be considered, the impacts to be evaluated, and the methodologies to be used in the evaluations should be sent to CTA on or before October 27, 2009. See ADDRESSES below for the address to which written public comments may be sent. A public scoping meeting to accept comments on the scope of the EIS will be held on the following date:

- Wednesday, September 23, 2009; 6 p.m. to 8 p.m.; at the Oakton Community Center, 4701 Oakton Street, Skokie, IL 60076.

The buildings used for the scoping meetings are accessible to persons with disabilities. Any individual who requires a sign language interpreter, or other auxiliary aids and services, should contact Mr. Darud Akbar, Government and Community Relations Officer, at 312–681–2708 or dakbar@transitchicago.com, five days prior to the meeting.

Scoping materials describing the project purpose and need and the alternatives proposed for analysis will be available at the meetings and on the CTA Web site http://www.transitchicago.com/YellowEIS. Paper copies of the scoping materials may also be obtained from Mr. Darud Akbar, Government and Community Relations Officer, at 312–681–2708 or dakbar@transitchicago.com. An interagency scoping meeting will be held on Thursday, September 24 at 8 a.m. at CTA Headquarters, in Conference Room 2C, 567 W. Lake Street, Chicago, IL 60661.

Representatives of Native American tribal governments and of all Federal, State, regional and local agencies that may have an interest in any aspect of the project will be invited to be participating or cooperating agencies, as appropriate.

ADDRESSES: Comments will be accepted at the public scoping meetings or they may be sent to Mr. Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680–7602, or via e-mail at YellowExtension@transitchicago.com.

FOR FURTHER INFORMATION CONTACT: Mr. David Werner, Community Planner, Federal Transit Administration, Region V, 200 West Adams Street, Suite 320, Chicago, IL 60606, phone 312–353–3879, e-mail david.werner@dot.gov.

SUPPLEMENTARY INFORMATION:

Scoping

The FTA and CTA invite all interested individuals and organizations, public agencies, and Native American Tribes to comment on the scope of the EIS, including the project’s purpose and need, the alternatives to be studied, the impacts to be evaluated, and the evaluation methods to be used. Comments should address (1) Alternatives that may better achieve the project’s need and purposes at less cost or with fewer adverse impacts, and (2) any significant environmental impacts relating to the alternatives.

National Environmental Policy Act (NEPA) “scoping” (40 CFR 1501.7) has specific and fairly limited objectives, one of which is to identify the significant issues associated with the alternatives that will be examined in detail in the document, while simultaneously limiting consideration and development of issues that are not truly significant. It is in the NEPA scoping process that potentially significant environmental impacts—those that give rise to the need to prepare an environmental impact statement—should be identified; impacts that are deemed not to be significant need not be developed extensively in the context of the impact statement, thereby keeping the statement focused on impacts of consequence. Transit projects may also generate environmental benefits; these should be highlighted as well—the impact statement process should draw attention to positive impacts, not just negative impacts.

Once the scope of the environmental study, including significant environmental issues to be addressed, is settled, an annotated outline of the document will be prepared and shared with interested agencies and the public. The outline serves at least three worthy purposes, including (1) Documenting the results of the scoping process; (2) contributing to the transparency of the process; and (3) providing a clear roadmap for concise development of the environmental document.
Appendix C – Participating Agencies
<table>
<thead>
<tr>
<th>Organization</th>
<th>Salutation</th>
<th>First Name</th>
<th>Last Name</th>
<th>Title</th>
<th>Address</th>
<th>Apt/ Floor</th>
<th>City</th>
<th>State</th>
<th>Zip</th>
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</thead>
<tbody>
<tr>
<td>Chicago Housing Authority</td>
<td>Ms.</td>
<td>Ede</td>
<td>Diaz</td>
<td>Planning Administrator</td>
<td>60 E. Jackson, Suite 1200</td>
<td></td>
<td>Chicago</td>
<td>IL</td>
<td>60605</td>
</tr>
<tr>
<td>City of Chicago Department of Aviation</td>
<td>Mr.</td>
<td>Adam</td>
<td>Rod</td>
<td>Commissioner</td>
<td>P.O. Box 66143</td>
<td></td>
<td>Chicago</td>
<td>IL</td>
<td>60666</td>
</tr>
<tr>
<td>City of Chicago Department of Business Affairs and Consumer Protection</td>
<td>Ms.</td>
<td>Norma I.</td>
<td>Reyes</td>
<td>Commissioner</td>
<td>50 W. Washington St.</td>
<td>Room 208</td>
<td>Chicago</td>
<td>IL</td>
<td>60602</td>
</tr>
<tr>
<td>City of Chicago Department of Community Development</td>
<td>Ms.</td>
<td>Christine</td>
<td>Raguso</td>
<td>Acting Commissioner</td>
<td>121 N. LaSalle St.</td>
<td>Ste. 1000</td>
<td>Chicago</td>
<td>IL</td>
<td>60602</td>
</tr>
<tr>
<td>City of Chicago Department of Environment</td>
<td>Mr.</td>
<td>Kevin</td>
<td>Laberge</td>
<td>Environmental Engineer</td>
<td>30 N. LaSalle St.</td>
<td>Floor 25</td>
<td>Chicago</td>
<td>IL</td>
<td>60602</td>
</tr>
<tr>
<td>City of Chicago Department of Transportation</td>
<td>Mr.</td>
<td>Keith</td>
<td>Privett</td>
<td>Coordinating Planner</td>
<td>30 N. LaSalle Street</td>
<td>Suite 500</td>
<td>Chicago</td>
<td>IL</td>
<td>60602</td>
</tr>
<tr>
<td>City of Chicago Office of the Mayor</td>
<td>Mr.</td>
<td>Pat</td>
<td>Harney</td>
<td>Deputy Chief of Staff</td>
<td>121 N. LaSalle St.</td>
<td>Room 509</td>
<td>Chicago</td>
<td>IL</td>
<td>60602</td>
</tr>
<tr>
<td>City of Chicago Police Department</td>
<td>Mr.</td>
<td>Mark</td>
<td>Harmon</td>
<td>Commanding Officer, Patrol Division</td>
<td>3510 S. Michigan Ave.</td>
<td></td>
<td>Chicago</td>
<td>IL</td>
<td>60653</td>
</tr>
<tr>
<td>Village of Bridgeview</td>
<td>Mayor</td>
<td>Steven</td>
<td>Landek</td>
<td>Mayor</td>
<td>7500 S. Oketo Ave.</td>
<td>Bridgeview</td>
<td>IL</td>
<td>60455</td>
<td></td>
</tr>
<tr>
<td>Pace</td>
<td>Mr.</td>
<td>David</td>
<td>Tomzik</td>
<td>Manager, Long Range Planning</td>
<td>530 W. Algonquin Road</td>
<td>Arlington</td>
<td>IL</td>
<td>60005</td>
<td></td>
</tr>
<tr>
<td>Illinois Commerce Commission</td>
<td>Ms.</td>
<td>Shauna</td>
<td>Kelley</td>
<td>Bureau of Transportation Chief</td>
<td>160 N. LaSalle St.</td>
<td>C800</td>
<td>Chicago</td>
<td>IL</td>
<td>60601</td>
</tr>
<tr>
<td>Illinois Department of Natural Resources</td>
<td>Mr.</td>
<td>Steve</td>
<td>Hamer</td>
<td>Office of Realty &amp; Environmental Planning, Division of Ecosystems &amp; Environment</td>
<td>One Natural Resources Way</td>
<td></td>
<td>Springfield</td>
<td>IL</td>
<td>62702</td>
</tr>
<tr>
<td>Illinois Department of Transportation</td>
<td>Ms.</td>
<td>Lit</td>
<td>Budzinski</td>
<td>Section Chief, CTA, City of Chicago Section</td>
<td>100 W. Randolph</td>
<td>Suite 6-600</td>
<td>Chicago</td>
<td>IL</td>
<td>60601</td>
</tr>
<tr>
<td>Illinois Environmental Protection Agency</td>
<td>Ms.</td>
<td>DiAnne</td>
<td>Schuerman</td>
<td>Deputy Director's Office/MC#1, P.O. Box 19276</td>
<td>1 Old State Capitol Plaza</td>
<td></td>
<td>Springfield</td>
<td>IL</td>
<td>62764</td>
</tr>
<tr>
<td>Illinois Historic Preservation Agency</td>
<td>Ms.</td>
<td>Anne</td>
<td>Hacker</td>
<td>Deputy State Historic Preservation Officer</td>
<td>#1 Old State Capitol Plaza</td>
<td></td>
<td>Springfield</td>
<td>IL</td>
<td>62701</td>
</tr>
<tr>
<td>Illinois Secretary of State</td>
<td>Ms.</td>
<td>Jil</td>
<td>Zwick</td>
<td>Director, Intergovernmental Affairs</td>
<td>17 N. State Street.</td>
<td>Suite 1200</td>
<td>Chicago</td>
<td>IL</td>
<td>60602</td>
</tr>
<tr>
<td>Department of Energy</td>
<td>Mr.</td>
<td>Steven</td>
<td>Zhu</td>
<td>Secretary</td>
<td>1000 Independence Ave. SW</td>
<td></td>
<td>Washington</td>
<td>DC</td>
<td>20565</td>
</tr>
<tr>
<td>Department of Health and Human Services</td>
<td>Mr.</td>
<td>James</td>
<td>Gallaway</td>
<td>Acting Regional Director - Region 5</td>
<td>233 N. Michigan Ave.</td>
<td>Ste. 1300</td>
<td>Chicago</td>
<td>IL</td>
<td>60601</td>
</tr>
<tr>
<td>Department of Housing and Urban Development</td>
<td>Ms.</td>
<td>Beverly</td>
<td>Bishop</td>
<td>Deputy Regional Director</td>
<td>77 W. Jackson Blvd.</td>
<td></td>
<td>Chicago</td>
<td>IL</td>
<td>60604</td>
</tr>
<tr>
<td>Federal Aviation Administration</td>
<td>Ms.</td>
<td>Amy</td>
<td>Hanson</td>
<td>Environmental Protection Specialist</td>
<td>2301 E. Devon Ave.</td>
<td></td>
<td>Des Plaines</td>
<td>IL</td>
<td>60018</td>
</tr>
<tr>
<td>Federal Emergency Management Agency</td>
<td>Ms.</td>
<td>Janet</td>
<td>Odeshoo</td>
<td>Deputy Regional Administrator, Region V</td>
<td>536 S. Clark St.</td>
<td>6th floor</td>
<td>Chicago</td>
<td>IL</td>
<td>60605</td>
</tr>
<tr>
<td>Federal Highway Administration</td>
<td>Mr.</td>
<td>Matt</td>
<td>Fuller</td>
<td>Environmental Programs Engineer</td>
<td>3251 Executive Park Drive</td>
<td></td>
<td>Springfield</td>
<td>IL</td>
<td>62703</td>
</tr>
<tr>
<td>Federal Railroad Administration</td>
<td>Mr.</td>
<td>Laurence</td>
<td>Hasvold</td>
<td>Regional Administrator</td>
<td>250 West Adams</td>
<td>Suite 310</td>
<td>Chicago</td>
<td>IL</td>
<td>60606</td>
</tr>
<tr>
<td>Transportation Security Administration</td>
<td>Ms.</td>
<td>Gale</td>
<td>Rossides</td>
<td>Acting Administrator</td>
<td>601 S. 12th St.</td>
<td></td>
<td>Arlington</td>
<td>VA</td>
<td>20598</td>
</tr>
<tr>
<td>U.S. Environmental Protection Agency</td>
<td>Mr.</td>
<td>Bharat</td>
<td>Mathur</td>
<td>Acting Regional Administrator</td>
<td>77 W. Jackson Blvd.</td>
<td></td>
<td>Chicago</td>
<td>IL</td>
<td>60604</td>
</tr>
<tr>
<td>U.S. Fish and Wildlife Service</td>
<td>Mr.</td>
<td>John</td>
<td>Rogner</td>
<td>Field Supervisor - Chicago Field Office</td>
<td>1250 S. Grove</td>
<td>Ste. 103</td>
<td>Barrington</td>
<td>IL</td>
<td>60101</td>
</tr>
<tr>
<td>Citizen Potawatomi Nation</td>
<td>Mr.</td>
<td>Jonathan</td>
<td>Froman</td>
<td>Chief</td>
<td>1601 S. Gordon Cooper Drive</td>
<td></td>
<td>Shawnee</td>
<td>OK</td>
<td>74801</td>
</tr>
<tr>
<td>Ho-Chunk Nation</td>
<td>Mr.</td>
<td>John</td>
<td>Froman</td>
<td>Chief</td>
<td>5744 W. Irving Park Road</td>
<td></td>
<td>Chicago</td>
<td>IL</td>
<td>60634</td>
</tr>
<tr>
<td>Peoria Tribe</td>
<td>Chief</td>
<td>John</td>
<td>Froman</td>
<td>Chief</td>
<td>118 S. Eight Tribes Trail</td>
<td>P.O. Box 1527</td>
<td>Miami</td>
<td>OK</td>
<td>74355</td>
</tr>
<tr>
<td>Sac and Fox Tribe - Mississippi and Iowa</td>
<td>Mr.</td>
<td>Jonathan</td>
<td>Buffalo</td>
<td>Chief</td>
<td>349 Meskwaki</td>
<td>Tama</td>
<td>IA</td>
<td>52339</td>
<td></td>
</tr>
<tr>
<td>Sac and Fox Tribe - Missouri and Kansas</td>
<td>Mr.</td>
<td>Jonathan</td>
<td>Buffalo</td>
<td>Chief</td>
<td>305 N. Main Street</td>
<td>Reserve</td>
<td>KS</td>
<td>66434</td>
<td></td>
</tr>
<tr>
<td>Sac and Fox Tribe - Oklahoma</td>
<td>Mr.</td>
<td>Jonathan</td>
<td>Buffalo</td>
<td>Chief</td>
<td>Rt. 2 Box 246</td>
<td>Stroud</td>
<td>OK</td>
<td>74079</td>
<td></td>
</tr>
</tbody>
</table>

Prepared for the Chicago Transit Authority
By Kathy Schaeffer and Associates, Inc.
Appendix D – Participating Agency Invitation Letters
Re: Invitation to Participate in Environmental Review Process for the CTA Orange Line Extension

Dear [Agency Representative]:

The Federal Transit Administration (FTA), in cooperation with the Chicago Transit Authority (CTA), is initiating the preparation of an Environmental Impact Statement for the proposed Orange Line Extension project. The proposed project would extend the Orange Line, a heavy rail transit line, 2.3 miles from its existing Midway Station at the Midway International Airport to a new terminal station at Ford City.

The purpose of the project, as currently defined, is to improve access to the existing Orange Line for southwest side and southwest suburban residents and businesses, support the area’s ongoing economic development efforts, and strengthen the competitiveness of transit in the reverse commute market. The enclosed scoping information packet provides more details including a preliminary project schedule.

An Alternatives Analysis has been completed for this project and the final report may be found at http://www.transitchicago.com/OrangeEIS. Through the Alternatives Analysis process and with input from the public and agencies, the project area and the range of alternatives have been refined and a locally preferred alternative has been selected. The project area and the alternatives identified in the Alternatives Analysis will be the subjects of the Draft EIS.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to the project that is the subject of this letter. As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other
Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become participating agencies in the environmental review process.¹

Your agency has been identified preliminarily as one that may have an interest in this project, because of the surrounding land uses which include the Midway International Airport, freight corridors, residential neighborhoods, and commercial districts and the potential for impacts to the physical and human environment from construction and operation of the project; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. These opportunities will build on the early participation opportunities that were provided during the Alternatives Analysis process. In addition, you will be asked to:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

Your agency does not have to accept this invitation. If, however, you elect not to become a participating agency, you must decline this invitation in writing, indicating that your agency has no jurisdiction or authority with respect to the project, no expertise or information relevant to the project, and does not intend to submit comments on the project. The declination may be transmitted electronically to Mr. David Werner of our Region V Office at david.werner@dot.gov; please include the title of the official responding. In order to give your agency adequate opportunity to weigh the relevance of your participation in this environmental review process, written response to this invitation is not due until after the agency scoping meeting. The interagency scoping meeting will be held on the following date and location:

- Thursday, September 24 at 1:30 p.m. at CTA Headquarters, in Conference Room 2C, 567 W. Lake Street, Chicago, IL 60661.

You or your delegate is invited to represent your agency at this meeting. Please note that building security requires meeting attendees to RSVP in advance. Your agency will be treated as

¹Designation as a "participating agency" does not imply that the participating agency supports the proposed project or has any jurisdiction over, or special expertise concerning the proposed project or its potential impacts. A "participating agency" differs from a "cooperating agency," which is defined in regulations implementing the National Environmental Policy Act as "any Federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment." 40 C.F.R. § 1508.5.
participating agency unless your written response declining such designation as outlined above is transmitted to this office not later than October 1, 2009.

We are providing a copy of the Federal Register Notice of Intent and scoping information materials with this letter that include a description of the project area and proposed alternatives. Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation or to RSVP your attendance at the interagency scoping meeting, please contact Mr. Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, PO Box 7602, Chicago, IL 60680-7602, via email at OrangeExtension@transitchicago.com, or phone at (312) 681-4240.

Sincerely,

Marisol R. Simon
Regional Administrator

Enclosures (2):
1. Scoping Information Packet/Schedule
2. Federal Register NOI

cc: Jeffrey Busby, Chicago Transit Authority
September 2, 2009

[Insert Agency Representative]
[Insert Agency Name]
[Insert Address]
[Insert, City, State, Zip]

Re: Invitation to Participate in Environmental Review Process for the CTA Orange Line Extension

Dear [Agency Representative]:

The Federal Transit Administration (FTA), in cooperation with the Chicago Transit Authority (CTA), is initiating the preparation of an Environmental Impact Statement for the proposed Orange Line Extension project. The proposed project would extend the Orange Line, a heavy rail transit line, 2.3 miles from its existing Midway Station at the Midway International Airport to a new terminal station at Ford City.

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- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

If you elect to become a participating agency, you must accept this invitation in writing. The acceptance may be transmitted electronically to Mr. Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, at OrangeExtension@transitchicago.com; please include the title of the official responding. In order to give your agency adequate opportunity to weigh the relevance of your participation in this environmental review process, written responses to this invitation are not due until after the agency scoping meeting. The agency scoping meeting will be held on the following date and location:

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You or your delegate is invited to represent your agency at this meeting. Please note that building security requires meeting attendees to RSVP in advance. Written responses accepting designation as participating agencies should be transmitted to this office not later than October 2, 2009.

¹Designation as a "participating agency" does not imply that the participating agency supports the proposed project or has any jurisdiction over, or special expertise concerning the proposed project or its potential impacts. A "participating agency" differs from a "cooperating agency," which is defined in regulations implementing the National Environmental Policy Act as "any Federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment." 40 C.F.R. § 1508.5.
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Sincerely,

John Paquet
Vice President
Planning and Development

Enclosures (2):
1. Scoping Information Packet/Schedule
2. Federal Register NOI

cc: Federal Transit Administration
Appendix E – Agency Scoping Meeting
<table>
<thead>
<tr>
<th>PRINTED NAME</th>
<th>TITLE</th>
<th>ORGANIZATION</th>
<th>ADDRESS</th>
<th>CITY, STATE ZIP</th>
<th>PHONE</th>
<th>E-MAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1</strong></td>
<td>Michelle Nolan</td>
<td>Project Manager</td>
<td>City of Chicago</td>
<td>121 W. Jackson, Room 6002</td>
<td>Chicago, IL 60604</td>
<td>312-744-4417</td>
</tr>
<tr>
<td><strong>2</strong></td>
<td>Edie Diaz</td>
<td>Chicago Housing Authority Executive Office</td>
<td>60 E. Jackson, Suite 1200</td>
<td>Chicago, IL 60605</td>
<td>312-913-5818</td>
<td><a href="mailto:ediaz@thecha.org">ediaz@thecha.org</a></td>
</tr>
<tr>
<td><strong>3</strong></td>
<td>Tom Radak</td>
<td>SR Project Mgr</td>
<td>Pace</td>
<td>550 W. Afftonquin</td>
<td>Arlington Hts, IL 60005</td>
<td>847-228-2478</td>
</tr>
<tr>
<td><strong>4</strong></td>
<td>Kevin Laberge</td>
<td>Environmental Engineer III</td>
<td>Chicago Dept. of Environment</td>
<td>80 W. LaSalle St., 25th Flr.</td>
<td>Chicago, IL 60602</td>
<td>312-744-0463</td>
</tr>
<tr>
<td><strong>5</strong></td>
<td>Ryan Richter</td>
<td>Metra</td>
<td></td>
<td></td>
<td>Chicago, IL 60601</td>
<td>312-322-8030</td>
</tr>
<tr>
<td><strong>6</strong></td>
<td>Adam Rod</td>
<td>Chicago Dept of Aviation Manager</td>
<td>P.O. Box 800072, OHARE INTL AIRPORT</td>
<td>Chicago, IL 60666</td>
<td>773-894-6907</td>
<td><a href="mailto:aerod@ohare.com">aerod@ohare.com</a></td>
</tr>
<tr>
<td><strong>7</strong></td>
<td>David Tomzik</td>
<td>Manager Long Range Planning</td>
<td>Pace</td>
<td>550 W. Afftonquin</td>
<td>Arlington Hts, IL 60005</td>
<td>847-228-2462</td>
</tr>
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</tr>
<tr>
<td>LIL BUDZINSKI</td>
<td>Section Chief</td>
<td>IL Dept. of Trans</td>
<td></td>
<td>(312) 793-2110</td>
<td>LIL <a href="mailto:BUDZINSKI@ILLINOIS.GOV">BUDZINSKI@ILLINOIS.GOV</a></td>
<td></td>
</tr>
<tr>
<td>DAVE BRAADY</td>
<td>Bedford Park</td>
<td>Village President</td>
<td></td>
<td>(708) 458-2067</td>
<td><a href="mailto:DGRAADY@VILLAGE.BEDFORDPAK.COM">DGRAADY@VILLAGE.BEDFORDPAK.COM</a></td>
<td></td>
</tr>
<tr>
<td>Keith Privett</td>
<td>Coordinating Planner</td>
<td>Chicago ODT</td>
<td></td>
<td>312-744-1981</td>
<td><a href="mailto:KPRIVETTE@CITYOFCHICAGO.ORG">KPRIVETTE@CITYOFCHICAGO.ORG</a></td>
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<tr>
<td>JILL ZWICK</td>
<td>Sec. of State</td>
<td>Illinois</td>
<td></td>
<td>312-793-8876</td>
<td><a href="mailto:JZWICK@ILSOS.NET">JZWICK@ILSOS.NET</a></td>
<td></td>
</tr>
<tr>
<td>Amy Hanson</td>
<td>EPS</td>
<td>FAA</td>
<td></td>
<td>847-294-7354</td>
<td><a href="mailto:amy.hanson@faa.gov">amy.hanson@faa.gov</a></td>
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<tr>
<td>1</td>
<td>K. Kimmelman</td>
<td>FTA</td>
<td></td>
<td>312-353-4060</td>
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<tr>
<td>2</td>
<td>Janine Ensley</td>
<td>Ste.54</td>
<td></td>
<td>312-744-8512</td>
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</table>
MEETING MINUTES

RE: Orange Line Extension
Agency Scoping Meeting

MEETING NO. & DATE: No. 1 – September 24, 2009

CHAIRPERSON: Jeff Busby, CTA

LOCATION: CTA Offices: 567 West Lake Street

TO: Distribution and All Attendees

ATTENDEES:

<table>
<thead>
<tr>
<th>Names</th>
<th>Initials</th>
<th>Organization / Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jeffrey Busby</td>
<td>JB</td>
<td>CTA Strategic Planning</td>
</tr>
<tr>
<td>Helene Kornblatt</td>
<td>HK</td>
<td>CWC Transit Group</td>
</tr>
<tr>
<td>Kate Stenberg</td>
<td>KS</td>
<td>CWC Transit Group</td>
</tr>
<tr>
<td>Chris Martel</td>
<td>CM</td>
<td>CWC Transit Group</td>
</tr>
<tr>
<td>Bob Tessiatore</td>
<td>BT</td>
<td>CWC Transit Group</td>
</tr>
<tr>
<td>Kim Cheever</td>
<td>KC</td>
<td>CWC Transit Group</td>
</tr>
<tr>
<td>John Kulpa</td>
<td>JK</td>
<td>CWC Transit Group</td>
</tr>
<tr>
<td>Joe Clemens</td>
<td>JC</td>
<td>CWC Transit Group</td>
</tr>
<tr>
<td>Kristy Ranieri</td>
<td>KR</td>
<td>CirclePoint (CWC team member firm)</td>
</tr>
<tr>
<td>Sarah Layton-Wallace</td>
<td>SLW</td>
<td>CirclePoint (CWC team member firm)</td>
</tr>
<tr>
<td>Michelle Nolan</td>
<td></td>
<td>City of Chicago, Dept. of Comm. Dev. / Project Manager</td>
</tr>
<tr>
<td>Edie Diaz</td>
<td></td>
<td>Chicago Housing Authority (CHA) / Executive Office</td>
</tr>
<tr>
<td>Kevin Laberge</td>
<td></td>
<td>Chicago Dept. of Env. (CDOE) / Environmental Engineer III</td>
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<tr>
<td>Lois Kimmelman</td>
<td></td>
<td>Federal Transit Administration (FTA)</td>
</tr>
<tr>
<td>Adam Rod</td>
<td></td>
<td>Chicago Dept. of Aviation (CDOA) / Planning</td>
</tr>
<tr>
<td>David Brady</td>
<td></td>
<td>Village of Bedford Park / Village President</td>
</tr>
<tr>
<td>Tom Radak</td>
<td></td>
<td>Pace / Senior Project Manager</td>
</tr>
<tr>
<td>David Tomzik</td>
<td></td>
<td>Pace / Manager Long Range Planning</td>
</tr>
<tr>
<td>Lil Budzinski</td>
<td></td>
<td>IL Dept. of Transportation (IDOT) / Section Chief</td>
</tr>
<tr>
<td>Keith Privett</td>
<td></td>
<td>Chicago Dept. of Trans. (CDOT) / Coordinating Planner</td>
</tr>
<tr>
<td>Jill Zwick</td>
<td></td>
<td>State of Illinois / Secretary of State</td>
</tr>
<tr>
<td>Amy Hanson</td>
<td></td>
<td>Federal Aviation Administration (FAA) / EPS</td>
</tr>
<tr>
<td>Jonathan Ernst</td>
<td></td>
<td>City of Chicago / Streets &amp; Sanitation</td>
</tr>
</tbody>
</table>
Meeting called to order at 1:35 pm CDT.

Objective: Agency Scoping

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Item Description</th>
<th>Responsibility</th>
<th>Due Date</th>
</tr>
</thead>
</table>
| 1.00    | **Agency Participation Request**  
CTA presented a project overview and requested questions/comments from agencies in attendance. CTA requested written request from agencies interested in being a participating agency by October 2, 2009. Agencies do not have to be a participating agency to be involved, but it offers them a more active role in the process. Following the presentation, the meeting was opened up to questions and comments. |               |          |
| 1.01    | CWC: Please note that the deadline to submit comments is October 27, 2009.       |               |          |
| 2.00    | **Operational Comments:**  
Pace: What is the approximate running time from Midway to Ford City Mall?  
CTA: About 5 minutes.  
|               | Pace: Will there be bus space?  
CTA: Bus space is included in the cost estimate. |               |          |
| 2.02    | Pace: Concern that only “some” Pace buses will continue to run, this would be an impact for Pace.  
CWC: We would analyze the operating plans to determine what bus operations would work best with the alternative. |               |          |
| 2.03    | CDOT: Suggested surveying riders on the route to gauge rider’s perceptions of these route changes.  
CTA: Or to find out if riders are transferring from PACE to CTA to head to Midway. This is acknowledged as an issue and there were some public comments on this as well. |               |          |
| 3.00    | **CDOT Property**  
IDOT: Has CDOT been successful in purchasing properties?  
CDOT: Ensuring nothing is developed on that site. Privately owned parcel may have to go through eminent domain. Priority of preserving untouched parcels.  
CTA: New T-zone zoning in the City of Chicago that is just for transportation uses. This would allow parking and freight to continue but it would limit residential development. |               |          |
<table>
<thead>
<tr>
<th>Item No.</th>
<th>Item Description</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.00</td>
<td>Street Closures</td>
<td>Streets &amp; Sanitation: Will there be long-term street closures during the construction phase? CTA: Some temporary closures during construction are likely, but there would not be permanent closures. Preliminary discussions with Ford City Mall indicate there may be some road and access realignment necessary. CWC: Potential construction impacts like road closures would be discussed in the EIS document:</td>
</tr>
<tr>
<td>5.00</td>
<td>Street Lighting</td>
<td>Streets &amp; Sanitation: Will street lighting be affected or required under the structure? CTA: This should be brought up formally by the agency and CTA will study it.</td>
</tr>
<tr>
<td>6.00</td>
<td>Rail Location</td>
<td>IDOT: Will the elevated tracks be located on the Cicero Avenue bridge? CTA: The tracks would cross the rail yard on a separate bridge. The elevated structure is envisioned to be on the east side of Cicero. Bridge abutments would line up with supports of CTA structure.</td>
</tr>
<tr>
<td>6.01</td>
<td></td>
<td>PACE: Coming up on the bridge in the rail yard, is it elevated over the rail yard? CTA: Yes the new line would be elevated over the rail yard on a new bridge structure.</td>
</tr>
<tr>
<td>7.00</td>
<td>Aviation Coordination</td>
<td>FAA: Has concerns about height of elevated track which may be higher than adjacent buildings. Requested a copy of a feasibility study when available.</td>
</tr>
<tr>
<td>8.00</td>
<td>Noise Impacts</td>
<td>DOE: Has concerns with potential noise impacts.</td>
</tr>
<tr>
<td>9.00</td>
<td>Public Input</td>
<td>A question was asked about what issues were raised by the public at the public scoping meeting. CWC: The public concerns included safety, security, noise and vibration.</td>
</tr>
</tbody>
</table>

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

cc: Attendees
Appendix F – Agencies and Organizations Notified of Scoping
<table>
<thead>
<tr>
<th>Organization</th>
<th>Salutation</th>
<th>First Name</th>
<th>Last Name</th>
<th>Title</th>
<th>Address</th>
<th>Apt/ Floor</th>
<th>City</th>
<th>State</th>
<th>Zip</th>
</tr>
</thead>
<tbody>
<tr>
<td>Advocate Christ Medical Center</td>
<td>Mr.</td>
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<td>Mr.</td>
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<td>Pettit</td>
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<td>Monrose</td>
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Prepared for the Chicago Transit Authority  
By Kathy Schaeffer and Associates, Inc.
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<td>Mr. Andy</td>
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Prepared for the Chicago Transit Authority
By Kathy Schaeffer and Associates, Inc.
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<td>Timothy</td>
<td>Barkley</td>
<td>Director, Office of Policy &amp; Communication</td>
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<td>Rod</td>
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Prepared for the Chicago Transit Authority
By Kathy Schaefer and Associates, Inc.
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<td>Connor Kelly</td>
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Appendix G – Notification Materials
Orange Line Extension

PROJECT OVERVIEW
The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Orange Line from Midway Station at the Midway International Airport south along the Belt Railway Company right-of-way from 59th to Marquette Road, crossing the Belt Railway Company Clearing Yard and ending on Cicero Avenue. The extension includes 2.3 new route miles of rapid transit from the existing Orange Line and one additional station at approximately 7600 S. Cicero Avenue with new bus terminal and parking facilities.

ENVIRONMENTAL PROCESS OVERVIEW
CTA and the Federal Transit Administration (FTA) have initiated the federal environmental process pursuant to the National Environmental Policy Act (NEPA) and are preparing an Environmental Impact Statement (EIS) for the project. The EIS will build upon the Alternatives Analysis (AA) process that occurred from 2006 - 2009 and culminated in the designation of a Locally Preferred Alternative by the Chicago Transit Board on August 12, 2009. The AA process analyzed an array of transportation alternatives and included an extensive public involvement process. The EIS will evaluate at least three alternatives: a No Build Alternative, a Transportation System Management (TSM) Alternative and the Locally Preferred Alternative that extends the Orange Line to Cicero Avenue near 76th Street. The EIS will describe the alternatives, the existing environmental setting, the potential impacts from construction and operation of each alternative and proposed mitigation measures to reduce or eliminate potential impacts.

SCOPING MEETING
You are invited to attend a public scoping meeting to learn more about the project and to provide feedback on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and potential effects and mitigation measures to be included in the EIS.

WHAT IS SCOPING?
The process of determining the scope, focus and content of an EIS is known as “scoping.” During the scoping process the public, as well as city, county, state and federal agencies have an opportunity to provide feedback and comments. The purpose of the scoping process is to:
- Identify public and agency concerns early in the environmental process
- Define the issues and alternatives that will be examined in the EIS
- Save time in the overall process and facilitate an efficient EIS preparation process.

SCOPING MEETING DATE AND LOCATION
Monday, September 21, 2009
6:00 p.m. to 8:00 p.m.
Hancock College Preparatory High School
4034 W. 56th Street
Chicago, IL 60629
This location is accessible to people with disabilities and is served by CTA bus routes 53A and 55.

MEETING AGENDA AND FORMAT
Open House: 6:00 pm – 6:45 pm
Learn about the project and talk with project staff.
Presentation and Formal Public Comment: 6:45 pm – 8:00 pm
A brief presentation will be followed by an opportunity to enter formal comments into the public record.

SUBMIT COMMENTS
In addition to comments on the scope of the EIS received at the meeting, written scoping comments will be accepted until October 27, 2009 and may be submitted via mail, e-mail, fax or the project website with attention to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602.
Email: OrangeExtension@transitchicago.com
Website: www.transitchicago.com/OrangeEIS
Fax: (312)-681-4297

ADA AND LANGUAGE ACCOMMODATIONS
To receive an accessible format version of this notice, or if you require an interpreter, including sign language services, or other accommodations at this meeting, please contact Darul Akbar, Government & Community Relations Officer, five days prior to this meeting at (312) 681-2708 or dakbar@transitchicago.com. Information is also available at www.transitchicago.com/OrangeEIS

Customer Information: 1-888-YOUR-CTA (1-888-968-7282) • CTA TTY: 1-888-CTA-TTY1 (1-888-282-8891)
Transit Information: 836-7000 from any local area code RTA TTY: 312-836-4949
Qué es el involucramiento al público

El involucramiento al público se refiere a la participación de la comunidad en el proceso de planificación y toma de decisiones relacionado con un proyecto o programa. En términos legales, el involucramiento al público es un requisito esencial para garantizar que las decisiones sean informadas y basadas en la mejor información disponible.

La participación activa de la comunidad puede proporcionar un mejor entendimiento del proyecto y facilitar la toma de decisiones más justas y equitativas. Los involucrados pueden proporcionar nuevas perspectivas y contribuir a la solución de problemas que quizás no se hubieran identificado de otra manera.

La participación activa también puede aumentar la aceptación pública de los proyectos, lo que puede tener importantes beneficios económicos y sociales. Además, la participación activa puede llevar a una mayor satisfacción y compromiso de los residentes con el proyecto finalizado.

El involucramiento al público no solo implica la recopilación de opiniones y sugerencias, sino que también incluye la creación de un marco para una toma de decisiones efectiva. Esto implica la identificación de los intereses de las partes implicadas, la presentación de información clara y objetiva, y la creación de canales eficaces para la comunicación y la participación.

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ATTEND A PUBLIC SCOPING MEETING

Monday, September 21, 2009
6:00 to 8:00 p.m.
Hancock College Preparatory High School
4034 W. 56th Street, Chicago
Facility accessible to persons with disabilities.

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending Orange Line rapid transit from Midway Station to Cicero Avenue near 76th Street.

We want to hear from you!

Attend the public scoping meeting to learn more about the project and provide feedback on the proposed alternatives, the purpose and need for the project and the environmental and community impacts to be evaluated. The input will help define the environmental studies to be considered in the Draft Environmental Impact Statement (EIS) scheduled for public review in late 2010.

Submit a Comment by October 27, 2009

In addition to comments received at the meeting, written comments will be accepted until October 27, 2009. Comments may be submitted by mail, e-mail or fax, with attention to:

Jeffrey Busby, General Manager, Strategic Planning Chicago Transit Authority
P.O. Box 7602, Chicago, IL 60680-7602
E-mail: OrangeExtension@transitchicago.com
Fax: (312)-681-4297

For More Info: www.transitchicago.com/OrangeEIS
Customer Information: 1-888-YOUR-CTA (1-888-968-7282)
Chicago Transit Authority

Orange Line Extension Project

Connecting Midway to Ford City

Come Participate in the September 21, 2009 Scoping Meeting

Orange Line Extension

PROJECT OVERVIEW

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Orange Line from Midway Station at the Midway International Airport south along the Belt Railway Company right-of-way from 59th to Marquette Road, crossing the Belt Railway Company Clearing Yard and ending on Cicero Avenue. The extension includes 2.3 new route miles of rapid transit from the existing Orange Line and one additional station at approximately 7600 S. Cicero Avenue with new bus terminal and parking facilities.

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CTA and the Federal Transit Administration (FTA) have initiated the federal environmental process pursuant to the National Environmental Policy Act (NEPA) and are preparing an Environmental Impact Statement (EIS) for the project. The EIS will build upon the Alternatives Analysis (AA) process that occurred from 2006 - 2009 and culminated in the designation of a Locally Preferred Alternative by the Chicago Transit Board on August 12, 2009. The AA process analyzed an array of transportation alternatives and included an extensive public involvement process. The EIS will evaluate at least three alternatives: a No Build Alternative, a Transportation System Management (TSM) Alternative and the Locally Preferred Alternative that extends the Orange Line to Cicero Avenue near 76th Street. The EIS will describe the alternatives, the existing environmental setting, the potential impacts from construction and operation of each alternative and proposed mitigation measures to reduce or eliminate potential impacts.

SCOPING MEETING

You are invited to attend a public scoping meeting to learn more about the project and to provide feedback on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and potential effects and mitigation measures to be included in the EIS.

WHAT IS SCOPING?

The process of determining the scope, focus and content of an EIS is known as “scoping.” During the scoping process the public, as well as city, county, state and federal agencies have an opportunity to provide feedback and comments. The purpose of the scoping process is to:

- Identify public and agency concerns early in the environmental process
- Define the issues and alternatives that will be examined in the EIS
- Save time in the overall process and facilitate an efficient EIS preparation process.

SCOPING MEETING DATE AND LOCATION

Monday, September 21, 2009
6:00 p.m. to 8:00 p.m.
Hancock College Preparatory High School
4034 W. 56th Street
Chicago, IL 60629

This location is accessible to people with disabilities and is served by CTA bus routes 53A and 55.

MEETING AGENDA AND FORMAT

Open House: 6:00 pm – 6:45 pm
Learn about the project and talk with project staff.

Presentation and Formal Public Comment: 6:45 pm – 8:00 pm
A brief presentation will be followed by an opportunity to enter formal comments into the public record.

SUBMIT COMMENTS

In addition to comments on the scope of the EIS received at the meeting, written scoping comments will be accepted until October 27, 2009 and may be submitted via mail, e-mail, fax or the project website with attention to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602.

Email: OrangeExtension@transitchicago.com
Website: www.transitchicago.com/OrangeEIS
Fax: (312)-681-4297

ADA AND LANGUAGE ACCOMMODATIONS

To receive an accessible format version of this notice, or if you require an interpreter, including sign language services, or other accommodations at this meeting, please contact Darul Akbar, Government & Community Relations Officer, five days prior to this meeting at (312) 681-2708 or dakbar@transitchicago.com.

Information is also available at www.transitchicago.com/OrangeEIS
Chicago Transit Authority

Red Line Extension NEPA Scoping Meeting Notice

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Red Line from the 95th Street Terminal to the vicinity of 33rd Street. The extension includes 5.5 new route miles of rapid transit from the existing Red Line, four additional stations at approximately 103rd, 113th, 122nd, and 130th Streets - with new bus terminals and parking facilities.

CTA and the Federal Transit Administration (FTA) have initiated the federal environmental process pursuant to the National Environmental Policy Act (NEPA) and are preparing an Environmental Impact Statement (EIS) for the project. The EIS will be built upon the Alternatives Analysis (AA) process that occurred from 2006-2009 and culminated in the designation of a Locally Preferred Alternative by the Chicago Transit Board on August 25, 2009. The AA process analyzed an array of transportation alternatives and included an extensive public involvement process.

You are invited to attend a public scoping meeting to learn more about the project and to provide feedback on the proposed alternatives, purposes and need for the project, the proposed topics of evaluation and potential effects and mitigation measures to be considered in the EIS.

Tuesday, September 22, 2009: 6:00 p.m. to 8:00 p.m.; at the Homan Square Library, 3201 W. Homan Avenue, Chicago, IL 60624.

Wednesday, September 23, 2009: 6:00 p.m. to 8:00 p.m.; at the Oak Park Public Library, 604 E. Oak Park Avenue, Oak Park, IL 60304.

You are invited to attend a public scoping meeting to learn more about the project and to provide feedback on the proposed alternatives, purposes and need for the project, the proposed topics of evaluation and potential effects and mitigation measures to be considered in the EIS.

The location is accessible to people with disabilities and is served by CTA bus 111, 113, 121, and 151. The Metro Electric Main Line.

In addition to comments received at the meeting, written comments will be accepted until October 22, 2009 and may be submitted by mail, email, or fax to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. Email: RedLineExtension@transitchicago.com

To receive an accessible format version of this notice, or if you require an interpreter, including sign language services, or other accommodations at this meeting, please contact Dan Abker, Government & Community Relations Office, via email at dan.abker@transitchicago.com, or by phone at (312) 665-2188.

www.transitchicago.com/RedLine
060863743 Pub: September 8, 2009
CTA to Host Public Meeting for Proposed Orange Line Extension

The Chicago Transit Authority is hosting a public meeting to receive input on the proposed Orange Line Extension project. Attendees will have an opportunity to provide comments on the proposed alternatives, the purpose and need for the project, the potential effects and mitigation measures to be considered in the Environmental Impact Study (EIS).

The meeting is scheduled for:

**Monday, September 21**

6:00 p.m. - 8:00 p.m.

Hancock College Preparatory High School*
4034 W. 56th St., Chicago, IL

(*facility is accessible to people with disabilities)

Written comments also will be accepted until October 27. Scoping comments may be submitted via mail, email or fax to the attention of:

Jeffery Busby, General Manager, Strategic Planning  
Chicago Transit Authority  
PO Box 7602  
Chicago IL 60680-7602  
OrangeExtension@transitchicago.com  
Fax 312-681-4297

Attendees who require an interpreter, including sign language services, or other accommodations at the meeting should contact Darud Akbar, Government and Community Relations Officer, at 312-681-2708.

CTA and the Federal Transit Administration (FTA) have initiated the federal environmental process pursuant to the National Environmental Policy Act (NEPA) and are preparing an EIS for the project. The EIS will evaluate at least three alternatives: a No Build Alternative, a Transportation System Management (TSM) Alternative and the Locally Preferred Alternative (LPA) adopted by the Chicago Transit Board that extends the Orange Line to Cicero Avenue near 76th Street.

The EIS will build upon the Alternatives Analysis process that led to the adoption of a Locally Preferred Alternative.

The Federal Transit Administration’s New Starts program requires transit project proposals to proceed through a process of planning, design and construction. The FTA process consists of five formal steps: Alternatives Analysis (AA), Environmental Impact Statement, Preliminary Engineering, Final Design and Construction.

# # #
ATTEND A
PUBLIC SCOPING MEETING

Monday, September 21, 2009
6:00 to 8:00 p.m.
Hancock College Preparatory High School
4034 W. 56th Street, Chicago
Facility accessible to persons with disabilities.

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending Orange Line rapid transit from Midway Station at the Midway International Airport to Cicero Avenue near 76th Street.

We want to hear from you!

Attend this public scoping meeting to learn more about the project and provide feedback on the proposed alternatives, the purpose and need for the project and its environmental and community impacts to be evaluated. The input will help define the environmental issues to be considered in the Draft Environmental Impact Statement (EIS) scheduled for public review in late 2010.

Submit a Comment by October 27, 2009

In addition to comments received at the meeting, written comments will be accepted until October 27, 2009. Comments may be submitted by mail, email or fax with attention to:

Jeffrey Susby, General Manager, Strategic Planning, Chicago Transit Authority
P.O. Box 7602, Chicago, IL 60680-7602
Email: OrangeExtension@transitchicago.com
Fax: (312) 681-4297

For More Info: www.transitchicago.com/OrangeEIS
Customer Information: 1-888-YOUR-CTA (1-888-967-2828)
ATTEND A PUBLIC SCOPING MEETING

Yellow Line Extension

Customer Information: 1-888-676-2282
For More Info: www.TransLink.ca/Grainger

PUBLIC INQUIRY MEETING

Back To School In Style

Chicago Sun-Times
ATTEND A
PUBLIC SCOPING MEETING

Monday, September 21, 2009
5:00 to 8:00 p.m.
Haruneck College Preparatory High School
4024 W. 56th Street, Chicago
Facility accessible to persons with disabilities.

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending Orange Line rapid transit from Midway Station on the Midway International Airport to Cicero Avenue near 76th Street.

We want to hear from you!
Attend the public scoping meeting to learn more about the project and provide feedback on the proposed alternatives, the purpose and need for the project and the environmental and community impacts to be evaluated. The input will help define the environmental studies to be considered in the Draft Environmental Impact Statement (EIS) scheduled for public review in late 2010.

Submit a Comment by October 27, 2009
In addition to comments received at the meeting, written comments will be accepted until October 27, 2009. Comments may be submitted by mail, email or fax, with attention to:
Jeffrey Bush, General Manager, Strategic Planning, Chicago Transit Authority,
P.O. Box 7607, Chicago, IL 60680-7602
Email: OrangeExtension@transitchicago.com
Fax: (312) 666-4292

For More Info: www.transitchicago.com/OrangeEIS
Customer Information: 1-800-CTA-7287 (1-800-282-7287)
ATTEND A PUBLIC SCOPING MEETING

**Yellow Line Extension**
Connecting Dempster Station to Old Orchard Road

**ATTEND A PUBLIC SCOPING MEETING**

**Wednesday, September 23, 2009**
6:00 to 8:00 p.m.
Cahn Hall, Community Room
4701 Golf Street, Skokie

Facility accessible to persons with disabilities.

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Yellow Line from Dempster Station to Old Orchard Road.

We want to hear from you!
Attend the public scoping meeting to learn more about the project and provide feedback on the proposed alternatives, the purpose and need for the project and the environmental and community impacts to be evaluated. The input will help define the environmental studies to be considered in the Draft Environmental Impact Statement (EIS) scheduled for public review in late 2010.

Submit a Comment by October 27, 2009
In addition to comments received at the meeting, written comments will be accepted until October 27, 2009. Comments may be submitted by mail or fax, with attention to:

Jeffrey Busby, General Manager, Strategic Planning
Chicago Transit Authority
P.O. Box 7602, Chicago, IL 60680-7602
Email: Yellow@ctachicago.com • Fax: (312) 681-4297

For More Info: www.transitchicago.com/YellowEIS
Customer Information: 1-888-YOUR-CTA (1-888-968-7282)

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**Red Line Extension**
Connecting 95th Street to the 95th Street Station

**ATTEND A PUBLIC SCOPING MEETING**

**Tuesday, September 22, 2009**
6:00 to 8:00 p.m.
Horizon Polis House Visitor Center
11141 S. Cottage Grove Avenue, Chicago

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Red Line from the 95th Street Station to the vicinity of 130th Street.

We want to hear from you!
Attend one of the public scoping meetings to learn more about the project and provide feedback on the proposed alternatives, the purpose and need for the project and the environmental and community impacts to be evaluated. The input will help define the environmental studies to be considered in the Draft Environmental Impact Statement (EIS) scheduled for public review in late 2010.

Submit a Comment by October 27, 2009
In addition to comments received at the meeting, written comments will be accepted until October 27, 2009. Comments may be submitted by mail or fax, with attention to:

Jeffrey Busby, General Manager, Strategic Planning
Chicago Transit Authority
P.O. Box 7602, Chicago, IL 60680-7602
Email: Red@ctachicago.com • Fax: (312) 681-4297

For More Info: www.transitchicago.com/RedEIS
Customer Information: 1-888-YOUR-CTA (1-888-968-7282)

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**FUTURES & OPTIONS TRADING**
**NORTHEASTERN CERTIFICATE PROGRAM**

Led by experienced traders, these exciting courses provide excellent opportunities for new traders and career changes to broaden their knowledge and skills regarding key aspects of the futures and options markets and the derivative products that trade on them. Current traders will also benefit from courses on topics such as derivatives, options and psychological tactics. Attend classes online or close to the heart of the action, in the Chicago Loop.

**ATTEND A PUBLIC SCOPING MEETING**

**Orange Line Extension**
Connecting Orange Line to the Midway Station

**Monday, September 21, 2009**
6:00 to 8:00 p.m.
Harold College Preparatory High School
4034 W. 55th Street, Chicago

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending Orange Line rapid transit from Midway Station to Midway International Airport in the area near 76th Street.

We want to hear from you!
Attend the public scoping meeting to learn more about the project and provide feedback on the proposed alternatives, the purpose and need for the project and the environmental and community impacts to be evaluated. The input will help define the environmental studies to be considered in the Draft Environmental Impact Statement (EIS) scheduled for public review in late 2010.

Submit a Comment by October 27, 2009
In addition to comments received at the meeting, written comments will be accepted until October 27, 2009. Comments may be submitted by mail, email or fax, with attention to:

Jeffrey Busby, General Manager, Strategic Planning
Chicago Transit Authority
P.O. Box 7602, Chicago, IL 60680-7602
Email: Orange@transitchicago.com • Fax: (312) 681-4297

For More Info: www.transitchicago.com/OrangeEIS
Customer Information: 1-888-YOUR-CTA (1-888-968-7282)
ATTEND A
PUBLIC SCOPING MEETING

Monday, September 21, 2009
6:00 to 8:00 p.m.
Hancock College Preparatory High School
4034 W. 56th Street, Chicago
Facility accessible to persons with disabilities.

The Chicago Transit Authority (CTA) is proposing to make transportation improvements extending Orange line rapid transit from Midway Station at the Midway International Airport to Cicero Avenue near 76th Street.

We want to hear from you!
Attend the public scoping meeting to learn more about the project and provide feedback to project sponsors on the purpose and need for the project, and the environmental impacts to be evaluated. This input will help define the environmental studies required in the Final Environmental Impact Statement (EIS) scheduled for public review in late 2010.

Submit a Comment by October 27, 2009
In addition to comments received at the meeting, written comments will be accepted by October 27, 2009. Comments may be submitted by mail, email or fax, with attention to Jeffrey Bobby, General Manager, Strategic Planning, Chicago Transit Authority P.O. Box 7002, Chicago, IL 60680-7002
Email: OrangeExpansion@transitchicago.com
Fax: (312) 666-4297

For More Info: www.transitchicago.com/OrangeSt
Customer Information: 1-888-YOUR-CTA (1-888-968-272)

Southwest News-Herald
Friday, September 11, 2009
Winds of change: Hurricane season a dud so far

BY JENNIFER BAY
The Associated Press

MIAMI — It may be tempting the weather gods just to point this out, but this has been a dud of a hurricane season so far.

Only two hurricanes have formed in the Atlantic over the past three months, and neither hit the United States — a somewhat unusual lull.

"I'm glad that I didn't have to go out and get anything — yet," said Lisa Galiano, who was shopping at a Wal-Mart in suburban Miami on Friday, around what is usually the very peak of the Atlantic hurricane season. "There's always a chance."

Forecasters attribute the calm to a weak El Nino, the periodic warming of the central Pacific Ocean. It is producing strong upper-level winds out of the west that areeroding away the tops of thunderstorms clouds that can develop into hurricanes.

Of course, the season has nearly 3½ months to go, and forecasters and emergency planners are warning people not to let their guard down, noting that powerful hurricanes have hit in the fall, including Wilma, which cut an unusually large swath of damage across Florida in October 2005.

"It's less active, but there's still a possibility of a hurricane strike," said Gerry Bell, a hurricane forecaster at the National Oceanic and Atmospheric Administration's Climate Prediction Center in Washington.

NOAA's forecast just before the June 1 start of the Atlantic season called for six to 10 named tropical storms, with four to seven of them becoming hurricanes. No tropical storms took shape until Aug. 15, when Ana formed. Five more have developed since then, including Claudette, which hit the Florida Panhandle.

Two of those tropical storms strengthened into hurricanes Bill and Fred.

Bill never came ashore in the United States but churned up waves blamed for at least two deaths and at least $50 million in damage in Maine, the Carolinas and Florida, while Fred, meanwhile, weakened to a tropical storm Friday while it was still far out over the Atlantic.

By mid-September of last year, there had been nine tropical storms, five of them hurricanes, including Ike, which plowed into Galveston Island, Texas, on Sept. 12, Gustav, which pounded Louisiana on Sept. 1 and Dolly, which slammed south Texas in late July.


During a less active period from 1970 to 1994, there were six seasons when no hurricanes hit this country.

The Federal Emergency Management Agency advises coastal residents to maintain kits of emergency supplies and other items that might be needed in a storm.

Venus Witherpoon, of Miami,

Annual storms
So far this year, there have only been two Atlantic hurricanes. The season continues through November.

- Tropical depression
- Tropical storm
- Hurricane

Damage done:
Power outages, flooding and widespread destruction, including in Gulfport, Miss., was among the buildings damaged by Hurricane Gustav in 2008. File photo

ATTEND A PUBLIC SCOPING MEETING

Monday, September 21, 2009
6:00 to 8:00 p.m.
Hancock College Preparatory High School
4034 W. 56th Street, Chicago
Facility accessible to persons with disabilities.

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending Orange Line from the Midway Airport to the 95th Street Station.

We want to hear from you!

Attend the public scoping meeting to learn more about the project and provide feedback on the proposed alternatives. The purpose and need for the project and the environmental and community impacts to be evaluated are available. The input will help define the environmental studies to be conducted.

Submit a Comment by October 27, 2009
In addition to comments received at the meeting, written comments will be accepted until October 27, 2009. Comments may be submitted by mail, email or fax, with attention to:
Jeffrey Busby, General Manager, Strategic Planning
Chicago Transit Authority
P.O. Box 7602, Chicago, IL 60680-7602
Email: OrangeEIS@chicagotransit.com
Fax: (312) 641-4279

For More Info: www.transitchicago.com/OrangeEIS
Customer Information: 1-888-YOUR-CTA (1-888-968-7282)

ATTEND A PUBLIC SCOPING MEETING

Tuesday, September 22, 2009
6:00 to 8:00 p.m.
Hancock Regional Chicago Public Library
11141 S. Cottage Grove Avenue, Chicago
Information presented will be at the same or both meetings. These facilities are accessible to persons with disabilities.

We want to hear from you!

Attend the public scoping meeting to learn more about the project and provide feedback on the proposed alternatives. The purpose and need for the project and the environmental and community impacts to be evaluated are available. The input will help define the environmental studies to be conducted.

Submit a Comment by October 27, 2009
In addition to comments received at the meeting, written comments will be accepted until October 27, 2009. Comments may be submitted by mail, email or fax, with attention to:
Jeffrey Busby, General Manager, Strategic Planning
Chicago Transit Authority
P.O. Box 7602, Chicago, IL 60680-7602
Email: RedLineEIS@chicagotransit.com
Fax: (312) 641-4279

For More Info: www.transitchicago.com/RedEIS
Customer Information: 1-888-YOUR-CTA (1-888-968-7282)
ATTEND A PUBLIC SCOPING MEETING

Customer Information: 1-888-902-CA (1-888-902-2222)

For More Information: www.maxwimtiminfo.com/oregennps

We want to hear from you!
The California Pyramid Lake Shasta-Trinity National Forest is currently in the process of preparing a Draft Environmental Impact Statement/Impact Assessment under the National Environmental Policy Act. As part of this process, the U.S. Forest Service is inviting public input to help shape the final document. We welcome your comments and suggestions on the proposed action, including benefits and potential impacts of the proposed project.

The public scoping meeting is scheduled for Thursday, October 2, 2009, at 6:00 p.m. at the Crescenta Valley Cultural Center, 200 East Orange Grove Boulevard, Pasadena, California 91107. This meeting will provide an opportunity for the public to ask questions and discuss the project with Forest Service staff.

We encourage you to attend and provide your input. Your participation is important in helping us develop a project that meets the needs of our communities.

To further your understanding of the proposed project, we encourage you to visit the project website at www.maxwimtiminfo.com/oregennps. Here you can review the Draft Environmental Impact Statement/Impact Assessment, find frequently asked questions, and access other project information.

We look forward to hearing from you and hope you can attend the public scoping meeting. Your input is valued and will be considered in the development of the final environmental document.
ASISTA A UNA REUNIÓN DE INVOLUCRAMIENTO AL PÚBlico

Lunes, 21 de septiembre de 2009
6:00 a 8:00 p.m.
Hancock College Preparatory High School
4034 W. 56th Street, Chicago
Esta localidad tiene acceso para las personas con incapacidades.

¿Queremos oír sus opiniones!
Asistir a una reunión de involucramiento al público, para enterarse en más detalle sobre el proyecto y para expresar sus opiniones sobre las alternativas propuestas, el propósito y la necesidad del proyecto, los efectos medioambientales y comunitarios que habrá que considerar en el borrador de la Declaración sobre el Impacto Medioambiental (conocida en inglés por sus siglas "EIS"), programado para repaso por el público a fines del 2010.

Entregue sus comentarios hasta el 27 de octubre de 2009.
Además de los comentarios que se entregan en la reunión, se aceptarán comentarios por escrito hasta el 27 de octubre de 2009, los cuales pueden entregarse por correo postal, correo electrónico, por facsimil, a la atención de:
Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority
P.O. Box 7602, Chicago, IL 60680-7602
Email: OrangeExtention@transitionchicago.com • Fax: (312) 681-4297

Para más información: transitchicago.com/OrangeEIS
Información al cliente: 1-888-YOUR-CTA (1-888-968-7282)

ASISTA A UNA REUNIÓN DE INVOLUCRAMIENTO AL PÚBlico

Miercoles, 23 de septiembre de 2009
6:00 a 8:00 p.m.
Oakton Community Center
4701 Oakton Street, Skokie
Esta localidad tiene acceso para las personas con incapacidades.

¿Queremos oír sus opiniones!
Asistir a una reunión de involucramiento al público, para enterarse en más detalle sobre el proyecto y para expresar sus opiniones sobre las alternativas propuestas, el propósito y la necesidad del proyecto, los efectos medioambientales y comunitarios que habrá que considerar en el borrador de la Declaración sobre el Impacto Medioambiental (conocida en inglés por sus siglas "EIS"), programado para repaso por el público a fines del 2010.

Entregue sus comentarios hasta el 27 de octubre de 2009.
Además de los comentarios que se entregan en la reunión, se aceptarán comentarios por escrito hasta el 27 de octubre de 2009, los cuales pueden entregarse por correo postal, correo electrónico, por facsimil, a la atención de:
Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority
P.O. Box 7602, Chicago, IL 60680-7602
Email: OrangeExtention@transitionchicago.com • Fax: (312) 681-4297

Para más información: transitchicago.com/RedEIS
Información al cliente: 1-888-YOUR-CTA (1-888-968-7282)
The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending Orange Line rapid transit from Midway Station at the Midway International Airport to Cicero Avenue near 76th Street. Attend the public scoping meeting to learn more about the project and provide feedback on the proposed alternatives, the purpose and need for the project and the environmental and community impacts to be evaluated. In addition to comments received at the meeting, written scoping comments will be accepted until October 27, 2009.

Attend the Public Scoping Meeting:

Monday, September 21, 2009
6:00 to 8:00 p.m.
Hancock College Preparatory High School
4034 W. 56th Street
Chicago, IL

For More Info: www.transitchicago.com/OrangeEIS

*Facility accessible to people with disabilities.
Appendix H – Scoping Meeting Materials
The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. Please PRINT.

Name: ____________________________________________________________

Organization: __________________________ Title: _______________________

Address: __________________________________________________________________________

City: __________________________ State: ________ Zip: ______________________

Phone: __________________________ E-mail: __________________________

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on October 27, 2009.

________________________________________________________________________

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Scoping comments may be submitted via mail, e-mail, fax or the project website with attention to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. Fax: (312)681-4297, Email: OrangeExtension@transitchicago.com, Website: www.transitchicago.com/OrangeEIS, Customer Information: 1-888-YOUR-CTA (1-888-968-7282), Hearing & Speech Impaired: 1-888-CTA-TTY1 (1-888-282-6891), Transit Information: 836-7000 from any local area code RTA TTY: 312-836-4949
Deadline to submit comments: October 27, 2009
Scoping Meeting Speaker Card

Complete this card if you wish to speak this evening. Your input is a vital component of this phase of the project. Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Thank you for your interest in the Orange Line Expansion project.

Name: __________________________________________________________

Organization: _________________________ Title: __________________

Address: ______________________________________________________

City: ____________________________ State: _______ Zip: ___________

Date: September 21, 2009
INTRODUCTION

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Orange Line, a heavy rail transit line, to connect Midway Station at the Midway International Airport to Ford City. CTA and the Federal Transit Administration (FTA) will be preparing an Environmental Impact Statement (EIS) that will evaluate the environmental impacts of constructing and operating the extension.

PURPOSE OF THE EIS AND SCOPING PROCESS

In accordance with the National Environmental Policy Act (NEPA), CTA and FTA have initiated the environmental review process for the Orange Line Extension. An EIS will be prepared to identify impacts related to project construction and operation. As part of the initial phase of the environmental process, a public scoping meeting will be hosted to receive public comments on the alternatives and issues that should be examined as part of the environmental analysis. This public meeting is also a requirement of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which requires project proponents to provide opportunities for public participation in transportation decision-making.

The process of determining the scope, focus and content of an EIS is known as “scoping.” Scoping meetings are a useful opportunity to obtain information from the public and governmental agencies. In particular, the scoping process asks agencies and interested parties to provide input on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation, and potential impacts and mitigation measures to be considered.
Environmental issues to be examined in the EIS include:

- Cultural resources
- Wildlife and ecosystems
- Energy use
- Land acquisition, displacements and relocations
- Land use
- Natural resources (including air quality and water resources)
- Neighborhood compatibility and environmental justice
- Parklands/ recreational facilities
- Safety and security
- Transportation
- Visual and aesthetic impacts
- Noise and vibration
- Zoning and economic development and secondary development

PROJECT OVERVIEW

In 2006, the Chicago Transit Authority (CTA) and the Federal Transit Administration (FTA) began the Alternatives Analysis process, for the proposed Orange Line Extension. As part of a two step screening process, CTA has held two public meetings over the past two years in order to gather input from the public regarding alternative options. CTA evaluated several alternatives and has adopted the Fixed Guideway Alternative as the Locally Preferred Alternative (LPA) for further study in the EIS. The proposed Orange Line Extension will be further refined during the conceptual design phase of the project and is being carried forward for additional study in the EIS.
The EIS will include an evaluation of the following alternatives:

**No Build Alternative**
The No Build Alternative is defined as the existing transportation system, plus any committed transportation improvements that are already in the Chicago Metropolitan Agency for Planning (CMAP) Transportation Improvement Program. The Orange Line Project Area has one road improvement project included in the FY 2007 – 2012 Transportation Improvement Program (TIP), the Cicero Avenue Smart Corridor Project from 37th Street to 63rd Street scheduled for completion in 2009. All elements of the No Build Alternative are included in each of the other alternatives.

Summary:
- Existing transportation system
- Plus committed transportation improvements: the Cicero Avenue Smart Corridor Project
- Bus transit service focused on the preservation of existing services and projects
- Transit network projected to be substantially the same

**Transportation System Management (TSM) Alternative**
The proposed TSM Alternative is a Bus Rapid Transit (BRT) alternative that operates west on 59th Street from the 59th Street Midway Station bus terminal to Cicero Avenue, and then south on Cicero Avenue from 59th Street to approximately 76th Street.

Summary:
- No Build Alternative, plus:
  - Bus Rapid Transit (BRT) that operates from 59th Street Midway Station bus terminal to approximately 76th Street
  - 2.3 miles long with no intermediate stops
  - Operates in mixed traffic with signal priority on Cicero Avenue segment; no exclusive lanes along Cicero Avenue portion
  - Park-and-ride facility at approximately 7600 S. Cicero
  - Bus route 67 67th/69th/71st re-routed to terminate at the new Ford City Station
Locally Preferred Alternative (LPA): Fixed Guideway Alternative

The proposed LPA would extend the heavy rail transit line from Midway Station at the Midway International Airport south along the Belt Railway Company (BRC) right of way from 59th Street to Marquette Road, crossing the Belt Railway Company Clearing Yard and ending on Cicero Avenue.

Summary:
• No Build Alternative, plus:
  • Heavy rail transit line extension from Midway Station to new Ford City terminal station
  • 2.3 mile extension with no intermediate stops (conceptual alignment design allows for one future station in the vicinity of the elevated structure at Marquette Road)
  • Operates partly in a trench and partly at-grade along the Belt Railway Company of Chicago right of way between the existing Midway station and approximately 6400 south, where it would transition to an elevated structure above Marquette Road. It would travel under 59th Street and 63rd Street allowing those cross streets to remain open to traffic. It then would veer to the southwest over the BRC Clearing Yard and then continue south on an elevated structure in the median of Cicero Avenue to a new Ford City terminal station located on Cicero Avenue at approximately 76th Street
  • Park-and-ride facility and improved bus terminal at new proposed Ford City terminal station
  • Pace buses from the south will continue to directly serve Midway Station
  • Route 67 67th/69th/71st re-routed to terminate at the new proposed Ford City terminal station
  • Two alignment options along Cicero Avenue to 76th Street will be studied in EIS: 1) alignment above the median of Cicero Avenue (recommended to reduce property acquisition costs and impacts to existing businesses) and 2) alignment located directly east of the Cicero Avenue right-of-way

Other alternatives may also be identified in the scoping process.
Orange Line Extension | Locally Preferred Alternative
PROJECT PURPOSE AND NEED

The purpose of the Orange Line Extension project is to improve access to the existing Orange Line for southwest side and southwest suburban residents and businesses, support the area’s ongoing economic development efforts, and strengthen the competitiveness of transit in the reverse commute market.

The need for the project is based on the following considerations:

• Access to the Orange Line is currently constrained by limited parking availability
• Access to the Orange Line by bus or auto is unreliable due to congestion approaching the existing terminal station
• Few uncongested roadways are available to access the current Orange Line terminal because of wider than usual arterial street spacing, limiting mobility for residents and businesses.

PUBLIC PARTICIPATION

Throughout the EIS process, CTA will offer a number of opportunities for you to get involved in the Orange Line Extension project. Whether you want to take an active role in shaping this project or just want to stay informed, CTA looks forward to your participation in the months ahead. To ensure that the issues most important to residents, public agencies, and other involved parties are addressed in this review, CTA is hosting a scoping meeting to collect public input. The input gathered from the scoping meeting will help shape the scope of the study, its design efforts and the assessment criteria used in evaluating improvement options.

Additional opportunities to participate will be provided throughout the environmental review process in order to solicit feedback regarding specific needs and concerns.
HOW TO PARTICIPATE

Attend a Meeting
Monday, September 21, 2009
6:00 p.m. to 8:00 p.m.
Hancock College Preparatory High School
4034 W. 56th Street
Chicago, IL 60629
Oral and written comments can be made at the meetings.

Comment
Provide written comments on the proposed project alternatives and potential environmental impacts. Comments will be considered in the scoping process if received by October 27, 2009.

Mail your comments to:
Jeffrey Busby
General Manager, Strategic Planning
Chicago Transit Authority
P.O. Box 7602
Chicago, IL 60680-7602

Or e-mail:
OrangeExtension@transitchicago.com
Comments can be submitted by mail or e-mail.

Stay Involved
For project information, visit: www.transitchicago.com/OrangeEIS

If you would like to be added to the project mailing list or e-list for future updates, please send your contact information to Darud Akbar, Government & Community Relations Officer, Chicago Transit Authority, P.O. Box 7567, Chicago, IL 60680-7567, call (312) 681-2708 or e-mail dakbar@transitchicago.com.
THE DECISION MAKING PROCESS AND NEXT STEPS

After the scoping period, CTA will start preliminary engineering and prepare a Draft EIS. The public will have an opportunity to comment on the Draft EIS during a 45-day public comment period. During the review period, CTA will host public hearings to receive comments on the Draft EIS from the public and agencies. CTA will then prepare a Final EIS that includes responses to public comments.

The Federal Transit Administration (FTA) will consider the Final EIS and prepare a Record of Decision (ROD) selecting the preferred alternative. Issuance of the ROD indicates that CTA has satisfied all of the requirements of the National Environmental Policy Act (NEPA). While CTA can advance on preliminary engineering concurrently with the environmental analysis, the issuance of the ROD will allow CTA to move forward with final design and construction of the Orange Line.

TARGETED PROJECT SCHEDULE

<table>
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<tr>
<th>Fall 2009</th>
<th>2010-2011</th>
<th>2011-2013</th>
<th>2016</th>
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<tr>
<td>Public Scoping Meeting, September 21, 2009</td>
<td>Preliminary Engineering and Draft EIS</td>
<td>Final EIS, ROD, Final Design, Start of Construction</td>
<td>Open for Operation</td>
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</tbody>
</table>
Przedłużenie Linii Pomarańczowej
Łączącej Midway z Ford Cit
Informacje wyjaśniające dotyczące oddziaływania na środowisko
Wrzesień 2009
WSTĘP

Chicago Transit Authority (CTA) proponuje poprawę transportu poprzez przedłużenie Linii Pomarańczowej, popularnej linii torowej, w celu połączenia stacji Midway przy międzynarodowym lotnisku Midway z Ford City. CTA i Federalny Zarząd Komunikacji Publicznej (ang. Federal Transit Administration - FTA) przygotują oświadczenie dotyczące oceny oddziaływania na środowisko (ang: Environmental Impact Statement - EIS), które oszacuje, jaki wpływ na środowisko będą miały budowa i działalność proponowanego przedłużenia linii.

CEL EIS I PROCESU SCOPING:

Zgodnie z ustawą o państwowej polityce wobec środowiska (ang: National Environmental Policy Act - NEPA), CTA i FTA zainicjowały proces analizy środowiskowej dla przedłużenia Linii Pomarańczowej. EIS zostanie przygotowane w celu identyfikacji wpływów budowy i działalności przedłużenia linii pomarańczowej na środowisko naturalne. Częścią wstępnej fazy procesu środowiskowego będzie otwarte spotkanie scoping, na którym będzie można zgłaszać oficjalne uwagi dotyczące rozwiązań alternatywnych i kwestii, które należy rozpatryć w ramach analizy wpływu na środowisko. To spotkanie otwarte jest również wymogiem ustawy o bezpiecznym, odpowiedzialnym, elastycznym i sprawnym transportie: zapis dla użytkowników (ang. SAFETEA-LU), która wymaga od zwolenników projektu umożliwienia udziału w podejmowaniu decyzji zainteresowanym stronom.

Proces określenia zakresu, celu, i treści EIS nazywa się „scoping”. Spotkania scoping stwarzają możliwość zebrania informacji od zainteresowanych stron oraz agencji rządowych. W szczególności, proces scoping pozwala agencjom i zainteresowanym stronom przedstawić opinie na temat proponowanych rozwiązań, celu i potrzeby projektu, proponowanych tematów ewaluacji i potencjalnych skutków, oraz środków łagodzących, które należy rozpatryć.
ANALIZA OCHRONY ŚRODOWISKA

Kwestie środowiskowe do analizy w EIS dotyczą:

• zasobów kulturowych
• przyrody i ekosystemów
• zużycia energii
• nabycia terenu, przemieszczenia i relokacji
• użytkowania terenu
• zasobów naturalnych (włącznie z jakością powietrza i zasobów wodnych)
• przydatności dla lokalnej społeczności i zminimalizowania wpływu na środowisko
• terenów parków/obiektów rekreacyjnych
• bezpieczeństwa i ochrony
• transportu
• skutków wizualnych i estetycznych
• hałasu i drgań
• rozwoju przestrzennego i ekonomicznego oraz rozwoju wtórnego

OMÓWIENIE PROJEKTU

W 2006 roku CTA i FTA rozpoczęły proces analizy rozwiązań alternatywnych dla proponowanego przedłużenia Linii Pomarańczowej. W ramach dwufazowego procesu kwalifikacyjnego, CTA zorganizowało dwa spotkania otwarte w celu zebrania opinii zainteresowanych stron w sprawie alternatywnych opcji w ciągu dwóch ostatnich lat. CTA wzięło pod uwagę wiele różnych alternatywnych rozwiązań i uznało stały pas torowy za lokalnie preferowane rozwiązanie (ang: Locally Preferred Alternative - LPA) do dalszych badań w ramach EIS. Proponowane przedłużenie Linii Pomarańczowej zostanie dopracowane podczas fazy projektowania konceptualnego, a następnie przekazane do dalszej analizy w ramach EIS.
Zrozumiały jest pod uwagę następujące alternatywne rozwiązania:

Zaniechanie budowy
Alternatywa zaniechania budowy obejmuje istniejący system transportowy oraz dowolne planowane ulepszenia transportowe, które są obecnie rozpatrywane w ramach programu ulepszeń transportu Agencji Planowania Przestrzennego Metropolii Chicago (ang: Chicago Metropolitan Agency for Planning - CMAP). Obszar projektu Linii Pomarańczowej posiada jeden projekt ulepszenia drogi, zawarty w programie ulepszenia transportu (ang: Transportation Improvement Program - TIP) na lata 2007-2012, projekt Korytarza Cicero Avenue (ang: Cicero Avenue Smart Corridor) od 37 Street do 63 Street, z zaplanowanym zakończeniem w roku 2009. Wszystkie składniki alternatywy zaniechania budowy są zawarte w każdym z pozostałych rozwiązań alternatywnych.

Podsumowanie:
• istniejący system transportowy
• dodatkowe zaplanowane ulepszenia transportowe: projekt Cicero Avenue Smart Corridor
• autobusowe usługi transportowe, skoncentrowane na zachowaniu istniejących usług i projektów
• sieć transportowa przewidywana zasadniczo w niezmienionym stanie

Rozwiązanie zaproponowane przez Zarząd Systemu Transportowego (ang: Transportation System Management - TSM)
Proponowanym rozwiązaniem alternatywnym TSM jest transport autobusowy (ang: Bus Rapid Transit - BRT) obsługujący obszar na zachód od 59 Street, od stacji autobusowej Midway przy 59 Street do Cicero Avenue i następnie na południe wzdłuż Cicero Avenue od 59 Street do mniej więcej 76 Street.

Podsumowanie:
• alternatywa zaniechania budowy, plus:
• transport autobusowy (BRT) obsługujący obszar od stacji autobusowej Midway przy 59 Street do 76 Street
• trasa o długości 2,3 mili bez żadnych pośrednich przystanków
• działa w ruchu o mieszanym natężeniu z pierwszeństwem przejazdu na odcinku Cicero Avenue, bez wyłącznych pasów wzdłuż Cicero Avenue
• miejsce parkingowe „park-and-ride” w okolicy 7600 S. Cicero Avenue
• trasa autobusowa nr 67 wzdłuż ulic 67/69/71 ze zmienionym zakończeniem biegu przy nowej stacji Ford City
Alternatywa Lokalnie Preferowana (LPA): stały pas torowy
Proponowana LPA przedłużyłaby popularną linię torową od stacji Midway przy międzynarodowym lotnisku Midway, na południe od Belt Railway Company (BRC), trasą od 59-tej ulicy do Marquette Road, przecinając Belt Railway Company Clearing Yard i kończącą się na Cicero Avenue.

Podsumowanie:

• alternatywa zaniechania budowy, plus:

• przedłużenie popularnej linii torowej od stacji Midway do nowej stacji Ford City

• przedłużenie o długości 2,3 mil bez pośrednich przystanków (projekt dostosowania koncepcyjnego pozwala na lokalizację jednego przystanku w pobliżu podwyższonej konstrukcji przy Marquette Road)

• przebiega częściowo w zagłębieniu i częściowo na poziomie ulicy wzdłuż drogi Belt Railway Company of Chicago, pomiędzy istniejącą stacją Midway i 6400 na południe, gdzie kolejka wjeżdżała na podwyższoną konstrukcję nad Marquette Road. Trasa prowadziła pod 59 Street i 63 Street, pozwalając tym poprzecznym ulicom na pozostanie otwartymi dla ruchu; następnie zmieniłyby kierunek na południowy-zachód powyżej BRC Clearing Yard i dalej kontynuowałały na południe na podniesionej konstrukcji w pasie rozdzielającym dwa kierunki ruch na Cicero Avenue, do nowej stacji końcowej Ford City znajdującej się na Cicero Avenue w pobliżu 76 Street

• miejsce parkingowe „park-and-ride” oraz odnowiona stacja autobusowa przy nowej proponowanej stacji końcowej Ford City

• autobusy Pace z południa będą bezpośrednio obsługiwały stację Midway

• trasa autobusowa 67 ulic 67/69/71 z nowym zmienionym zakończeniem na nowej proponowanej stacji końcowej Ford City

• EIS weźmie pod uwagę dwie opcje wzdłuż Cicero Avenue do 76 Street: 1) opcję powyżej pasa rozdzielającego kierunki ucha na Cicero Avenue (zalecane w celu obniżenia kosztów nabycia terenu i zmniejszenia skutków dla istniejących biznesów) oraz 2) opcję umieszczenia trasy bezpośrednio na wschód od Cicero Avenue.

Inne alternatywne rozwiązania mogą również być rozpatrywane w procesie scoping.
Przedłużenie Linii Pomarańczowej | lokalnie preferowane rozwiązania

Proponowany przez CTA rodzaj torowiska:

- W zagłębieniu/na pochyłej konstrukcji
- Nadziemne
- Istniejące torowisko CTA
- Istniejąca stacja CTA
- Proponowana stacja CTA opcje A i B
- Stacja CTA potencjalnie wybudowana w przyszłości

Orange Line Extension · Environmental Impact Statement Scoping Information
CEL I POTRZEBA PROJEKTU

Celem projektu przedłużenia Linii Pomarańczowej jest poprawa dostępu do już istniejącej Linii Pomarańczowej dla południowo-zachodniej strony i mieszkańców południowo-zachodnich przedmieści i biznesów, wsparcie istniejących działań rozwoju ekonomicznego, oraz wzmocnienie konkurencyjności usług transportowych na rynku o spadkowym trendzie. The need for the project is based on the following considerations:

Potrzeba realizacji projektu oparta jest na następujących rozważaniach:

- dostęp do Linii Pomarańczowej jest obecnie ograniczony niewystarczającą ilością miejsc parkingowych
- dostęp do Linii Pomarańczowej autobusem lub samochodem jest utrudniony z powodu dużego zagęszczenia ruchu drogowego powstającego przy istniejącej stacji końcowej
- dostępnych jest kilka nieprzeciążonych dróg, które prowadzą do obecnej końcowej stacji Linii Pomarańczowej z powodu szerszego niż gdzie indziej rozmieszczenia głównych ulic, ograniczającego mobilność mieszkańców i biznesów.

UDZIAŁ ZAINTERESOWANYCH STRON

W trakcie procesu EIS, CTA stworzy wszystkim zainteresowanym stronom wiele możliwości do zaangażowania się w rozwój projektu przedłużenia Linii Pomarańczowej. Jeśli pragniesz aktywnie uczestniczyć w kształtowaniu tego projektu lub jeśli chcesz być jedynie na bieżąco otrzymywać informacje, CTA zachęca do zaangażowania się w plan w nadchodzących miesiącach. CTA zorganizuje spotkanie scoping w celu zapoznania się ze stanowiskami wszystkich zainteresowanych stron w celu rozpatrzenia najbardziej istotnych kwestii dotyczących mieszkańców, agencji publicznych, oraz innych zaangażowanych stron. Wkład zgromadzony w czasie spotkania scoping pomoże w kształtowaniu zakresu badań, wysiłków projektowych, oraz kryterii oceny do wykorzystania podczas ewaluacji proponowanych rozwiązań.

W ciągu całego procesu analizy ochrony środowiska stworzonych będzie wiele możliwości uczestniczenia w nim w celu zgromadzenia opinii na temat określonych potrzeb i uwag.
W JAKI SPOSÓB UCZESTNICZYĆ

Weź udział w spotkaniu
Poniedziałek, 21 września, 2009
18:00 do 20:00 wieczorem
Hancock College Preparatory High School
4034 W. 56th Street
Chicago, IL 60629
Na spotkaniach można przedstawiać ustne i pisemne uwagi.

Prosimy o komentarze
Prosimy o przekazanie nam pisemnych uwag na temat proponowanych alternatywnych rozwiązań i potencjalnych skutków środowiskowych. Uwagi otrzymane przed 27 października, 2009 roku zostaną wzięte pod uwagę w procesie scoping.

Uwagi należy wysyłać do:
Jeffrey Busby
General Manager, Strategic Planning
Chicago Transit Authority
P.O. Box 7602
Chicago, IL 60680-7602
lub pocztą elektroniczną:
OrangeExtension@transitchicago.com
Uwagi mogą być wysyłane pocztą lub pocztą elektroniczną.

Zachęcam do zaangażowania się
Informacje na temat projektu dostępne są w witrynie internetowej: www.transitchicago.com/OrangeEIS
Jeśli chcesz dodać swoje nazwisko do listy emailowej projektu lub do elektronicznej listy przyszłych uaktualnień, prosimy o wysłanie informacji kontaktowych do Darud Akbar, Government & Community Relations Officer, Chicago Transit Authority, P.O. Box 7567, Chicago, IL 60680-7567, telefon (312) 681-2708, lub pocztą elektroniczną na adres dakbar@transitchicago.com.
PROCES PODEJMOWANIA DECYZJI I DALSZE KROKI

Po zakończeniu procesu scoping, CTA rozpocznie wstępne prace inżynierskie i przygotuje szkic EIS. Zainteresowane strony będą miały okazję do przedstawienia uwag na temat szkicu EIS podczas 45-dniowego okresu przyjmowania oficjalnych komentarzy. W okresie analizy, CTA będzie prowadziło spotkanie otwarte dla zainteresowanych stron w celu zebrania uwag dotyczących szkicu EIS od zainteresowanych stron i agencji. Następnie CTA przygotuje końcowe EIS, które obejmie odpowiedzi zainteresowanych stron.

FTA rozpatrzy końcowe EIS i przygotuje zapis decyzji (ang: Record of Decision - ROD) wybierając preferowane rozwiązanie. Opublikowanie ROD oznacza, że CTA spełniło wszystkie wymagania NEPA. Podczas, gdy CTA może jednocześnie prowadzić wstępne prace inżynierskie i analizę ochrony środowiska, opublikowanie ROD pozwoli CTA na kontynuację końcowych prac projektowych i konstrukcyjnych Linii Pomarańczowej.

### PLANOWANY HARMONOGRAM PROJEKTU

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<tr>
<td>Otwarte spotkanie scoping 21 września, 2009</td>
<td>Wstępne prace inżynierskie i szkice EIS</td>
<td>Końcowy EIS, ROD, końcowe prace projektowe, początek budowy</td>
<td>Uruchomienie przedłużenia</td>
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Extensión de la Línea Anaranjada

Que conecta el aeropuerto Midway a Ford City

Información sobre el Involucramiento al Público en la Declaración sobre el Efecto Medioambiental

Septiembre de 2009
INTRODUCCIÓN

La Chicago Transit Authority (CTA) se propone hacer mejoras de transporte al extender la Línea Anaranjada, una línea ferroviaria de tránsito pesado, con el fin de conectar la Estación de Midway, ubicada en el Aeropuerto Internacional de Midway, a Ford City. La CTA y la Administración Federal de Tránsito (conocida en inglés por sus siglas “FTA”) pasanarán a preparar una Declaración sobre el Efecto Medioambiental (conocida en inglés por sus siglas “EIS”), la cual evaluará los efectos medioambientales de construcción y de funcionamiento de la extensión.

PROPIÓSITO DE LA EIS Y EL PROCESO DE INVOLUCRAMIENTO AL PÚBLICO

De acuerdo con la Ley sobre la Política Nacional Medioambiental (conocida en inglés por sus siglas “NEPA”), la CTA y la FTA han iniciado un proceso de estudio medioambiental para la Extensión de la Línea Anaranjada. Se elaborará una EIS para identificar los efectos relativos a las obras de construcción y el funcionamiento de la línea. Como parte de la etapa inicial del estudio medioambiental, se celebrará una reunión para involucrar al público con el fin de recibir comentarios por parte del público sobre las alternativas y las cuestiones que deben considerarse como parte del análisis medioambiental. Esta reunión con el público también es un requisito de la Ley sobre la Equidad del Transporte Seguro, Confiable, Flexible y Eficiente: Un Legado para Usuarios (conocida en inglés por sus siglas “SAFETEA-LU”), la cual exige que los proponentes del proyecto ofrezcan oportunidades para que participe el público en la toma de decisiones sobre el transporte.

Se conoce el proceso de determinar el alcance, el enfoque, y el contenido de una EIS como el “involucramiento al público”. Las reuniones de involucramiento constituyen una oportunidad idónea para obtener información de las entidades públicas y gubernamentales. En particular, el proceso de involucramiento pide a las entidades y a las personas interesadas que expresen sus opiniones sobre las alternativas propuestas, el propósito y la necesidad del proyecto, los temas propuestos de evaluación, los efectos negativos posibles, y las medidas atenuadoras que habrán que tener en cuenta.
ANÁLISIS MEDIOAMBIENTAL

Las cuestiones medioambientales que se estudiarán en la EIS son como siguen:

- Recursos culturales;
- Flora y fauna naturales y ecosistemas;
- Uso de energía;
- Adquisición de tierras, desplazamientos, y reubicaciones;
- Uso de tierras;
- Recursos naturales (incluso la calidad del aire y los recursos acuáticos);
- Compatibilidad de los vecindarios y la equidad medioambiental;
- Tierras de parque verde/ instalaciones recreativas
- Seguridad y protección;
- Transporte;
- Efectos visuales y estéticos;
- Ruidos y vibraciones;
- Planificación por zonas y el desarrollo económico y secundario.

REPASO DEL PROYECTO

En 2006, la Chicago Transit Authority (CTA) y la Administración Federal de Tránsito (FTA) iniciaron un proceso de análisis de alternativas para la extensión propuesta de la Línea Anaranjada. Como parte de este proceso de revisión de dos etapas, la CTA ha celebrado dos reuniones públicas durante los últimos dos años, con el fin de recoger opiniones del público sobre las alternativas posibles. La CTA evaluó varias alternativas y ha adoptado la Alternativa del Alineamiento Fijo y Dedicado como la Alternativa de Preferencia Local (conocida en inglés por sus siglas “LPA”) para mayor estudio en la EIS. Se irá perfeccionando la Extensión de la Línea Anaranjada propuesta durante la etapa del diseño conceptual del proyecto y se someterá a mayor estudio durante la etapa de la EIS.
Alternativas del Proyecto que Serán Evaluadas en la EIS

Alternativa sin Obras de Construcción
La Alternativa sin Obras de Construcción se define como el sistema de transporte ya existente, además de las otras mejoras de transporte para las cuales ya se ha contraído el compromiso de realizarlas y que ya quedan incluidas en el Programa de Mejoras de Transporte de la Dirección Metropolitana de Chicago para la Planificación (conocida en inglés por sus siglas “CMAP”). En el área del proyecto de la Línea Anaranjada hay un proyecto de mejoras de un camino que ya figura en el Programa de Mejoras de Transporte (conocida en inglés por sus siglas “TIP”) para los ejercicios fiscales de 2007-2012, o sea, el Proyecto del Corredor de Transporte de Logística Eficiente de la Cicero Avenue, que va desde la 37th Street a la 63rd Street y que ya está programado para acabar en 2009. Todos los elementos de la Alternativa sin Obras de Construcción se incluyen en cada una de las otras alternativas.

Para resumir:
• Sistema de transporte ya existente;
• Además de las otras mejoras de transporte para las cuales ya se ha contraído el compromiso de realizarlas: el Proyecto del Corredor de Transporte de Logística Eficiente de la Cicero Avenue;
• Servicio de tránsito por autobús que se enfoca sobre la conservación de servicios y proyectos ya existentes;
• La red de tránsito propuesta será básicamente la misma que ahora.

Alternativa de Administración del Sistema de Transporte (conocida en inglés por sus siglas “TSM”)
La Alternativa propuesta de TSM es una alternativa de tránsito rápido por autobuses (conocida en inglés por sus siglas “BRT”), la cual va al oeste por la 59th Street, desde la terminal de autobuses en la Estación de Midway en la 59th Street hasta la Cicero Avenue, y que luego anda al sur por la Cicero Avenue, desde la 59th Street hasta aproximadamente la 76th Street.

Para resumir:
• Alternativa sin Obras de Construcción, además de:
• El tránsito rápido por autobuses (BRT), que anda desde la terminal de autobuses en la Estación de Midway en la 59th Street hasta aproximadamente la 76th Street;
• A recorrido de 2.3 millas sin paradas intermedias;
• Anda en el tránsito mixto con señales de preferencia por el trecho en la Cicero Avenue; sin carriles exclusivos por el trecho en la Cicero Avenue;
• Estaciones con instalaciones de estacionamiento ubicadas aproximadamente en la 7600 S. Cicero;
• La ruta de autobuses 67/67th/69th/71st, será desviada para terminar en la Estación nueva de Ford City.

Alternativa de Preferencia Local (LPA): Alternativa del Alineamiento Fijo y Dedicado

La LPA propuesta extenderá la línea ferroviaria de tránsito pesado desde la Estación de Midway, ubicada en el Aeropuerto Internacional de Midway, al sur por la servidumbre de paso de la Belt Railway Company, desde la 59th Street hasta la Marquette Road, cruzando el patio de maniobras de la Belt Railway Company (BRC) y acabando en la Cicero Avenue.

Para resumir:
• Alternativa sin Obras de Construcción, además de:
  • Extensión de la línea ferroviaria de tránsito pesado desde la Estación de Midway a la nueva estación terminal de Ford City;
  • Una extensión que abarca 2.3 millas sin paradas intermedias (el diseño conceptual de alineamiento permite una estación en el futuro en proximidad de la estructura del tren elevado por la Marquette Road);
  • Anda en parte en una trinchera y por otra parte a nivel de calle por la servidumbre de paso de la Belt Railway Company de Chicago entre la estación de Midway ya existente hasta aproximadamente 6400 al sur, donde pasaría a una estructura elevada sobre la Marquette Road. Andaría por debajo de la 59th Street y la 63rd Street, lo cual permitiría que estas calles laterales sigan abiertas al tráfico vehicular. Luego daría vuelta al sudoeste sobre el patio de maniobras de la BRC, para andar entonces al sur por una estructura elevada en el camellón o zona media de la Cicero Avenue, hasta la nueva estación terminal de Ford City, ubicada en la Cicero Avenue, aproximadamente a nivel de la 76th Street;
  • Estación con instalaciones de estacionamiento y una terminal reformada de autobuses, ubicada en la nueva estación terminal propuesta de Ford City;
  • Los autobuses de Pace desde el sur seguirán brindando servicio directo a la Estación de Midway;
Extensión de la Línea Anaranjada – Alternativa de Preferencia Local

- Vía propuesta de la CTA:
  - Trinchería a nivel de calle
  - Elevada
  - Vía existente de la CTA
  - Estación existente de la CTA
  - Estación propuesta de la CTA, Opción A y B
  - Posibilidad de una estación de la CTA en el futuro

Orange Line Extension • Environmental Impact Statement Scoping Information
• La ruta 67 67th/69th/71st será desviada para terminar en la nueva estación terminal propuesta de Ford City;

• Se estudiaron en la EIS dos alternativas de alineamiento por la Cicero Avenue hasta la 76th Street: 1) un alineamiento por encima del camellón o zona media de la Cicero Avenue (recomendado para rebajar los costos de adquisición de propiedades y los efectos negativos sobre los negocios ya existentes) y 2) otro alineamiento ubicado directamente al este de la servidumbre de paso de la Cicero Avenue.

Other alternatives may also be identified in the scoping process.

PROPÓSITO Y NECESIDAD DEL PROYECTO

El proyecto de Extensión de la Línea Anaranjada tiene el propósito de mejorar el acceso a la Línea Anaranjada ya existente para los residentes y los negocios ubicados por el lado del suroeste de la ciudad y en los suburbios del suroeste; de apoyar los esfuerzos continuos del área por alcanzar el desarrollo económico; y de fortalecer la competitividad del tránsito en un mercado de recorrido inverso al trabajo.

La necesidad del proyecto se basa en las siguientes consideraciones:

• El acceso a la Línea Anaranjada actualmente se encuentra limitada por la escasez de sitios disponibles de estacionamiento;

• El acceso a la Línea Anaranjada por autobús o coche es muy poco fiable debido a la congestión de tráfico que va dirigido a la estación terminal ya existente;

• Hay muy pocos caminos no congestionados disponibles que dan acceso a la terminal actual de la Línea Anaranjada, debido a la colocación más amplia que lo normal de las calles arteriales, con el resultado de que la movilidad para residentes y negocios queda limitada.
PARTICIPACIÓN POR EL PÚBLICO

A lo largo del proceso de la EIS, la CTA ofrecerá numerosas oportunidades para que usted quede involucrado en el proyecto de Extensión de la Línea Anaranjada. Que usted participe activamente para dar forma a este proyecto o que simplemente prefiera estar al tanto de las últimas novedades, la CTA espera con placer su participación en los meses venideros. Para asegurar que se aborden las cuestiones que son más importantes a los residentes, a las entidades públicas, y a otras partes interesadas en este estudio, la CTA celebrará una reunión de involucramiento al público para recoger las opiniones del público. Los comentarios que se recogen en la reunión de involucramiento ayudarán a determinar el alcance del estudio, los esfuerzos por diseñarlo, y los criterios de valoración dedicados a evaluar las opciones para hacer mejoras.

Se ofrecerán más oportunidades para participar durante el proceso del estudio medioambiental, con el fin de pedir más opiniones sobre las necesidades y los temas específicos de preocupación.
Asistir a una reunión

Lunes, 21 de septiembre de 2009
Desde las 6:00 p.m. a las 8:00 p.m.
Hancock College Preparatory High School
4034 W. 56th Street
Chicago, IL 60629
Se pueden hacer comentarios orales y por escrito en las reuniones.

Hacer comentarios

Hacer comentarios por escrito sobre las alternativas propuestas del proyecto y los efectos medioambientales posibles. Se considerarán los comentarios en el proceso de involucramiento al público con tal de que se entreguen para el día 27 de octubre de 2009.

Enviar sus comentarios a:
Jeffrey Busby
General Manager, Strategic Planning
Chicago Transit Authority
P.O. Box 7602
Chicago, IL 60680-7602

O enviar por correo electrónico a:
OrangeExtension@transitchicago.com

Se pueden entregar comentarios por correo postal o electrónico.

Quedar involucrado

Para informarse sobre el proyecto, vaya al: www.transitchicago.com/OrangeEIS

Si usted desea incorporarse a nuestra lista de correo postal o electrónico del proyecto para recibir noticias en el futuro, favor de enviar sus datos de contacto a Darud Akbar, Government & Community Relations Officer, Chicago Transit Authority, P.O. Box 7567, Chicago, IL 60680-7567, llame al [312] 681-2708, o enviar una nota por correo electrónico a dakbar@transitchicago.com.
El Proceso de tomar decisiones y los próximos pasos

Después del período de involucramiento al público, la CTA comenzará la ingeniería preliminar y elaborará un borrador de la EIS. El público tendrá una oportunidad para hacer comentarios sobre el borrador de la EIS durante un plazo de 45 días dedicado a los comentarios por el público. Durante el período de estudio, la CTA celebrará reuniones públicas para recibir comentarios sobre el borrador de la EIS del público en general y de las entidades. La CTA luego elaborará una versión definitiva de la EIS que incluirá las respuestas a los comentarios que habrán hecho el público.

La Administración Federal de Tránsito (FTA) estudiará la versión definitiva de la EIS y elaborará un Acta de Decisión (conocida en inglés por sus siglas “ROD”), en la cual escogerá la alternativa preferida. El acto de emitir la ROD da a entender que la CTA ha cumplido con todos los requisitos que exige la Ley sobre la Política Nacional Medioambiental (NEPA). Aunque la CTA puede seguir adelante con la ingeniería preliminar de forma simultánea con el análisis medioambiental, el acto de emitir la ROD permitirá a la CTA proceder al diseño definitivo y emprender la construcción de la Línea Anaranjada.

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<tr>
<th>CRONOGRAMA ANTICIPADO DEL PROYECTO</th>
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<td><strong>Otoño del 2009</strong></td>
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<tr>
<td>Reunión de Involucramiento al Público, 21 de septiembre de 2009</td>
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</tbody>
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Appendix I – Meeting Presentation
Meeting Agenda

- 6:00 – 6:45 pm Open House
- 6:45 – 6:55 pm Presentation
- 6:55 – 7:55 pm Public Comments on Scope of Environmental Impact Statement (EIS)
- 7:55 – 8:00 pm Next Steps/Adjournment
Background

• Alternatives Analysis process began in 2006
• Evaluated several alternative modes, alignments and profiles
• Extensive public outreach program
• Adopted Fixed Guideway Alternative as Locally Preferred Alternative (LPA)
• Environmental Impact Statement (EIS) builds on Alternatives Analysis process
Environmental Impact Statement (EIS)

– Prepared to comply with National Environmental Policy Act (NEPA) and to obtain federal funds
– Identify and evaluate impacts related to project construction and operation
– Inform public and decision-makers of potential impacts and mitigation measures
Targeted Schedule

Scoping: process of determining focus and content (scope) of EIS

PUBLIC SCOPING MEETING

Fall 2009

Public Scoping Meeting, September 21, 2009

PRELIMINARY ENGINEERING AND DRAFT EIS

2010-2011

Final EIS, ROD, Final Design, Start of Construction

2011-2013

Open for Operation

2016

PUBLIC REVIEW OF DRAFT EIS; RELEVANT SCOPING COMMENTS ADDRESSED IN DRAFT EIS
Project Alternatives Proposed for Study in EIS

- No Build Alternative
- Transportation System Management (TSM) Alternative
- Locally Preferred Alternative (LPA): Fixed Guideway
Locally Preferred Alternative
Public Comments on Scope of EIS
Scoping Comments

Focus comments on:

– Purpose and Need
– Proposed Alternatives
– Proposed Environmental Issues to be Examined
– Potential Environmental Effects and Mitigation Measures to be Considered
Speaker Guidelines

• Submit a speaker card
• Moderator will call speakers by name
• Re-state your name
• Speakers have 3 minutes to comment
  ➢ Yellow- 30 seconds remaining
  ➢ Red- speaking time is over
• Tonight we are listening to your concerns and we will not be answering questions during your speaking time
• Comments will be documented in scoping report
Scoping Comments due by October 27, 2009

- Tonight verbal comments were recorded by court reporter
- Write comments and place in box provided
- Mail:
  Jeffery Busby, General Manager, Strategic Planning  
  Chicago Transit Authority  
  P.O. Box 7602  
  Chicago, IL 60680-7602
- E-mail: OrangeExtension@transitchicago.com
- Fax: (312) 681-4297
Stay Involved

Updates posted on:  
www.transitchicago.com/OrangeEIS

Join the mailing list:  
Darud Akbar  
Government & Community Relations Office  
Chicago Transit Authority  
P.O. Box 7567  
Chicago, IL 60680-7567  
(312) 681-2708  
dakbar@transitchicago.com
Appendix J – Meeting Exhibit Boards
No Build Alternative

- Existing transportation system
- Plus committed transportation improvements in the Chicago Metropolitan Agency for Planning Transportation Improvement Program
- Focus on preservation of existing bus service
Transportation System Management (TSM) Alternative

Bus Rapid Transit (BRT) alternative that would operate west on 59th Street from the 59th Street Midway Station bus terminal to Cicero Avenue, and then south on Cicero Avenue from 59th Street to approximately 76th Street.

- 2.3 miles long with no intermediate stops
- Operate in mixed traffic with signal priority on Cicero Avenue; no exclusive lanes
- New Park & Ride facility at approximately 7600 S. Cicero Avenue
Locally Preferred Alternative (LPA):
Fixed Guideway Alternative
Locally Preferred Alternative (LPA): Fixed Guideway

Extend Orange Line rapid transit from Midway Station south to Cicero Avenue near 76th Street.

• 2.3 mile extension with no intermediate stops

• Park & Ride facility and improved bus terminal near 76th Street

• Some Pace buses from the south may continue to directly serve Midway Station
Project Purpose

- Improve access to the existing Orange Line for southwest side and southwest suburban residents and businesses
- Support the area’s ongoing economic development efforts
- Strengthen the competitiveness of transit in the reverse commute market

The need for the project is based on the following considerations:

- Access to the Orange Line is currently constrained by limited parking availability
- Access to the Orange Line by bus or auto is unreliable due to congestion approaching the existing terminal station
- Few uncongested roadways are available to access current Orange Line terminal because of wider than usual arterial street spacing, which limits mobility for residents and businesses
Submit Comments

Scoping comments due by: **October 27, 2009.** Comment on the proposed project alternatives and potential environmental effects. Submit to:

Jeffrey Busby  
General Manager, Strategic Planning  
Chicago Transit Authority  
P.O. Box 7602  
Chicago, IL 60680-7602  
**Fax:** 312-681-4297  
**E-mail:** OrangeExtension@transitchicago.com
Stay Involved

Visit: www.transitchicago.com/OrangeEIS

To join the mailing list or e-list, contact:

Darud Akbar
Government and Community Relations Officer
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

Fax: 312-681-2796

E-mail: OrangeExtension@transitchicago.com
STENOGRAPHIC REPORT OF PROCEEDINGS had in
the above-entitled matter held at Hancock College
Preparatory High School, 4034 West 56th Street,
Chicago, Illinois, commencing at 6:50 o'clock p.m.

PRESENTERS:

MR. DARUD AKBAR, Government & Community
Relations Officer, Chicago Transit Authority

MR. JEFFREY BUSBY, General Manager,
Strategic Planning, Chicago Transit Authority

MS. SARAH LAYTON WALLACE, Moderator

Reported by: Anna M. Morales, CSR, RMR
License No.: 084-002854

Whereupon, the following proceedings commenced at
6:50 o'clock p.m.)
MR. AKBAR: Good evening, everyone. My name is Darud Akbar, Government & Community Relations Officer with the Chicago Transit Authority. I would like to welcome everyone to the Chicago Transit Authority's public scoping meeting, public meeting for the Orange Line Extension Project. I would like to quickly recognize Jack Gallagher, the Village Engineer of Oak Lawn. Thank you.

I'm going to hand things over now to Sarah. She's going to give us the agenda for tonight's meeting.

MS. WALLACE: Thank you. Okay. Thanks again for being here. My name is Sarah Layton Wallace. I will be moderating the remainder of the meeting. Tonight's agenda, as you see before you, we just completed the open house portion of the meeting. We're next going to move to the presentation. This is the beginning of that. After I'm done going through the agenda, Jeff Busby is going to go through and talk a little bit about the project. And then we'll go into the public comment section of the meeting tonight. And I will talk a little bit more right before we go into that about some of the guidelines to help you with making your comments, but do be thinking about filling out speaker cards and getting those into people who will collect them in the aisles so that
we know you want to speak.
I do want to ask, is there anybody here
who would like Spanish translation?
Is there anybody that would like Polish translation?
We do have that available if anyone is in need of translation.
Jeff is going to start with the presentation, and then we'll move into public comment thereafter.

MR. BUSBY: Hi. I'm Jeff Busby. I'm a planner with the Chicago Transit Authority. I want to welcome all of you. Thank you for coming out.
To give you a little background on our project, we started a study called the Alternatives Analysis. It's the very first study to look at an extension of the Orange Line. Back in 2006, we had a couple of meetings in the community. Most recently, we recommended a single alternative to be continued for further evaluation as a fixed guideway. It's the rail extension we're going to talk about tonight. We had a pretty extensive public involvement campaign that included public meetings, but also we received a lot of comments from folks over the Internet or by letters.
We're starting tonight the environmental studies. This very much builds on what we completed in the Alternatives Analysis. And let me
give you a little more information on that.

What we're starting tonight is the preparation of an environmental impact statement. This is a very important document to comply with some federal regulations embodied by the National Environmental Policy Act. The reason that we're preparing this is to understand the environmental impacts, evaluate them, both as a result of constructing the Orange Line, but also the impacts that result from operations.

The reason to pursue this federally mandated study is that we're seeking federal funds to pay for portions of the Orange Line Extension.

And, really, we see this document as a tool to help you and other decision-makers make decisions about the project, both its positive and negative environmental impacts.

This is a project scheduled for you. This is really just a target; but, tonight, as I mentioned, we're starting the environmental work. We won't have a lot of answers to your questions tonight because the focus of our efforts over the next year or more is to study in great detail the environmental issues that are raised tonight and others that we're aware of. We hope to share the result of that in a draft environmental study at the end of 2010 or early 2011.

There are many obstacles to extending the
Orange Line, not the least of which is we have to identify additional funds to continue these planning studies and engineering design work. We also have to get federal permission to advance; but, if both of those things, permission and funds, were identified, we believe we could start detailed design after 2011. That would take us to about 2013 to complete the design. At that time, we would have to have identified all the money to pay for the extension and we could actually begin construction in 2013.

Again, this is an ambitious schedule, but we think that we could have the extension open for revenue service by 2016.

A couple of words about the alternatives. I mentioned that we did an Alternatives Analysis study which looked at a whole range of different transit technologies, buses, trains, other forms of transit, different corridors, different station locations. We've identified what we call a Locally Preferred Alternative, which I will talk about in a minute; and then there are two other alternatives which are very important to be carried through because they're federal requirements, but also because they provide a nice point of comparison for the environmental studies.

So there's a No-Build Alternative and what's called a Transportation System Management
Alternative. This is a lower cost alternative to the rail line and I'll talk about them in a little more -- I will give you a little bit more detail on this.

The Locally Preferred Alternative is an extension of the Orange Line from the existing Midway Station. It runs 2.3 miles -- would run 2.3 miles south to a station near the Ford City Mall, about 7600 south. Leaving Midway Airport station, it is proposed that the line be below the street level, so it would cross underneath 59th Street. It would be below 63rd Street as well crossing underneath. It would then start to climb up and cross over Marquette or 67th over the Belt Clearing Yard, and then elevated above Cicero Avenue near the Ford City Mall.

We are showing the potential for a station at 67th or Marquette Road. We are not proposing that as part of this environmental review, but there is an opportunity for a station to be built there in the future if that's desirable.

There are a couple of options for a station to be located near Midway Airport -- I'm sorry, near Ford City Mall, either on the east side of Cicero or above Cicero itself.

A little bit of background -- am I supposed to give background on the -- should I switch to you, Sarah? Okay, I look forward to your
comments tonight. Sarah is going to be helping run the meeting, keeping us on schedule, and I will let her -- I will turn it over to her at this point.

MS. WALLACE: Thank you. I want to give you a few pointers on your comments. Because the meeting is about the environmental document that is about to be developed, these are the areas that you'll need to focus your comments on tonight: The purpose and needs for the project; the proposed alternatives, and these are all things you should have been able to read about on the board during the open house; the proposed environmental issues to be examined; and then the potential environmental effects and the mitigation measures to be considered. So these are the topics that you should focus your comments on tonight.

Some guidelines. Again, if you do want to speak, you need to turn in one of these speaker cards. Are there others who want to turn in a speaker card that haven't yet and we can collect those? I'm going to be calling speakers by name. I have got these in the order that we've collected them. When you come up to the standing mic, you will need to restate your name. That way if I get it wrong, you will get it right. And then you'll
have three minutes to provide your comments. So if you feel like your thoughts are going to take more than three minutes, organize your thoughts to summarize your comments in the three-minute period, and then you are welcome to submit written comments that are more detailed.

We've got a light system here. After you have been talking for -- when you have 30 seconds left, it will go from green to yellow; and when you have 15 seconds left, the yellow will begin flashing. When we hit the red light, that means your time is up and you need to stop your comments.

Tonight is about listening to your comments. So we're here to hear from you. The folks from CTA will be here listening to what you have to say and taking notes, as will others. That means we're not going to be answering questions tonight, but all of these comments are going to be documented in the scoping report. So these are the guidelines.

Let's go ahead and have the first couple of people get ready. Oh, yes. I should mention, we do have a court reporter here who is reporting all of your comments.

A VOICE: What paper?

MS. WALLACE: Excuse me?

A VOICE: What paper?
MS. WALLACE: There's a speaker comment card.

Do you want to get one of those?

A VOICE: No. I mean, a reporter from where?

MS. WALLACE: Oh, a court reporter is a person who is going to transcribe your comments and then be able to submit those for the record.

A VOICE: I see.

MS. WALLACE: Let's have Ann Ostrowski and Pat Glatz; and the third person to get ready, Harold Evans. If Ann could come up to the microphone and the other two could get ready to comment, please. Are you Ann? Great. Ann?

MS. OSTROWSKI: My question is, the CTA is broke. We talk about the federal government giving us money. We're into a trillion dollar deficit now. It's wonderful that it would go to Ford City, but really you should concern yourself with the airport. The people who come to the airport, when they get onto the train, if these people are going to come in from Ford City, you're going to be sure it's people coming from the suburbs and they're going to want to park there and take this bus -- the train. When it gets to Ford City -- I mean, to Midway, it's going to be totally jammed, the people coming in from other stations.

We're supposed to look great for 2016, aren't we? Well, when all these people are coming in, the trains will be jammed. I know I have heard
this before that they're going to say, Oh, we'll put trains on. Yeah. And then they're going to talk about they can't afford this and they can't afford that.

I don't see where the profit is to spend -- how much is this all costing us? We haven't even mentioned money.

MS. WALLACE: Thank you for your comment. Pat Glatz, please. And please do restate your name for us.

MS. GLATZ: Good evening. My name is Pat Glatz. My comments have to do more -- mostly with purpose.

I'm a product of the west side and always lived within walking distance of the Lake Street El. I was downtown in 20 minutes. When I moved to the southwest side, it was two hours plus to get to the Loop. At times, it seemed like the southwest side was rather disenfranchised.

I think that the extension is a wonderful idea. I think it's a long time coming.

My personal concerns have to do with parking and security, but I think it's -- I think it's a wonderful plan. Thank you.

MS. WALLACE: Harold Evans. Please restate your name.

MR. EVANS: Hi. My name is Harold Evans. I would like to address purpose and need also.
I would like to see us stop at 67th Street. Three reasons: One, I live right around there. I could walk to the train, take the train to work. There's a lot of students that go to UIC there. They could take the train downtown, transfer over to the Pink Line, get to the different colleges.

It would also help -- we have a senior home at 67th and Cicero. The older folks could come -- they could come downtown to Millennium Park and things. We also have a huge number of hotels at 67th and Cicero. Right now they're depending on buses to shuttle them over to Midway Airport. This way, they could just walk to the train any time they want. They could come downtown. It would be more money for the city.

Cicero right now, it's like a race course. It's a six-lane highway. You have all these cars coming from the south side. If they're going to go to the Orange Line, they have to drive to Midway, otherwise they have to continue on going downtown. This would relieve some of the traffic. So I'm for it a hundred percent. Thanks.

MS. WALLACE: Pat Deskavich and Michael Koperniak and Philip Corridon.

MS. DESKAVICH: My name is Pat Deskavich, and I'm just worried about the impact that it's going to have on our neighborhood. I'm just right at
This train is going to be in my backyard, and I don't see a problem with people parking and taking a train as it is now. I don't believe a lot of people are going to want to park at Ford City. But, you know, it's going to be in my backyard, and it's going to be noisy and vibrate. I'm just against it.

MS. WALLACE: Michael Koperniak. Please sure to talk into the mic. Some people are having a hard time hearing.

MR. KOPERNIAK: Sure. My name is Mike Koperniak, and I'm just speaking as an occasional Orange Line user and a daily driver on Cicero Avenue.

First of all, I fully support extending the Orange Line south. However, I do have concerns about the traffic and its impacts and alternatives. Between 67th and 79th, which is one and a half miles, you have eight signalized intersections in there, possibly nine, if my memory serves me right. Less than a quarter mile spacing. Traffic is very heavy during the day and especially in the a.m. and p.m. rush hour, we add additional traffic from parkers from the CTA elevated that's going to add to the congestion.

There are only three ways in and out of there: Going north on Cicero, going south on Cicero, or taking State Road. It's especially bad...
there between Christmas and Thanksgiving for the holiday, the extra traffic in there. Another thing, the CTA riders will be arriving and leaving when the rush hour motorists are going there. If you're going to build it there, you might want to consider, back in the '70s, there was an overpass bridge over Cicero Avenue where people in Ford City could drive over the bridge and then access southbound Cicero without having to go through the traffic signals.

Since I have been living down here 40 years now, if you can extend it, I think the better alternative would be to go to the shopping mall at 79th, three blocks south, where it's a lot less congested, you're waiting on the signals, and you have four ways to get out of there. You have east on 79th, west on 79th, north on Cicero or south on Cicero. I think it's a whole lot better and it's only three blocks south.

And you do have some marginal stores between 76th and 79th that you could just go right over the right-of-way or stay on Cicero Avenue right-of-way and go over those stores if you want to purchase them. I don't think it would cost that much, and you could go right into the shopping mall at 79th Street.

That's basically what I have to say. I do support this idea to extend it. Thank you.
Isidro Rosado. Philip? Is Phil going to comment? Nancy?

MS. DULAJ: Nance.

MS. WALLACE: Nance. Okay. Please restate your name into the mic.

MS. DULAJ: Sure thing. My name is Nance Dulaj, and I live in West Lawn at 72nd and Avers, and I wanted to comment that I like this plan. It's commercially adaptable, ecologically feasible, and environmentally healthy, and I hope it never goes east because that's where all the problems would start.

I was against the north/south crosstown because of many aspects and they would have taken our homes in West Lawn with the clover leaf. So that's why I mentioned the not going east.

And I wanted to point out that Hurley School is in the wrong position on your map. It's east of Pulaski. It's not with Pasteur School.

I wondered now how many stops there are going to be? It sounds as if it's like 63rd and maybe 67th and then into Ford City and maybe 79th, and I'm not sure if I'm correct. But I did my master's on, you know, having some kind of an
extension. We used to have the 162 express coming from 81st Street all the way downtown which was wonderful. We could even sleep on it. But I think that this is very feasible. Thank you.

MS. WALLACE: Okay. Isidro Rosado. Again, restate your name. And then Raymond Williams will be next, and Harry Brooks.

MR. ROSADO: Hi, I'm Isidro Rosado. For the program here, we do have some concerns in our area. I'm right behind the property off 64th and Knox. One of the questions was, was the Belt Line going to be staying there? And I think that was answered. Things about parking areas.

Also with respect to safety concerns. Right now, the property that runs along the Belt Line itself is all asphalt material, and we have a lot of cars that are racing along that area there. The primary concern is drainage. Right now because of the asphalt that was put there, we get a lot of run-off into the alleys and also 64th and 65th Street. So we get quite a bit of flooding in that area, basically almost going into the garages.

The thought about parking itself, is there going to be -- well, with that type of parking, is there also going to be something talked about, possibly having parking permits being utilized in our area?

When these columns or any type of the
overheads are put up, and this is probably further
down the road, how do you prevent people from
hanging out and going through there on 64th Street?
Graffiti issues on the garages similar to some of
the north side area where you have a lot of thru
traffic.

With respect to racing down the asphalt,
they're trying to beat the train from 63rd to 67th
Street, potential hazards there.
Is there going to be any talk about
beautification of this property or area? This is
from 63rd to 67th, anything that happens beyond
that. I don't know if there's other people that
are concerned about that.

At the 63rd Street crosswalk, someone did
mention about a bridge or some -- I think there was
a safety concern about the electrical area. Is
that going to be a dead zone or how is that going
to be accommodated for pedestrians to walk over
these tracks?

Airplane issues, Midway, sound
restrictions, and things of that nature is our
concern also. Thank you for your time and I do
appreciate it. Thank you.

MS. WALLACE: Raymond Williams, and then
Harry Brooks, and Peter Sus.

MR. WILLIAMS: My name is Raymond Williams and
I'm from Summit. I think that the project is well
intended and it should be. However, this is only a part of the long-term project which you envisioned which is to connect the airports, Midway with O'Hare, and the citizens are being fed piecemeal the real intent.

Now it's my understanding that the train will come from 95th Street to Kedzie, 87th and Kedzie or Pulaski, and then it will come to the Orange Line; thereupon, it will come to Ford City. At Ford City, it will eventually go to the Toyota Field via Narragansett and Central.

The Continental Can plant has already been torn down, and there was a meeting that the public should have been notified of the first of the year. Oberstar, who is the Chairman of the U.S. Department of Transportation, was here, and all the politicians were at Toyota Field. Nobody was told concerning the overpass. It was in the papers slightly, but it was very important. Continental Can was torn down. Thereupon, it will be at Toyota Field, then Hickory Hills, then Countryside, LaGrange, the collar communities going to Rosemont, and a person could be able to get off at Rosemont and go to the Woodfield Mall in Schaumburg or take the other train and go to O'Hare Field.

That is the real intent of the project, and Ford City is just only a part.

And also with these projects are being
constructed, the initial project is okay. However, they want ancillary projects. Well, you can look at Pulaski, and the paper has been full of it. You have a train system and you have housing and a shopping center. That will be replicated all over the system. So, therefore, there should be federal regulations because it's a recipe for disaster.

And then also, in Summit, they have initiated and they have also gotten a weed and seed grant. And with weed and seed, they have artificially deemed the middle part of Summit slum and blight. There is a problem with drugs intentionally for the property --

MS. WALLACE: You need to wrap up.
MR. WILLIAMS: You didn't interrupt that last fellow -- for the property.

It is a fiction that there is -- that it is slum and blight, but what they're doing --

MS. WALLACE: Thank you. Were you watching the light?

MR. WILLIAMS: What does the light signify?

MS. WALLACE: The three-minute time frame.

MR. WILLIAMS: Okay. Well, it's only a part of a larger program. And you see that the person that was ahead of me rattled on and on and on, but you should write your congressman.

MS. WALLACE: Thank you.
MR. WILLIAMS: They have this set up to steal...
property. That's what the deal is. I would like to have that on the public record.

MS. WALLACE: Peter Sus, please. Oh, I'm sorry. Harry Brooks, and then Peter Sus.

MR. BROOKS: Yes. My name is Harry Brooks. Everyone in this room should know that this train was originally intended to go to Ford City as I have seen -- I have seen the signs change. You got a Ford City destination sign on every train that has the Midway sign. Go past Ford City between the Loop and Midway. So it should have been out there in the first place.

That being said, when you do build out there, you should have a stop at Marquette Road, 71st, and 75th because of all the shopping that's out there. It would be easier for people to get back and forth to that rather than just have it stay at Marquette and then all the way out to Ford City. You need to have at least one of those stations in between, particularly at 71st Street, as popular as Target and Wal-Mart are.

The only other thing I would like to say, because -- and I just like to slide this in because I won't be able to be in Skokie on Wednesday, but I'm a member of the Illinois Holocaust Museum. So that train does need to go out to Old Orchard for the museum which is at 9603 Golf Road.

So since the other one was long, I will be
first was the proposed alternative. I think there's probably a lot more effective and economical ways for the transportation. You are only increasing the distance a few miles.

Then as far as on the environmental impact, I have been there for 26 years. Before the Orange Line, we didn't have too many problems, but now we got a lot of problems with gangs. I'm right at the back end of the line.

You know, I'm kind of really concerned about the dramatic, I believe, increase in noise.

With the gangs right now and plus homeless people riding trains, I'm always calling the police to check the homeless people, you know, because they're sleeping on the street over there because it's easy for them to ride the train all day and then lay down.

We're talking about getting funding. This could be millions, billions to extend the train. How much funding is there going to be for additional safety for policing of this? Because you will have a subway. You are going to have one way for them to get in and another way for them to get out. I see dramatic safety impacts there.
I don't know. There's -- I have been living here for a long time. There wasn't as many problems as we have now. You know, they're saying this could be done, but I mean every time you turn around, parking meters are being sold, Skyway's sold, Midway Airport is leased. This is going to be put in and the problems will be dropped on the people living in the neighborhood. We're going to be stuck with the problem. I don't see a benefit for such a small thing. I think there's a lot more economical alternatives to this thing. You are talking billions of dollars to do this. Well, maybe not billions, but pretty close.


MR. KRISTLE: Hello. My name is Bob Kristle. I would like to recommend that, in general, I support this. I think this is a good thing, but I ride that Midway El every day. I can tell you from part of experience that during rush hour that El is packed both ways, packed. You put this in, you're going to have more people. One of the other speakers alluded to that.
So I would recommend as part of the EIS the inclusion of more trains and the costs associated with that. When the Pink Line went in, the Orange Line suffered. I'm not the only one who thinks that. I read that in the Trib. I don't know if it was because of schedules or you took cars or why it was, but I know that the Orange Line suffers and still suffers due to the Pink Line. That's a fact.

So this time, maybe we ought to allow for inclusion of the extra cars and the extra capacity I know you're going to get.

MS. WALLACE: Could you restate your name?
MR. KRISTLE: Bob Kristle.
MS. WALLACE: Thank you. Raymond Williams?
MR. WILLIAMS: I've already spoken.
MS. WALLACE: Okay. Do we have any other folks who want to speak at this time? Is Philip Corridon here now? Yes. Philip? Okay.

What we're going to do is we're going to be available here to take comment. If any other individuals come into the meeting prior to 8 o'clock, we're going to be available for that. You're welcome to go home, to spend time more time with the boards if you would like.

I do want to say a couple more things. The scoping comments are due by October 27th. So if you have more comments you want to make or you
prefer to make your comments in writing, you have until then. You can put your comments in the box out in the other room. You're welcome to mail the comments to this address. You can also e-mail or fax your comments. So those are all the ways that you can submit comments.

And we encourage you to stay involved by visiting the Web site for regular updates. You can also join the mailing list, and there's contact information for Darud to get yourself on the mailing list if you're interested in being on that.

So thank you very much for your input and participation tonight. Again, we'll remain here until 8 o'clock if others come and want to comment.

(Whereupon, there were no further speakers.)

/Public Hearing adjourned at 8 o'clock p.m.)
Appendix K_Grant Line Transcript 09-21-09 Hancock

Public Hearing, and that the foregoing is a true and correct transcript of her shorthand notes so taken as aforesaid, and contains the proceedings given at said Public Hearing.

______________________________
Certified Shorthand Reporter
Appendix L – Public Scoping Written Comments
Cheever, Kim

From: Orange Extension [OrangeExtension@transitchicago.com]
Sent: Monday, September 28, 2009 9:45 AM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: CTA ORANGE LINE EXTENSION

From: jackf66@aol.com [jackf66@aol.com]
Sent: Friday, September 25, 2009 10:09 PM
To: Orange Extension
Subject: CTA ORANGE LINE EXTENSION

COMMENT

Why stop at FORD CITY? Service should continue further south and east towards Western and down to the city limits. This would offer service to / from EVERGREEN PLAZA.

Jack Ferry
5445 North Sheridan Road
# 2908
Chicago, IL 60640
JackF66@aol.com
The Southwest Newsherald reported that the extension be "UNDERGROUND" at 59th to close to 67th. That is not what the proposal indicates and not what was said at the meeting. Now everybody is going to think everything is ok since it will be underground, but if that is not true then you won't get the needed feedback for the neighbors here along the beltline.

Please ask the Southwest NewsHerald to correct the word "underground" if it is not true. If it is true and it will be "underground" then please let me know. Is this a trick or something to confuse people? Because it sure is confusing me.

The article also says the line will go "over" Cicero. You better talk to that writer if he wrote it wrong. Just a good suggestion.

In addition, for the record, I don't want the Orange Line Extension if the Beltline remains unless it's underground all the way to Ford City. Otherwise it will be too congested around here.

Also I watch the airplanes fly to the airport on 67th Street and beltline and the planes (commercial and private) are low. I can't imagine them allowing an elevated track at 67th in the way of a flight path. How much airspace does the FAA own?

Also why would you want a train stop near a grade school on 67th street? The grade school and the retirement/nursing home is going to require more security. There will be bums coming from Ford City and hanging out near a grade school or dealing drugs near the grade school. Is the CPS willing to pay for extra security?

Just keep the train moving to Ford City and no stops in-between. The goal of this extension is to reduce traffic on Cicero, not increase traffic on 67th, or 63rd street.

This is a nice plan, but right now the CTA can't maintain what it already has. Most stations smell like urine, even the ones that have plasma screened big TV's. There is not enough room right now on the orange line for people during rush hour. The trains do not have handles for 70% of the riders that have to stand, like me. That is unbelievable. That is an easy fix and it hasn't been done. There are places along the way that make everybody almost fall down because of misalignment of tracks and the orange line is newer. The CTA has to put handles in the trains, have fewer pink lines and add more orange lines. I experience the train everyday. Do you ride the train during rush hour? Join me sometime at
5:00 pm.

Thank you for your time.

Mary Kay Rosado
From: Orange Extension [OrangeExtension@transitchicago.com]
Sent: Friday, September 18, 2009 4:35 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Yellow, Red & Orange Line extension

From: Jas [jas7456@yahoo.com]
Sent: Tuesday, September 15, 2009 6:43 PM
To: Orange Extension
Subject: Yellow, Red & Orange Line extension

Although the extensions do not directly effect me, I can see where in the future the extension of all three lines may be useful for me. I can see the impact that the extensions would or might have on the neighborhoods and communities they will serve.

I am in favor of the extensions and any and all improvements the CTA is able to accomplish, to better the service.

Jeffrey Schad
Lakeview neighborhood
Chicago
From: Ed Ronczkowski [er62@sbcglobal.net]
Sent: Tuesday, September 15, 2009 12:20 PM
To: Orange Extension
Subject: extension

The extension to Ford City would bring a whole lot of riff-raff to the otherwise calm Orange Line train and I hope it doesn't happen. What should happen is an extension Harlem Ave. THAT would be a much better way to spend the money.
Cheever, Kim

From: Orange Extension [OrangeExtension@transitchicago.com]
Sent: Friday, September 18, 2009 4:34 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Extension

From: Daniel Pogorzelski [typeopogo@hotmail.com]
Sent: Friday, September 11, 2009 12:43 PM
To: Darud Akbar
Subject: Extension

Thank Heavens for expanding the Orange Line! Now if you could only build a station in Chinatown or between 35th and Archer and Western!

Dan

Windows Live: Keep your friends up to date with what you do online. Find out more.
Cheever, Kim

From: Orange Extension [OrangeExtension@transitchicago.com]
Sent: Friday, September 18, 2009 4:33 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: attn: Jeffrey Busby

From: Lillian Johnson [lillian44@sbcglobal.net]
Sent: Wednesday, September 09, 2009 2:31 PM
To: Orange Extension
Subject: attn: Jeffrey Busby

Definitely extend the Orange Line from Midway to Ford City. I had to take three buses to get to Midway this weekend. That's a lot of hassle to deal with on top of other air travel concerns.

Mrs. Johnson
From: Orange Extension [OrangeExtension@transitchicago.com]
Sent: Friday, September 18, 2009 4:33 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: concerning your proposed orange line extension

From: Kermit Krueger [kmkrueger@toast.net]
Sent: Tuesday, September 08, 2009 6:10 PM
To: Orange Extension
Subject: concerning your proposed orange line extension

Clearly the extension of the orange line along the Belt Railray right of way would seem to be very logical. But what would it do other than to serve a private business and to compete with an already existing bus service (CTA & PACE)?

If, instead of extending the orange line, what if you extended the green line west along 63rd Street from its present terminal at Ashland about 3/4ths of a mile to the CSXT right of way, then south along that right of way to about 74th Street and then West along the Belt Railway right of way until it reached Daley College (at Pulaski Avenue) and then about a mile or less to Ford City with stops at Marquette Road (& Bell), 74th and Western, 74th and Kedzie, Daley College and Ford City. Yes, it would be longer and it would involve more stops, but I suspect you'd have a lot more business on this route than you ever will with your straight shot south from Midway! (And it might help build traffic on a presently under-used line.)

I have no vested interest in either route. From my home Pace to the Rock Island or the Red Line, or CTA to the Orange Line are ways I can take. But know how people in this area tend to travel, I think your short-cut parallel to Cicero will be a fiscal burden on the system for decades!

Kermit Krueger.
From: Orange Extension [OrangeExtension@transitchicago.com]  
Sent: Friday, September 18, 2009 4:33 PM  
To: Peters, Melissa  
Cc: Kornblatt, Helene B.  
Subject: FW: My Thoughts & Suggestion

---

From: P Thomas [PT8831@webtv.net]  
Sent: Tuesday, September 08, 2009 4:14 PM  
To: Orange Extension  
Subject: My Thoughts & Suggestion

I think its nice to think about the extension, but its not very practical, I ride the orange from downtown to either Pulaski or Midway, and catch the 62 or 62 H bus home, and I have to tell you, there barely is room to stand by Roosevelt Rd.

I can't see adding any more people onto this train. If you had an express train to Pulaski and/or Midway, that would be great, that's where the bulk of people would get off anyway. I could see that happening, maybe have it run only at Rush Hours, but to add more people to the already over crowded trains, is just asking for a disaster as far as safety goes, just way, way too many people. Can you imagine winter time where now we are all wearing heavy coats..........  

OK, thanks for listening to my suggestion, you all do a great job, both trains and buses, we appreciate you, especially out here in the Garfield Ridge area.

Paula  
Chicago

9/30/2009
From: Orange Extension [mailto:OrangeExtension@transitchicago.com]
Sent: Wednesday, September 30, 2009 10:58 AM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Orange Line Extension connecting Midway to Ford City

From: Larry Deetjen [ldeetjen@oaklawn-il.gov]
Sent: Tuesday, September 22, 2009 12:01 PM
To: Orange Extension
Cc: Jack Gallagher
Subject: Orange Line Extension connecting Midway to Ford City

Thank you for the opportunity to submit comments regarding this exciting and important project. I wholeheartedly support the extension, however, the design and engineering configuration should be forward enough in thinking to allow the next phase to go straight South on Cicero to Oak Lawn and then on to the Illinois Tollway. We already have lines serving Oak Park and Skokie and I venture to say that the Oak Lawn and Illinois Tollway "connector" has higher population density in the corridor. I also believe that the extension further to the South will have a very positive impact on the corridor economically.

In regards to the environment, certainly the reduction in carbon emissions is quite positive, however, I would design the extension to include a "green belt" and be bicycle/pedestrian friendly by constructing a public parking garage and specific features to serve bicycles. As a METRA customer myself, our Chicago metropolitan transportation system needs to be a leader and proactive in bicycle transportation. Get me downtown and to our wonderful Lake Michigan waterfront by allowing more bicycles on METRA and CTA. Now is your opportunity with this extension to demonstrate to the "world" with the 2016 Olympics just how visionary Chicagoans are! Lets do it! Larry Deetjen
The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. Please PRINT.

Name: 
Organization: 
Address: 
City: ______ State: ______ Zip: ______
Phone: ______ E-mail: 

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on October 27, 2009.

[Signature]

What I cannot understand is why the Orange Line Extension from MDWY to "Ford" City does not go directly from "Westr" Avenue as there is plenty of open space along "Foster" Avenue from 47th to 51st. And, as a multi-story parking garage could be built next to the "Foster" and Mayor Park. Little lott of room for parking as well.

[Signature]
The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. Please PRINT.

Name: PHILIP J. CORRIDAN

Organization: ________________ Title: ________________

Address: 7807 LAMON AVE.

City: BURBANK State: IL Zip: 60459

Phone: ________________ E-mail: DRENAUGH@YAHOO.COM

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on October 27, 2009.

**Phase One**

**WHAT IMPACT DURING CONSTRUCTION STAGE WILL AFFECT TRAFFIC ON CICERO AVE. WHICH IS REALLY CONGESTED ALREADY.**

"IF ONE LANE IS CLOSED, IT WOULD BE HORRENDOUS.

Scoping comments may be submitted via mail, e-mail, fax or the project website with attention to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. Fax: (312)681-4297, Email: OrangeExtension@transitchicago.com, Website: www.transitchicago.com/OrangeEIS, Customer Information: 1-888-YOUR-CTA (1-888-968-7282), Hearing & Speech Impaired: 1-888-CTA-TTY1 (1-888-282-6891), Transit Information: 836-7000 from any local area code RTA TTY: 312-836-4949
The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. Please PRINT.

Name: George Dimis
Organization: 35th St. Oakley Ave block 120
Title: President
Address: 3536 S. Oakley Ave.
City: Chicago State: IL Zip: 60609
Phone: 312-402-6823 E-mail:

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on October 27, 2009.

The extension will help the residents of the city as well the suburbs who use it to get to work downtown.

From the start in 1993 it was a great idea.

Scoping comments may be submitted via mail, e-mail, fax or the project website with attention to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. Fax: (312)681-4297, Email: OrangeExtension@transitchicago.com, Website: www.transitchicago.com/OrangeEIS, Customer Information: 1-888-YOUR-CTA (1-888-968-7282), Hearing & Speech Impaired: 1-888-CTA-TTY1 (1-888-282-6891), Transit Information: 836-7000 from any local area code RTA TTY: 312-836-4949
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Name: Harry Brooks

Organization: LVEJO

Title: Transportation Coordinator

Address: 7818 S. South Shore Dr. Apt 2A

City: Chicago

State: IL

Zip: 60649

Phone: 773-231-0608

E-mail: harry.brooks@yamaha.com

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on October 27, 2009.

When extended to Ford City as was originally intended, there should be stations at Marquette, 71st, 75th and then Ford City because of all the businesses, restaurants and hotels along Corridor.

Scoping comments may be submitted via mail, e-mail, fax or the project website with attention to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. Fax: (312)681-4297, Email: OrangeExtension@transitchicago.com, Website: www.transitchicago.com/OrangeEIS, Customer Information: 1-888-YOUR-CTA (1-888-968-7282), Hearing & Speech Impaired: 1-888-CTA-TTY1 (1-888-282-6891), Transit Information: 836-7000 from any local area code RTA TTY: 312-836-4949
Orange Line Extension
Connecting Midway to Ford City

The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. Please PRINT.

Name: HAROLD T. EVANS JR.

Organization: ___________________________ Title: _________________________

Address: 4548 W. 66TH PL.

City: CHICAGO I State: IL Zip: 60629

Phone: 773-735-4395 E-mail: BUDUIC @ AOL.COM

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on October 27, 2009.

I WOULD LIKE A TRAIN STOP @ 67TH ST. FOR THE RESIDENTS, HOTELS & OLD PEOPLE'S HOME.

THANKS

Scoping comments may be submitted via mail, e-mail, fax or the project website with attention to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. Fax: (312)681-4297, Email: OrangeExtension@transitchicago.com, Website: www.transitchicago.com/OrangeEIS, Customer Information: 1-888-YOUR-CTA (1-888-968-7282), Hearing & Speech Impaired: 1-888-CTA-TTY1 (1-888-282-6891), Transit Information: 836-7000 from any local area code RTA TTY: 312-836-4949
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Name: MARY CROTTY

Organization: ______________________ Title: ______________________

Address: 6335 S0. KNOX

City: CHICAGO State: IL Zip: 60629

Phone: 773-587-5339 E-mail: ______________________

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on October 27, 2009.

I DO NOT WANT THE ORANGE LINE IN BACK OF MY HOUSE

I VOTE NO I DO NOT PUT THE ORANGE LINE FROM 63RD & KNOX TO 76TH & KILE. WE DO NOT NEED IT THE ORANGE LINE WILL BE TOO NOISY & BRING CRIMES

I DO NOT WANT THE ORANGE LINE

Scoping comments may be submitted via mail, e-mail, fax or the project website with attention to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. Fax: (312)681-4297, Email: OrangeExtension@transitchicago.com, Website: www.transitchicago.com/OrangeEIS, Customer Information: 1-888-YOUR-CTA (1-888-968-7282), Hearing & Speech Impaired: 1-888-CTA-TTY1 (1-888-282-6891), Transit Information: 836-7000 from any local area code RTA TTY: 312-836-4949
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Name: DAN LESSNER
Organization: ALREADY ON LIST Title: 
Address: 
City: State: Zip: 
Phone: E-mail: 

Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered. Comments must be submitted by the close of business on October 27, 2009.

END STATION SOUNDS LIKE HALFCASSED COMPROMISE. IN MIDDLE OF BEST BUY AND WORSE BUY PARKING LOTS. HOW WILL THIS STATION CONNECT TO FORD CITY? MOVING SIDEWALK TO PEACOCK ALLEY? I THOUGHT ONE OF THE TRAIN SIGNS SAID "FORD CITY", NOT "MIDDLE OF NOWHERE". WHY NOT USE GROUND UNDER "DEAD MONKEY WARD'S" FOR NEW STATION/END TERMINAL? I THINK PEACOCK ALLEY ENDS BY THAT EAST, TELL ME THERE'S NOT ROOM ENOUGH FOR CRANES/TRUCKS INSIDE THAT BUILDING. WHAT ELSE TO DO WITH THAT SPACE? BUILD A NEW PONTIAC DEALERSHIP? THE BUS TERMINAL/TRAIN REPAIR SHOP COULD REPLACE THAT DEAD WARD'S GARAGE. OR DO WE PISS ON FORD CITY-LET IT DIE?

Scoping comments may be submitted via mail, e-mail, fax or the project website with attention to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. Fax: (312)681-4297, Email: OrangeExtension@transitchicago.com, Website: www.transitchicago.com/OrangeEIS, Customer Information: 1-888-YOUR-CTA (1-888-968-7282), Hearing & Speech Impaired: 1-888-CTA-TTY1 (1-888-282-6891), Transit Information: 836-7000 from any local area code RTA TTY: 312-836-4949
From: Orange Extension [OrangeExtension@transitchicago.com]
Sent: Monday, October 12, 2009 4:35 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Illinois State Police concerns

From: Anthony_Lupo@isp.state.il.us [Anthony_Lupo@isp.state.il.us]
Sent: Wednesday, October 07, 2009 11:14 AM
To: Red Extension; Yellow Extension; Orange Extension
Cc: mark.harmon@chicagopolice.org
Subject: Illinois State Police concerns

As we discussed in the Scoping meeting on September 23, 2009. Below is details a few concerns we had and would like them looked at during the preliminary phase:

FIRST RESPONDERS

Will the construction area be easily accessible for First Responders to respond to any type of emergency? With the tracks being elevated, will there be an easy on/off for personnel?

SECURITY

If the Contractor desires additional police officer services of Illinois State Police (ISP), District Chicago, for enforcement, traffic control, and/or security, ISP personnel will, as available, provide police services on a hireback basis. During this time, ISP officers will provide a visible State Police presence, provide general police services and take enforcement action as appropriate in and around the site of the program. We will govern all areas on the expressways or on state owned property. To secure the above, the Contractor would have to sign a binding contract detailing all the specifics with the State of Illinois.

If you should have any questions or need additional information, please do not hesitate to contact me.

Respectfully,

Lieutenant Tony Lupo
District Chicago
Administrative Command
Office 847 294 4655
Fax 847 294 4440
Cell 708 932 9347

10/14/2009
This extension makes perfect sense and is long overdue. Consider the ample parking Ford City can set aside for riders and the economic impact to the businesses therin profiting from commuters.

Pollution and traffic levels would decrease along the present terminal of the Orange Line not to mention the frayed nerves of the commuters in this bottleneck on Cicero Ave over the Belt Line bridge.

This would also benefit other south Cicero Ave. businesses which the present terminal doesn’t have (retail, etc.) would increase there too. This move may also save more vehicular gasoline by not being stalled in traffic and closer to residential areas rather than Midway Airport thus saving some miles there.

I’m offering my comments in response to not being able to attend the community meeting. I hope you will initiate your plan quickly.

Sincerely,
Larry O’Connell
3900 W. 65th Street
Chicago, IL. 60629
Cheever, Kim

From: Orange Extension [OrangeExtension@transitchicago.com]
Sent: Monday, October 12, 2009 4:36 PM
To: Peters, Melissa
Cc: Komblatt, Helene B.
Subject: FW:

From: Benjamin Cundari [bencundari1990@yahoo.com]
Sent: Thursday, October 08, 2009 9:19 PM
To: Orange Extension
Subject:

my name is ben cundari

i think its a good idea to extend the orange line to fordcity that way people donot have to get off the train and go and wait for the bus to take them to ford city (especially in the winter) (i also think that there should be a stop in between midway and ford city)

but how are you go to lay the tracks becuase at the end of the station at midway there is 59th street is it going to go under the ground of upabove?
Cheever, Kim

From: Orange Extension [OrangeExtension@transitchicago.com]
Sent: Wednesday, October 21, 2009 1:41 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW:

From: Koutsis, Stacy [Skoutsis@LewisOverbeck.com]
Sent: Wednesday, October 21, 2009 12:49 PM
To: Orange Extension
Subject:

I think it would be a good idea because it would cut the traffic on Cicero. Plus people they need to get off at Midway will be able to get to the airport with no worries. Another good thing is people traveling into to Chicago can get to their hotels more accessible. I hope this decision will be made soon! It's a very good thing!

Stacy Koutsis

10/26/2009
CHICAGO TRANSIT AUTHORITY
PUBLIC HEARING
"ORANGE LINE EXTENSION
CONNECTING MIDWAY TO FORD CITY"
September 21, 2009

STENOGRAPHIC REPORT OF PROCEEDINGS had in
the above-entitled matter held at Hancock College
Preparatory High School, 4034 West 56th Street,
Chicago, Illinois, commencing at 6:50 o'clock p.m.

PRESENTERS:
MR. DARUD AKBAR, Government & Community
   Relations Officer, Chicago Transit
   Authority
MR. JEFFREY BUSBY, General Manager,
   Strategic Planning, Chicago Transit
   Authority
MS. SARAH LAYTON WALLACE, Moderator

Reported by: Anna M. Morales, CSR, RMR
License No.: 084-002854

(Whereupon, the following
proceedings commenced at
6:50 o'clock p.m.)
MR. AKBAR: Good evening, everyone. My name is Darud Akbar, Government & Community Relations Officer with the Chicago Transit Authority. I would like to welcome everyone to the Chicago Transit Authority's public scoping meeting, public meeting for the Orange Line Extension Project.

I would like to quickly recognize Jack Gallagher, the Village Engineer of Oak Lawn. Thank you.

I'm going to hand things over now to Sarah. She's going to give us the agenda for tonight's meeting.

MS. WALLACE: Thank you. Okay. Thanks again for being here. My name is Sarah Layton Wallace. I will be moderating the remainder of the meeting.

Tonight's agenda, as you see before you, we just completed the open house portion of the meeting. We're next going to move to the presentation. This is the beginning of that. After I'm done going through the agenda, Jeff Busby is going to go through and talk a little bit about the project. And then we'll go into the public comment section of the meeting tonight. And I will talk a little bit more right before we go into that about some of the guidelines to help you with making your comments, but do be thinking about filling out speaker cards and getting those into people who will collect them in the aisles so that
we know you want to speak.
  I do want to ask, is there anybody here
who would like Spanish translation?
  Is there anybody that would like Polish
translation?
  we do have that available if anyone is in
need of translation.
  Jeff is going to start with the
presentation, and then we'll move into public
comment thereafter.
  MR. BUSBY: Hi. I'm Jeff Busby. I'm a planner
with the Chicago Transit Authority. I want to
welcome all of you. Thank you for coming out.
  To give you a little background on our
project, we started a study called the Alternatives
Analysis. It's the very first study to look at an
extension of the Orange Line. Back in 2006, we had

a couple of meetings in the community. Most
recently, we recommended a single alternative to be
continued for further evaluation as a fixed
guideway. It's the rail extension we're going to
talk about tonight. We had a pretty extensive
public involvement campaign that included public
meetings, but also we received a lot of comments
from folks over the Internet or by letters.
  We're starting tonight the environmental
studies. This very much builds on what we
completed in the Alternatives Analysis. And let me
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give you a little more information on that.

What we're starting tonight is the
preparation of an environmental impact statement.
This is a very important document to comply with
some federal regulations embodied by the National
Environmental Policy Act. The reason that we're
preparing this is to understand the environmental
impacts, evaluate them, both as a result of
constructing the Orange Line, but also the impacts
that result from operations.

The reason to pursue this federally
mandated study is that we're seeking federal funds
to pay for portions of the Orange Line Extension.

And, really, we see this document as a tool to help
you and other decision-makers make decisions about
the project, both its positive and negative
environmental impacts.

This is a project scheduled for you. This
is really just a target; but, tonight, as I
mentioned, we're starting the environmental work.
We won't have a lot of answers to your questions
tonight because the focus of our efforts over the
next year or more is to study in great detail the
environmental issues that are raised tonight and
others that we're aware of. We hope to share the
result of that in a draft environmental study at
the end of 2010 or early 2011.

There are many obstacles to extending the
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Orange Line, not the least of which is we have to identify additional funds to continue these planning studies and engineering design work. We also have to get federal permission to advance; but, if both of those things, permission and funds, were identified, we believe we could start detailed design after 2011. That would take us to about 2013 to complete the design. At that time, we would have to have identified all the money to pay for the extension and we could actually begin construction in 2013.

Again, this is an ambitious schedule, but we think that we could have the extension open for revenue service by 2016.

A couple of words about the alternatives. I mentioned that we did an Alternatives Analysis study which looked at a whole range of different transit technologies, buses, trains, other forms of transit, different corridors, different station locations. We've identified what we call a Locally Preferred Alternative, which I will talk about in a minute; and then there are two other alternatives which are very important to be carried through because they're federal requirements, but also because they provide a nice point of comparison for the environmental studies.

So there's a No-Build Alternative and what's called a Transportation System Management
Alternative. This is a lower cost alternative to
the rail line and I'll talk about them in a little
more -- I will give you a little bit more detail on
this.

The Locally Preferred Alternative is an

extension of the Orange Line from the existing
Midway Station. It runs 2.3 miles -- would run
2.3 miles south to a station near the Ford City
Mall, about 7600 south. Leaving Midway Airport
station, it is proposed that the line be below the
street level, so it would cross underneath
59th Street. It would be below 63rd Street as well
crossing underneath. It would then start to climb
up and cross over Marquette or 67th over the Belt
Clearing Yard, and then elevated above Cicero
Avenue near the Ford City Mall.

We are showing the potential for a station
at 67th or Marquette Road. We are not proposing
that as part of this environmental review, but
there is an opportunity for a station to be built
there in the future if that's desirable.

There are a couple of options for a
station to be located near Midway Airport -- I'm
sorry, near Ford City Mall, either on the east side
of Cicero or above Cicero itself.

A little bit of background -- am I
supposed to give background on the -- should I
switch to you, Sarah? Okay, I look forward to your
the meeting, keeping us on schedule, and I will let her -- I will turn it over to her at this point.

MS. WALLACE: Thank you. I want to give you a few pointers on your comments. Because the meeting is about the environmental document that is about to be developed, these are the areas that you'll need to focus your comments on tonight: The purpose and needs for the project; the proposed alternatives, and these are all things you should have been able to read about on the board during the open house; the proposed environmental issues to be examined; and then the potential environmental effects and the mitigation measures to be considered. So these are the topics that you should focus your comments on tonight.

Some guidelines. Again, if you do want to speak, you need to turn in one of these speaker cards. Are there others who want to turn in a speaker card that haven't yet and we can collect those? I'm going to be calling speakers by name. I have got these in the order that we've collected them. When you come up to the standing mic, you will need to restate your name. That way if I get it wrong, you will get it right. And then you'll
have three minutes to provide your comments. So if you feel like your thoughts are going to take more than three minutes, organize your thoughts to summarize your comments in the three-minute period, and then you are welcome to submit written comments that are more detailed.

We've got a light system here. After you have been talking for -- when you have 30 seconds left, it will go from green to yellow; and when you have 15 seconds left, the yellow will begin flashing. When we hit the red light, that means your time is up and you need to stop your comments.

Tonight is about listening to your comments. So we're here to hear from you. The folks from CTA will be here listening to what you have to say and taking notes, as will others. That means we're not going to be answering questions tonight, but all of these comments are going to be documented in the scoping report. So these are the guidelines.

Let's go ahead and have the first couple of people get ready. Oh, yes. I should mention, we do have a court reporter here who is reporting all of your comments.

A VOICE: What paper?
MS. WALLACE: Excuse me?
A VOICE: What paper?
MS. WALLACE: There's a speaker comment card.
Do you want to get one of those?
A VOICE: No. I mean, a reporter from where?
MS. WALLACE: Oh, a court reporter is a person
who is going to transcribe your comments and then
be able to submit those for the record.
A VOICE: I see.
MS. WALLACE: Let's have Ann Ostrowski and
Pat Glatz; and the third person to get ready,
Harold Evans. If Ann could come up to the
microphone and the other two could get ready to
comment, please. Are you Ann? Great. Ann?
MS. OSTROWSKI: My question is, the CTA is
broke. We talk about the federal government giving
us money. We're into a trillion dollar deficit
now. It's wonderful that it would go to Ford City,
but really you should concern yourself with the
airport. The people who come to the airport, when
they get onto the train, if these people are going
to come in from Ford City, you're going to be sure
it's people coming from the suburbs and they're

going to want to park there and take this bus --
the train. When it gets to Ford City -- I mean, to
Midway, it's going to be totally jammed, the people
coming in from other stations.
We're supposed to look great for 2016,
aren't we? Well, when all these people are coming
in, the trains will be jammed. I know I have heard
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this before that they're going to say, Oh, we'll
put trains on. Yeah. And then they're going to
talk about they can't afford this and they can't
afford that.

I don't see where the profit is to spend
-- how much is this all costing us? We haven't
even mentioned money.

MS. WALLACE: Thank you for your comment.
Pat Glatz, please. And please do restate your name
for us.

MS. GLATZ: Good evening. My name is
Pat Glatz. My comments have to do more -- mostly
with purpose.
I'm a product of the west side and always
lived within walking distance of the Lake Street
El. I was downtown in 20 minutes. When I moved to
the southwest side, it was two hours plus to get to

the Loop. At times, it seemed like the southwest
side was rather disenfranchised.

I think that the extension is a wonderful
idea. I think it's a long time coming.

My personal concerns have to do with
parking and security, but I think it's -- I think
it's a wonderful plan. Thank you.

MS. WALLACE: Harold Evans. Please restate
your name.

MR. EVANS: Hi. My name is Harold Evans. I
would like to address purpose and need also.
I would like to see us stop at 67th Street. Three reasons: One, I live right around there. I could walk to the train, take the train to work. There's a lot of students that go to UIC there. They could take the train downtown, transfer over to the Pink Line, get to the different colleges.

It would also help -- we have a senior home at 67th and Cicero. The older folks could come -- they could come downtown to Millennium Park and things. We also have a huge number of hotels at 67th and Cicero. Right now they're depending on buses to shuttle them over to Midway Airport. This way, they could just walk to the train any time they want. They could come downtown. It would be more money for the city.

Cicero right now, it's like a race course. It's a six-lane highway. You have all these cars coming from the south side. If they're going to go to the Orange Line, they have to drive to Midway, otherwise they have to continue on going downtown.

This would relieve some of the traffic. So I'm for it a hundred percent. Thanks.

MS. WALLACE: Pat Deskavich and Michael Koperniak and Philip Coridon.

MS. DESKAVICH: My name is Pat Deskavich, and I'm just worried about the impact that it's going to have on our neighborhood. I'm just right at
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61st. This train is going to be in my backyard, and I don't see a problem with people parking and taking a train as it is now. I don't believe a lot of people are going to want to park at Ford City. But, you know, it's going to be in my backyard, and it's going to be noisy and vibrate. I'm just against it.

MS. WALLACE: Michael Koperniak. Please sure to talk into the mic. Some people are having a hard time hearing.

MR. KOPERNIAK: Sure. My name is Mike Koperniak, and I'm just speaking as an occasional Orange Line user and a daily driver on Cicero Avenue.

First of all, I fully support extending the Orange Line south. However, I do have concerns about the traffic and its impacts and alternatives. Between 67th and 79th, which is one and a half miles, you have eight signalized intersections in there, possibly nine, if my memory serves me right. Less than a quarter mile spacing. Traffic is very heavy during the day and especially in the a.m. and p.m. rush hour, we add additional traffic from parkers from the CTA elevated that's going to add to the congestion.

There are only three ways in and out of there: Going north on Cicero, going south on Cicero, or taking State Road. It's especially bad
there between Christmas and Thanksgiving for the holiday, the extra traffic in there. Another thing, the CTA riders will be arriving and leaving when the rush hour motorists are going there.
If you're going to build it there, you

might want to consider, back in the '70s, there was an overpass bridge over Cicero Avenue where people in Ford City could drive over the bridge and then access southbound Cicero without having to go through the traffic signals.
Since I have been living down here 40 years now, if you can extend it, I think the better alternative would be to go to the shopping mall at 79th, three blocks south, where it's a lot less congested, you're waiting on the signals, and you have four ways to get out of there. You have east on 79th, west on 79th, north on Cicero or south on Cicero. I think it's a whole lot better and it's only three blocks south.
And you do have some marginal stores between 76th and 79th that you could just go right over the right-of-way or stay on Cicero Avenue right-of-way and go over those stores if you want to purchase them. I don't think it would cost that much, and you could go right into the shopping mall at 79th Street.
That's basically what I have to say. I do support this idea to extend it. Thank you.
Isidro Rosado. Philip? Is Phil going to comment? Nancy?
MS. DULAJ: Nance.
MS. WALLACE: Nance. Okay. Please restate your name into the mic.
MS. DULAJ: Sure thing. My name is Nance Dulaj, and I live in West Lawn at 72nd and Avers, and I wanted to comment that I like this plan. It's commercially adaptable, ecologically feasible, and environmental healthy, and I hope it never goes east because that's where all the problems would start.
I was against the north/south crosstown because of many aspects and they would have taken our homes in West Lawn with the clover leaf. So that's why I mentioned the not going east.
And I wanted to point out that Hurley School is in the wrong position on your map. It's east of Pulaski. It's not with Pasteur School. I wondered now how many stops there are going to be? It sounds as if it's like 63rd and maybe 67th and then into Ford City and maybe 79th, and I'm not sure if I'm correct. But I did my master's on, you know, having some kind of an
extension. We used to have the 162 express coming
from 81st Street all the way downtown which was
wonderful. We could even sleep on it. But I think
that this is very feasible. Thank you.

MS. WALLACE: Okay. Isidro Rosado. Again,
restate your name. And then Raymond Williams will
be next, and Harry Brooks.

MR. ROSADO: Hi, I'm Isidro Rosado. For the
program here, we do have some concerns in our area.

I'm right behind the property off 64th and
Knox. One of the questions was, was the Belt Line
going to be staying there? And I think that was
answered. Things about parking areas.

Also with respect to safety concerns.

Right now, the property that runs along the
Belt Line itself is all asphalt material, and we
have a lot of cars that are racing along that area
there. The primary concern is drainage. Right now
because of the asphalt that was put there, we get a
lot of run-off into the alleys and also 64th and
65th Street. So we get quite a bit of flooding in
that area, basically almost going into the garages.

The thought about parking itself, is there
going to be -- well, with that type of parking, is

there also going to be something talked about,
possibly having parking permits being utilized in
our area?

When these columns or any type of the
overheads are put up, and this is probably further
down the road, how do you prevent people from
hanging out and going through there on 64th Street?
Graffiti issues on the garages similar to some of
the north side area where you have a lot of thru
traffic.

With respect to racing down the asphalt,
they're trying to beat the train from 63rd to 67th
Street, potential hazards there.

Is there going to be any talk about
beautification of this property or area? This is
from 63rd to 67th, anything that happens beyond
that. I don't know if there's other people that
are concerned about that.

At the 63rd Street crosswalk, someone did
mention about a bridge or some -- I think there was
a safety concern about the electrical area. Is
that going to be a dead zone or how is that going
to be accommodated for pedestrians to walk over
these tracks?

Airplane issues, Midway, sound
restrictions, and things of that nature is our
concern also. Thank you for your time and I do
appreciate it. Thank you.

MS. WALLACE: Raymond Williams, and then
Harry Brooks, and Peter Sus.

MR. WILLIAMS: My name is Raymond Williams and
I'm from Summit. I think that the project is well
intended and it should be. However, this is only a part of the long-term project which you envisioned which is to connect the airports, Midway with O'Hare, and the citizens are being fed piecemeal the real intent.

Now it's my understanding that the train will come from 95th Street to Kedzie, 87th and Kedzie or Pulaski, and then it will come to the Orange Line; thereupon, it will come to Ford City. At Ford City, it will eventually go to the Toyota Field via Narragansett and Central. The Continental Can plant has already been torn down, and there was a meeting that the public should have been notified of the first of the year. Oberstar, who is the Chairman of the U.S. Department of Transportation, was here, and all the politicians were at Toyota Field. Nobody was told concerning the overpass. It was in the papers slightly, but it was very important. Continental Can was torn down. Thereupon, it will be at Toyota Field, then Hickory Hills, then Countryside, LaGrange, the collar communities going to Rosemont, and a person could be able to get off at Rosemont and go to the Woodfield Mall in Schaumburg or take the other train and go to O'Hare Field. That is the real intent of the project, and Ford City is just only a part. And also with these projects are being
constructed, the initial project is okay. However, they want ancillary projects. Well, you can look at Pulaski, and the paper has been full of it. You have a train system and you have housing and a shopping center. That will be replicated all over the system. So, therefore, there should be federal regulations because it's a recipe for disaster. And then also, in Summit, they have initiated and they have also gotten a weed and seed grant. And with weed and seed, they have artificially deemed the middle part of Summit slum and blight. There is a problem with drugs intentionally for the property --

MS. WALLACE: You need to wrap up.

MR. WILLIAMS: You didn't interrupt that last fellow -- for the property.

It is a fiction that there is -- that it is slum and blight, but what they're doing --

MS. WALLACE: Thank you. Were you watching the light?

MR. WILLIAMS: What does the light signify?

MS. WALLACE: The three-minute time frame.

MR. WILLIAMS: Okay. Well, it's only a part of a larger program. And you see that the person that was ahead of me rattled on and on and on, but you should write your congressman.

MS. WALLACE: Thank you.

MR. WILLIAMS: They have this set up to steal
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property. That's what the deal is. I would like to have that on the public record.

MS. WALLACE: Peter Sus, please. Oh, I'm sorry. Harry Brooks, and then Peter Sus.

MR. BROOKS: Yes. My name is Harry Brooks.

Everyone in this room should know that this train was originally intended to go to Ford City as I have seen -- I have seen the signs change. You got a Ford City destination sign on every train that has the Midway sign. Go past Ford City between the Loop and Midway. So it should have been out there in the first place.

That being said, when you do build out there, you should have a stop at Marquette Road, 71st, and 75th because of all the shopping that's out there. It would be easier for people to get back and forth to that rather than just have it stay at Marquette and then all the way out to Ford City. You need to have at least one of those stations in between, particularly at 71st Street, as popular as Target and Wal-Mart are.

The only other thing I would like to say, because -- and I just like to slide this in because I won't be able to be in Skokie on Wednesday, but I'm a member of the Illinois Holocaust Museum. So that train does need to go out to Old Orchard for the museum which is at 9603 Golf Road.

So since the other one was long, I will be
MS. WALLACE: Peter Sus.

MR. SUS: Hi. Hello. My name is Peter Sus. I guess the two things I can comment on is the --

first was the proposed alternative. I think there's probably a lot more effective and economical ways for the transportation. You are only increasing the distance a few miles.

Then as far as on the environmental impact, I have been there for 26 years. Before the Orange Line, we didn't have too many problems, but now we got a lot of problems with gangs. I'm right at the back end of the line.

You know, I'm kind of really concerned about the dramatic, I believe, increase in noise. With the gangs right now and plus homeless people riding trains, I'm always calling the police to check the homeless people, you know, because they're sleeping on the street over there because it's easy for them to ride the train all day and then lay down.

We're talking about getting funding. This could be millions, billions to extend the train.

How much funding is there going to be for additional safety for policing of this? Because you will have a subway. You are going to have one way for them to get in and another way for them to get out. I see dramatic safety impacts there.
I don't know. There's -- I have been living here for a long time. There wasn't as many problems as we have now. You know, they're saying this could be done, but I mean every time you turn around, parking meters are being sold, Skyway's sold, Midway Airport is leased. This is going to be put in and the problems will be dropped on the people living in the neighborhood. We're going to be stuck with the problem.

I don't see a benefit for such a small thing. I think there's a lot more economical alternatives to this thing. You are talking billions of dollars to do this. Well, maybe not billions, but pretty close.


MR. KRISTLE: Hello. My name is Bob Kristle. I would like to recommend that, in general, I support this. I think this is a good thing, but I ride that Midway El every day. I can tell you from part of experience that during rush hour that El is packed both ways, packed. You put this in, you're going to have more people. One of the other speakers alluded to that.
So I would recommend as part of the EIS the inclusion of more trains and the costs associated with that. When the Pink Line went in, the Orange Line suffered. I'm not the only one who thinks that. I read that in the Trib. I don't know if it was because of schedules or you took cars or why it was, but I know that the Orange Line suffers and still suffers due to the Pink Line. That's a fact.

So this time, maybe we ought to allow for inclusion of the extra cars and the extra capacity I know you're going to get.

MS. WALLACE: Could you restate your name?
MR. KRISTLE: Bob Kristle.
MS. WALLACE: Thank you. Raymond Williams?
MR. WILLIAMS: I've already spoken.
MS. WALLACE: Okay. Do we have any other folks who want to speak at this time? Is Philip Corridon here now? Yes. Philip? Okay.

What we're going to do is we're going to be available here to take comment. If any other individuals come into the meeting prior to 8 o'clock, we're going to be available for that. You're welcome to go home, to spend time more time

with the boards if you would like.

I do want to say a couple more things.
The scoping comments are due by October 27th. So if you have more comments you want to make or you
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prefer to make your comments in writing, you have
until then. You can put your comments in the box
out in the other room. You're welcome to mail the
comments to this address. You can also e-mail or
fax your comments. So those are all the ways that
you can submit comments.

And we encourage you to stay involved by
visiting the Web site for regular updates. You can
also join the mailing list, and there's contact
information for Darud to get yourself on the
mailing list if you're interested in being on that.

So thank you very much for your input and
participation tonight. Again, we'll remain here
until 8 o'clock if others come and want to comment.

(Whereupon, there were no
further speakers.)

(Public Hearing adjourned at
8 o'clock p.m.)

STATE OF ILLINOIS )
) SS:
COUNTY OF C O O K )

ANNA M. MORALES, being first duly sworn,
On oath says that she is a court reporter doing
business in the City of Chicago; and that she
reported in shorthand the proceedings of said
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Public Hearing, and that the foregoing is a true
and correct transcript of her shorthand notes so
taken as aforesaid, and contains the proceedings
given at said Public Hearing.

__________________________________________

Certified Shorthand Reporter
October 27, 2009

Mr. Jeffrey Busby  
General Manager – Strategic Planning  
Chicago Transit Authority  
P.O.Box 7602  
Chicago, IL 60680-7602  
Fax: 312-681-2708

Dear Jeff,

On Monday, September 21, 2009, I attended a meeting hosted by the CTA at Hancock College Preparatory High School, representing Tootsie Roll Industries, LLC., and had the pleasure of meeting you.

At this meeting we heard, for the very first time, that the CTA has plans to extend the Orange Line to the Ford City Shopping Center, and that they plan to run the line through the front lawn of our Corporation World Headquarters and across our corporate “face” on Cicero Avenue.

We were told that comments were requested in writing.

We question the wisdom and the practicality, and strongly oppose a routing down Cicero Avenue south of 67th Street. Assuming that the project can be economically justified, we believe that it makes far more sense for the extension, station and parking lots to be located on Kostner Avenue rather than on Cicero. We have summarized a number of thoughts for your consideration on the attached spreadsheet.

We look forward to working with the CTA and all associated parties in future discussions to arrive at the most sensible approach to maximize the benefits and minimize any negative impacts of the proposed extension.

Regards,

John Newlin  
Vice President – Manufacturing  
Tootsie Roll Industries, LLC  
7401 S. Cicero Avenue  
Chicago, IL 60629  
773-838-3400

enclosures
cc:  Ms. Michelle Nolan  
Commissioner & Project Manager Southwest Side  
Department of Community Development  
City of Chicago  
121 N. LaSalle Street  
City Hall, Room 1003  
Chicago, IL 60602  

Ms. Judy Jackson  
Assistant Commissioner  
Department of Community Development  
City of Chicago  
121 N. LaSalle Street  
City Hall, Room 1006  
Chicago, IL 60602  

Ms. Lenora Daily  
Industrial Director  
Greater Southwest Development Corporation  
2601 W. 63rd Street  
Chicago, IL 60629-1619  

The Honorable Frank Olivo  
Alderman  
6500 S. Pulaski Avenue  
Chicago, IL 60629
## COMPARISON OF POSSIBLE ROUTES FOR ORANGE LINE EXTENSION TO FORD CITY

<table>
<thead>
<tr>
<th>FACTOR</th>
<th>CICERO</th>
<th>KOSTNER</th>
</tr>
</thead>
<tbody>
<tr>
<td>TRAFFIC</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| Normal days | Heavy all day  
Extremely heavy during rush hours and lunch hours  
Impossible, often grid-locked | Light all the time  
Light all the time  
Minimum impact |
| Shopping days, especially pre-Christmas | Impossible | Some commuter traffic to a Kostner commuter parking lot would access it from Pulaski to avoid Cicero problems. |
| During construction of tracks | All would drive Cicero Avenue or State Road to access Cicero lot at Ford City, adding to the traffic lockjam on Cicero. |                                                                        |
| Southwest commuters who work in city seeking commuter parking at end of Orange line |                                                                        |                                                                        |

## ECONOMIC IMPACT

<table>
<thead>
<tr>
<th>FACTOR</th>
<th>CICERO</th>
<th>KOSTNER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bringing new growth and jobs</td>
<td>Already fully developed, 95% lined with operating businesses.</td>
<td>Almost totally undeveloped. Train station would bring economic growth to now deserted Kostner Avenue.</td>
</tr>
</tbody>
</table>
| Effect on Ford City Mall | Negative impact, taking away their Cicero Avenue presence and “front window” for attracting customers from passing traffic.  
Taking the mall’s best parking lot on Cicero, and hiding the mall from Cicero Avenue with that parking lot, cannot be good for the mall. | East side of mall is largely deserted. Tenants all moved out as customers don’t get that far into the mall from Cicero Avenue. Train station would give the mall a second “front door” and revitalize the east.  
This would leave the mall with its parking on Cicero. Good for the mall. |
<p>| Effect on City-owned parcel on Cicero east side north of 72nd Street, (site of unsuccessful ATA and later Menards proposed developments). | Elevated tracks and supporting towers down the Cicero frontage of the tract would be a huge deterrent to successful development of the tract and the economic benefit it would bring to the area. | Bringing the tracks across the air rights over the railroad yards to Kostner Ave. would leave the city tract on Cicero frontage just north of 72nd unsullied and with maximum value for economic development. |</p>
<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
<th>Additional Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROJECT COST</td>
<td>Taking prime developed land could be costly in compensation, time, legal expenses and community good will.</td>
<td>A Kostner Avenue route is largely open and undeveloped, and might be more easily assembled. The length of track from the proposed Marquette Road Station to a Ford City Station on Kostner would be roughly the same, and require roughly the same number of support piers, so the costs should be comparable.</td>
</tr>
<tr>
<td>ASTHETICS</td>
<td>Running an EL across the &quot;front yards&quot; and &quot;store fronts&quot; of fully-developed properties is a real no-no. &quot;Under the EL&quot; is still &quot;Under the EL&quot;, no matter how much you &quot;landscape&quot; and &quot;beautify&quot;. A pig in a silk dress is still a pig. Visualize if it was coming across your front yard at home (with award-winning artistic pillar designs inspired by Michelangelo and the Botanic Gardens handling the landscaping, of course). Wouldn't you be excited to see that?</td>
<td>Kostner Avenue is largely undeveloped, so you have a lot less property owners negatively impacted.</td>
</tr>
<tr>
<td>PARKING</td>
<td>Commuter parking will come at the expense of mall parking, and vice versa. Both objectives will be compromised.</td>
<td>There is considerable vacant land on Kostner for significant commuter parking, not at the expense of the mall, and all in addition to the mall parking.</td>
</tr>
<tr>
<td>JURISDICTION AND COMPLEXITY</td>
<td>We believe that Cicero Avenue south of the rail yard is both a City street and a State highway, so you have two political jurisdictions and sets of rules and standards to deal with. We also believe the east half of the street is in the City of Chicago, and the west half is in the town of Bedford Park. Two more political entities to deal with. We think that Ford City also is an entity.</td>
<td>Kostner Avenue is a City street only. One entity to deal with.</td>
</tr>
<tr>
<td>OTHER ADVANTAGES</td>
<td>None come to mind.</td>
<td>A rail station this much closer to Richard J. Daley College would be a boost to its mission, perhaps boosting its admissions by making it more accessible to the economic class without automobiles it strives to elevate.</td>
</tr>
</tbody>
</table>
From: Schneider, Alexandra [ASCHNE11@depaul.edu]
Sent: Wednesday, October 28, 2009 3:50 PM
To: Orange Extension
Subject:

I support the orange line extensions, but not the circle line
Cheever, Kim

From: Orange Extension [OrangeExtension@transitchicago.com]
Sent: Thursday, October 29, 2009 8:36 AM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Orange Line EIS scoping comments

---

From: David Tomzik [David.Tomzik@Pacebus.com]
Sent: Tuesday, October 27, 2009 9:14 AM
To: Orange Extension
Subject: Orange Line EIS scoping comments

Pace scoping comments regarding CTA Orange Line Extension Environmental Impact Statement

Thank you for the opportunity to review and comment on the scoping of the Environmental Impact Statement for the Orange Line extension. Below are comments regarding the proposed project alternatives and potential environmental impacts relating to the proposed extension between Midway and Ford City.

- Pace supports the rail extension of the Orange Line from the current terminus at Midway Station to Ford City.
- In compliance with the Illinois Auditor General’s recommendation to reduce CTA & Pace overlapping service and provide greater suburban market coverage area, Pace proposes to restructure suburban routes which now serve the Midway Orange Line Station to the proposed Orange Line station at Ford City.
- Pace requests participation in the planning development and design of the Ford City terminal. Design should include sufficient bays to accommodate both Pace fixed route and Regional ADA Paratransit services and CTA bus routes. In addition, operator facilities, passenger information as well as bus priority access such as Transit Signal Priority or bus activated signals to allow buses to enter/exit the terminal with minimal congestion.

We look forward to participating in this regional planning process.

David Tomzik
Manager, Long Range Planning
Pace Suburban Bus Service
550 W. Algonquin Road
Arlington Heights, IL 60005
847 228-2463
fax 847 228-2330
david.tomzik@pacebus.com

11/9/2009
Dear Mr. Busby,

My apologies for not responding last week. Due to the financial crisis at citimortgage, holder of my mortgage, I spent the entire week trying to repair a mess they created.

I am from the Ashburn neighborhood. I am active with community and church groups. My company has been hired over the past decade to advertise, promote and market the area as a great place to live, work, shop and enjoy all the amenities it offers. My company produced a video designed for e-commerce to reach any and all interested in Ashburn, especially developers. If you'd like to see a copy please let me know and I'll send you a link.

I attended the meeting on September 21st and expressed my 100% support of the Orange Line Extension to Ford City. As a researcher and marketer, I heard from so many prospects that Ashburn was not close enough to the city to be a viable option, especially to young people. Not only does it lack recognition, the perception is that it's an old neighborhood "somewhere near Beverly or Midway."

Although Metra's stations are a great addition, the Orange Line would connect riders to the center of the loop and provide weekend service. My understanding is one of the greatest obstacles outside of financial is the railroad. I hope that can be overcome because connecting to the loop and all parts of the city will benefit everyone. The housing is affordable while not compromising quality.

The most dreadful part is getting there. The expressways help but either you are too far east or too far north to be really beneficial. Western Ave and Kedzie are slow. It was a very poor decision to remove the Damen Bridge at 47th which makes Ashland and Western even more congested.

Please keep me advised to your decisions.

Sincerely,

Barbara E. Barry

sorry spell check isn't working
From: StreetsAndSan [streetsandsan@cityofchicago.org]
Sent: Monday, November 02, 2009 2:41 PM
To: Orange Extension
Cc: Ernst, Jonathan
Subject: Request for Comments -- Department of Streets and Sanitation - Proposed Orange Line Extension

Mr. Jeffrey Busby  
General Manager, Strategic Planning  
Chicago Transit Authority  
RedExtension@transitchicago.com  
OrangeExtension@transitchicago.com

Dear Mr. Busby:

I am writing in response to your request for comments regarding the environmental reviews that will take place pertinent to the potential expansions of the Red and Orange Lines of the Chicago Transit Authority. For both projects, the City of Chicago’s Department of Streets and Sanitation (DSS) would like the review committee to consider the following comments and concerns regarding the expansions during the environmental review process:

1. The location of any street lights that will need to be removed or relocated as a result of the new lines;
2. An analysis of the affect these elevated concrete supports will have on street level lighting and any steps that will be taken to supplement street lighting in these areas, i.e. CTA-provided lighting on the underside of the elevated line;
3. The location of any public way trees that will need to be removed as a result of the new lines or the construction activity and a replacement strategy for those lost trees;
4. The level of assistance the CTA expects to request from DSS for services such as street "No Parking" postings and the towing of illegally parked vehicles during the construction phase of these projects;
5. The creation of a rodent abatement plan for the affected area which includes required sign-offs by the DSS’s Bureau of Rodent Control prior to construction;
6. A plan for the proper storage, removal and recycling of all construction and demolition debris in accordance with all City of Chicago ordinances; and
7. A commitment to having platform level recycling containers and space at street level for the storage of recyclables prior to being separately collected from the garbage.

Thank you for your consideration of these issues

Sincerely,
(SIGNED)  
Thomas G. Byrne  
Commissioner  
Department of Streets and Sanitation  
TGB:je:lp

EMAIL/Busby.CTA.email.environmental review

cc: Jonathan Ernst

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11/9/2009
October 30, 2009

Mr. Richard L. Rodriguez, President
Mr. Jeffrey Busby, General Manager, Strategic Planning
Chicago Transit Authority
P.O. Box 7602
Chicago, IL 60680-7602

Dear Messrs. Rodriguez and Busby:

The Department of Environment (DOE) appreciates the opportunity to comment on the proposed extension of the Chicago Transit Authority (CTA) Red and Orange Lines. We are supportive of both projects and the increased service to currently under-supported communities.

Three sections follow; the first is a list that applies to both projects, the second focuses on the Red Line, and the third on the Orange Line.

BOTH PROJECTS

Please evaluate:

- Recycling opportunities at stations and parking areas
- Alternative energy options including solar, solar thermal, wind and more to provide electricity and heating / cooling where needed
- Opportunities to install solar arrays (on rooftops, large expanses, etc.) to return energy to the grid
- Reduction of light pollution through the use of downward-facing lighting
- Compliance with the city's stormwater ordinance, including using bioswales, rain barrels and other methods to reduce the first flush of water into the sewer system
- Native landscapes requiring little to no irrigation
- Green roofs on any facilities
- Bicycle access and parking
- Permeable paving for the Park-N-Ride areas
- Preferred parking for fuel-efficient vehicles
- Charging stations for electric vehicles
- The City's new Soil and Rubble Reuse Intergovernmental Agreement applicability — extensive reuse of materials during demolition and construction could be possible
- Impacts to wildlife or other important natural resources
RED LINE
DOE will be constructing the Ford Calumet Environmental Center, a 38,000 square foot environmental education facility near 130th and Torrence in Chicago. We are supportive of a joint Metra / CTA station at 115th Street and are very interested in the possibility of an intermodal connection between NicTD/South Shore Line and CTA at 130th Street. These joint stations would allow residents from Indiana and the suburbs to easily gain access to our Center. We would also invite discussion around a bus turnaround at the Center for the 130th and Torrence buses or other buses with similar routes.

ORANGE LINE
Of particular concern to DOE are issues relating to neighborhood compatibility and environmental justice, primarily in relation to historical and/or privately owned parcels that may need to be acquired for the project. DOE would also be interested in a detailed evaluation of noise and vibration, including additive effects associated with Midway airport operations, to determine how such issues will affect neighboring properties.

We offer our support and assistance with any of our comments as appropriate. Thank you for the opportunity to comment on these important projects.

Sincerely,

[Signature]

Suzanne Malec-McKenna
Commissioner

cc: Nicole Kamins
    Kevin Laberge

SMM/NRWQ/alk
October 27, 2009

Jeffrey Busby
General Manager, Strategic Planning
Chicago Transit Authority
P.O. Box 7602
Chicago, Illinois 60680-7602

Cc: Richard L. Rodriguez, CTA President; Terry Peterson, CTA Board Chairman; Stephen Schlickman, RTA Executive Director; Peter M. Rogoff, FTA Administrator; John Paul Jones, Developing Communities Project.


Dear Mr. Busby:

This letter is regarding CTA’s Alternatives Analysis Projects: Red Line Extension, Orange Line Extension, and Yellow Line Extension.

**Red Line Extension**
The Little Village Environmental Justice Organization (LVEJO) supports the CTA’s Red Line Extension to 130th Street along the UPRR route. We support the efforts of the Developing Communities Project (DCP) to extend rapid transit to underserved areas in the African-American communities of the South Side. Once the CTA demonstrates sufficient progress toward bringing the existing rail and bus system into a State of Good Repair (SGR) and sufficient progress on maintaining, enhancing, and expanding the bus system, this project needs to moved forward with the utmost urgency. Originally proposed for completion in 1970, we believe that the Red Line Extension to 130th Street should be CTA’s first capital expansion priority for the EL. It must take priority over the CTA Circle Line and the Metra Star Line in order to remedy the systemic and institutional racial discrimination created by unequal access to rapid transit on Chicago’s South Side and South Suburbs. This project would greatly reduce the travel times of transit riders traveling between Chicago’s far South Side and Downtown Chicago, providing significant economic benefits to riders and the regional economy.

**Orange Line Extension**
LVEJO supports the CTA’s Orange Line Extension Project. CTA should build the Orange Line Extension as part of the Mid-City Transitway (Cicero Beltway Railroad). Additionally, CTA should evaluate a potential station at 72nd and Cicero to provide access to Walmart and other work/shopping destinations.

**Yellow Line Extension**
LVEJO believes that the Yellow Line Extension should be given lower priority, under the Red and Orange Line Extension. CTA should study how this project could be integrated into the Mid-City Transitway as per previous studies commissioned by the Chicago Department of Transportation (CDOT). Given the large number of complaints from local residents, CTA needs
to modify the Locally Preferred Alternative (LPA) to accommodate the needs of those raising objections to the project. If the LPA cannot be modified to satisfy these objections, then the project should be cancelled.

Additionally, all new CTA capital construction projects should meet or exceed federal Title VI Disadvantaged Business Enterprise (DBE) requirements. They should also work to provide jobs to low income community members from the surrounding area.

Sincerely,

*Richard Pitala*
Community Organizer – Public Transit

2856 S. Millard Avenue Chicago, IL 60623-4550
Tele: (773) 762-6991 Fax: (773) 762-6993
Email: publictransit@lvejo.org – Web: www.lvejo.org
The Orange Line Extension connecting Midway to Ford City is all part of a larger plan. That plan is to connect Midway to O'Hare Field. Its color is the STAR Line, which will connect rail systems to existing metro railways. Hypothetically, the system would start out at 95th & State – To 87th & Redzie or Puleaski – To Mid Airport – To Ford City – To Toyota Field – Bridgeview to collar communities – ending up at Rosemont. Commuters could then board a train for O'Hare Field or the Woodfield mall. The public is being given information on a piecemeal agenda!

Ultimately, this extension line will affect ancillary property values, bordering the proposed areas. Already the model can be seen on the Orange Line. They

Scoping comments may be submitted via mail, e-mail, fax or the project website with attention to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. Fax: (312) 681-4297, Email OrangeExtension@transitchicago.com, Website: www.transitchicago.com/OrangeEIS, Customer Information: 1-888-YOUR-CT. (1-888-968-7282), Hearing & Speech Impaired: 1-888-CTA-TTY1 (1-888-282-6891); Transit Information: 836-7000 from an local area code RTA TTY: 312-836-4949.
is the rail system next to housing and a strip-shopping mall. The shopping mall was achieved by condemnation. Recently, the news media has exposed Alderman Burke, spending city money to secure his personal housing.

Earlier this year, Steven Landdeck, mayor of Bridgeview hosted a luncheon for Congressman James Oberstar at Toyota Stadium. This event was under the sponsorship of local congressman Daniel Lipinski. All of the local politicians were in attendance, and served a salmon lunch. Chicago Alderwoman Lola Lane was there from the 18th Ward – 87th Redzie & Pulaski, and also retired Mayor Charles Ploszek of Bedford Park. The village recently installed a new security fence, to protect itself, from the coming comm traffic.

Congressman James Oberstar chairs the Congressional Transportation Committee. His visit was in connection with the Central & Northside transit connection. This will alleviate traffic congestion and connect the CTA rail system to existing Metra lines. This will extend the line to Bridgeview.

Conversely, as 2009 ends the area has seen marked increased of federal grants.

1. A weed & seed program – Begotten by artificially deeming the affected area, however in reality blighted by parking & drugs. The local paper wrote weed & feed!

2. A senior housing unit owned by the county of Cook, but managed by a none profit corporation – Turnstone Development. Achieved by the intentional obsolescent of Allison Homes, one of the buildings had termites.
3. The administrator of the project, Elzène Higgenbottom is both the civilian head of Cook County’s Housing Department, and also an executive of Turnstone Development.

4. The former residents of Allison Homes have been told that their civil rights have been violated. As fate would have it, some children perished in a fire, allegedly caused by this obsolescent. Incidentally, Mr. Louis the former head of Cook County’s Department of Housing signed off on the demolition project. He is from Rockford where they have a Weed & Seed Program.

5. Summit’s TIF Attorney Vincent Cainker when asked if he would be involved financing the project said: He didn’t know. Currently T.I.F. money has been used to purchase and demolish a frame apartment building in the area. Mr. Cainker is involved with New City Bank.

In conclusion these activities have gone unabated. There is need for governmental supervision. Primitive Psychology has been employed in the minority communities. To secure Weed & Seed funding the area has been deemed slum & Blighted. Also, the demolition of Public Housing which was left obsolescent intentionally, and the allowance of open drug markets.
Appendix M – Agency Scoping Comments
October 30, 2009

Mr. Richard L. Rodriguez, President  
Mr. Jeffrey Busby, General Manager, Strategic Planning  
Chicago Transit Authority  
P.O. Box 7602  
Chicago, IL 60680-7602  

Dear Messrs. Rodriguez and Busby:

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Please evaluate:

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- Native landscapes requiring little to no irrigation  
- Green roofs on any facilities  
- Bicycle access and parking  
- Permeable paving for the Park-N-Ride areas  
- Preferred parking for fuel-efficient vehicles  
- Charging stations for electric vehicles  
- The City's new Soil and Rubble Reuse Intergovernmental Agreement applicability – extensive reuse of materials during demolition and construction could be possible  
- Impacts to wildlife or other important natural resources
RED LINE
DOE will be constructing the Ford Calumet Environmental Center, a 38,000 square foot environmental education facility near 130th and Torrence in Chicago. We are supportive of a joint Metra / CTA station at 115th Street and are very interested in the possibility of an intermodal connection between NicTD/South Shore Line and CTA at 130th Street. These joint stations would allow residents from Indiana and the suburbs to easily gain access to our Center. We would also invite discussion around a bus turnaround at the Center for the 130th and Torrence buses or other buses with similar routes.

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We offer our support and assistance with any of our comments as appropriate. Thank you for the opportunity to comment on these important projects.

Sincerely,

[Signature]
Suzanne Malec-McKenna
Commissioner

cc: Nicole Kamins
    Kevin Laberge
September 30, 2009

Jeffrey Busby
Chicago Transit Authority
Strategic Planning
567 W. Lake St.
Chicago, Illinois 60661-1498

Re: CTA Orange Line Extension – Participating Agency Request

Dear Mr. Busby,

This letter is to notify your office that the Chicago Department of Environment (DOE) elects to become a participating agency in the environmental review process for the CTA Orange Line Extension. Of particular concern to DOE are issues relating to wildlife and ecosystems, energy use, land use, natural resources, neighborhood compatibility and environmental justice, and noise and vibration.

Thank you for the opportunity to participate in the environmental review process. If you should have any questions or wish to schedule upcoming coordination meetings, please call me at (312) 742-0463.

Sincerely,

Kevin M. Laberge, P.E.
Environmental Engineer III

cc: Kimberly Worthington, P.E., DOE

KML/UMBR/kml
Cheever, Kim

From: Peters, Melissa [PetersMe@cdm.com]
Sent: Tuesday, October 06, 2009 8:21 AM
To: Cheever, Kim
Subject: FW: Attn ; Jeff Busby
Attachments: cta expansion.doc

Note that this is an agency comment.

From: Orange Extension [mailto:OrangeExtension@transitchicago.com]
Sent: Monday, October 05, 2009 4:45 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Attn ; Jeff Busby

Sorry for the delay

Lt Mark Harmon
TO: Jeffrey Busby  
General Manager  
Strategic Planning  
Chicago Transit Authority  

FROM: Mark Harmon  
Commanding Officer  
Bureau of Patrol Administration  

SUBJECT: CTA Extension Projects  

Bureau of Patrol is listing the following concerns/issues to be addressed in regards to the Red and Orange line extension projects:

- Federal funding for an overtime initiative similar to the Dan Ryan extension project. Overall security for the project will over burden regular patrol duties. Site and personnel security should be covered separately from day to day operations.

- Remote and somewhat concealed access points and locations pose security issues.

- Additional traffic issues need to be addressed with proposed right of way going to CTA. There will also be additional vehicles being utilized to begin the shuttle service to proposed new destinations.

- More Chicago Police Department members will need to be rail certified with the proximity of the rail system to the designated patrol areas.

- Proposed expansion of the 95th St terminal poses many traffic and security issues. Currently the terminal is one of the busiest rail locations for police service. This would be greatly affected by reduced parking and increased foot and vehicular traffic.
From: StreetsAndSan [streetsandsan@cityofchicago.org]
Sent: Monday, November 02, 2009 2:41 PM
To: Orange Extension
Cc: Ernst, Jonathan
Subject: Request for Comments -- Department of Streets and Sanitation - Proposed Orange Line Extension

Mr. Jeffrey Busby  
General Manager, Strategic Planning  
Chicago Transit Authority  
RedExtension@transitchicago.com  
OrangeExtension@transitchicago.com

Dear Mr. Busby:

I am writing in response to your request for comments regarding the environmental reviews that will take place pertinent to the potential expansions of the Red and Orange Lines of the Chicago Transit Authority.

For both projects, the City of Chicago’s Department of Streets and Sanitation (DSS) would like the review committee to consider the following comments and concerns regarding the expansions during the environmental review process:

1. The location of any street lights that will need to be removed or relocated as a result of the new lines;
2. An analysis of the affect these elevated concrete supports will have on street level lighting and any steps that will be taken to supplement street lighting in these areas, i.e. CTA-provided lighting on the underside of the elevated line;
3. The location of any public way trees that will need to be removed as a result of the new lines or the construction activity and a replacement strategy for those lost trees;
4. The level of assistance the CTA expects to request from DSS for services such as street "No Parking" postings and the towing of illegally parked vehicles during the construction phase of these projects;
5. The creation of a rodent abatement plan for the affected areas which includes required sign-offs by the DSS's Bureau of Rodent Control prior to construction;
6. A plan for the proper storage, removal and recycling of all construction and demolition debris in accordance with all City of Chicago ordinances; and
7. A commitment to having platform level recycling containers and space at street level for the storage of recyclables prior to being separately collected from the garbage.

Thank you for your consideration of these issues

Sincerely,
(SIGNED)
Thomas G. Byrne

Commissioner
Department of Streets and Sanitation
TGB:je:bps

EMAIL/Busby,CTA/email.environmental review

cc: Jonathan Ernst

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217-782-0547

September 28, 2009

Mr. John Paquet  
Vice President  
Planning and Development  
Chicago Transit Authority  
567 West Lake Street  
Chicago, IL 60661-1498

Dear Mr. Paquet:

We have reviewed the information concerning an Environmental Impact Statement project for the proposed Orange Line Extension to serve from the existing Midway Station to the new terminal station at Ford City.

The Agency has no objections to the project; however a construction site activity stormwater NPDES permit will be required from the Division of Water Pollution Control. Also, please contact The U. S. Army Corps of Engineers for any permit requirements if there are any stream crossings that require dredge and fill activities in the waterway.

If you have need for an Environmental Review in the future, please submit your information to:
Illinois Environmental Protection Agency, Deputy Director’s Office/MC #1,  
PO Box 19276, Springfield, Illinois 62794-9276, ATTN: DiAnne Schuerman

Sincerely,

Lisa Bonnett  
Acting Deputy Director
From: Orange Extension [OrangeExtension@transitchicago.com]
Sent: Monday, October 12, 2009 4:35 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Illinois State Police concerns

From: Anthony_Lupo@isp.state.il.us [Anthony_Lupo@isp.state.il.us]
Sent: Wednesday, October 07, 2009 11:14 AM
To: Red Extension; Yellow Extension; Orange Extension
Cc: mark.harmon@chicagopolice.org
Subject: Illinois State Police concerns

As we discussed in the Scoping meeting on September 23, 2009. Below is details a few concerns we had and would like them looked at during the preliminary phase:

FIRST RESPONDERS

Will the construction area be easily accessible for First Responders to respond to any type of emergency? With the tracks being elevated, will there be an easy on/off for personnel?

SECURITY

If the Contractor desires additional police officer services of Illinois State Police (ISP), District Chicago, for enforcement, traffic control, and/or security, ISP personnel will, as available, provide police services on a hireback basis. During this time, ISP officers will provide a visible State Police presence, provide general police services and take enforcement action as appropriate in and around the site of the program. We will govern all areas on the expressways or on state owned property. To secure the above, the Contractor would have to sign a binding contract detailing all the specifics with the State of Illinois.

If you should have any questions or need additional information, please do not hesitate to contact me.

Respectfully,

Lieutenant Tony Lupo
District Chicago
Administrative Command
Office 847 294 4655
Fax 847 294 4440
Cell 708 932 9347
Pace scoping comments regarding CTA Orange Line Extension Environmental Impact Statement

Thank you for the opportunity to review and comment on the scoping of the Environmental Impact Statement for the Orange Line extension. Below are comments regarding the proposed project alternatives and potential environmental impacts relating to the proposed extension between Midway and Ford City.

- Pace supports the rail extension of the Orange Line from the current terminus at Midway Station to Ford City.

- In compliance with the Illinois Auditor General's recommendation to reduce CTA & Pace overlapping service and provide greater suburban market coverage area. Pace proposes to restructure suburban routes which now serve the Midway Orange Line Station to the proposed Orange Line station at Ford City.

- Pace requests participation in the planning development and design of the Ford City terminal. Design should include sufficient bays to accommodate both Pace fixed route and Regional ADA Paratransit services and CTA bus routes. In addition, operator facilities, passenger information as well as bus priority access such as Transit Signal Priority or bus activated signals to allow buses to enter/exit the terminal with minimal congestion.

We look forward to participating in this regional planning process.

David Tomzik
Manager, Long Range Planning
Pace Suburban Bus Service
550 W. Algonquin Road
Arlington Heights, IL 60005
847 228-2463
fax 847 228-2330
david.tomzik@pacebus.com

11/9/2009
VILLAGE OF BRIDGEVIEW
7500 SOUTH OKETO AVENUE
BRIDGEVIEW, ILLINOIS 60455
708-594-2525

September 29, 2009

John Paquet
CTA
Vice President
Planning and Development
P.O. Box 7602
Chicago, IL 60680-7602

Dear Mr. Paquet,

On behalf of the Village of Bridgeview, TOYOTA PARK and the Chicago Fire, we’d like to congratulate the Chicago Transit Authority board and staff on receiving final approval of the Orange Line extension. It represents a major step forward in the expansion of regional transportation and economic development for citizens throughout the Chicagoland area.

We are strong supporters of this expansion and equally strong supporters of continued expansion of the Orange Line and other modes of transportation into the greater Chicago southwest region. Both the Village and the Fire welcome the opportunity to work with you on this process moving forward as you continue to expand service into this region.

We accept your agency’s invitation to serve as a participating agency in the environmental review process of the proposed Orange Line Extension project and look forward to being active participants.

The Chicago Fire and its stadium management affiliate, Chicago Stadium Management, host more than 500,000 customers annually at TOYOTA PARK. Outside of being home to the Chicago Fire, TOYOTA PARK is a new, state of the art soccer-first stadium that also hosts numerous other sporting events (from rugby to Friday night high school football), concerts (including Jimmy Buffett and Phish) and special events (from the Southwest Regional Mayors Conference to fundraisers). We also expect TOYOTA PARK to be used as an Olympic venue should Chicago become the 2016 Host City. To ensure that TOYOTA PARK continues to thrive as a driving economic force in the region, we need to offer our customers new transportation options aside from those that currently exist, which are limited. That is why we support the continued expansion of the Orange Line to TOYOTA PARK – a destination point that we believe will not only benefit our half million customers, but the region’s economic prosperity.

In the meantime, we plan to advocate for the creation of a park and ride that the Village and surrounding communities can use moving forward. This will enable our customers to have easier access to the stadium and area businesses. We also urge the board to consider the creation of an express lane to TOYOTA PARK, which will greatly expand and streamline service to and from the stadium. Currently, the existing PACE service simply does not meet the demand, resulting in significant delays to the stadium where fans arrive late for games and events. Ultimately, we hope to have the Orange Line expanded to TOYOTA PARK itself.

Thank you again for the opportunity to serve in this process and for considering the public transportation needs of our region.

Sincerely,

Mayor Steven Landek
Village of Bridgeview

cc: Jeffery Busby (CTA), Becky Carroll (Chicago Fire Soccer)

Dave Greeley
President, Chicago Fire Soccer Club

A WELL BALANCED COMMUNITY
Cheever, Kim

From: Peters, Melissa [PetersMe@cdm.com]
Sent: Wednesday, September 30, 2009 4:08 PM
To: Cheever, Kim
Subject: FW: Orange Line Extension connecting Midway to Ford City
Importance: High

From: Orange Extension [mailto:OrangeExtension@transitchicago.com]
Sent: Wednesday, September 30, 2009 10:58 AM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Orange Line Extension connecting Midway to Ford City

From: Larry Deetjen [ldeetjen@oaklawn-il.gov]
Sent: Tuesday, September 22, 2009 12:01 PM
To: Orange Extension
Cc: Jack Gallagher
Subject: Orange Line Extension connecting Midway to Ford City

Thank you for the opportunity to submit comments regarding this exciting and important project. I wholeheartedly support the extension, however, the design and engineering configuration should be forward enough in thinking to allow the next phase to go straight South on Cicero to Oak Lawn and then on to the Illinois Tollway. We already have lines serving Oak Park and Skokie and I venture to say that the Oak Lawn and Illinois Tollway “connector” has higher population density in the corridor. I also believe that the extension further to the South will have a very positive impact on the corridor economically.

In regards to the environment, certainly the reduction in carbon emissions is quite positive, however, I would design the extension to include a "green belt" and be bicycle/pedestrian friendly by constructing a public parking garage and specific features to serve bicycles. As a METRA customer myself, our Chicago metropolitan transportation system needs to be a leader and proactive in bicycle transportation. Get me downtown and to our wonderful Lake Michigan waterfront by allowing more bicycles on METRA and CTA. Now is your opportunity with this extension to demonstrate to the "world" with the 2016 Olympics just how visionary Chicagoans are! Lets do it! Larry Deetjen