Appendix C
Agency Coordination and Public Involvement

Spring 2014 Outreach Summary

Chicago Red Line Extension Project

Spring 2014 Outreach Summary

Final

October 9, 2014

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Executive Summary

Connecting 95th Street Terminal to 130th Street

The Chicago Transit Authority (CTA) is proposing to extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street, subject to the availability of funding. The proposed 5.3-mile extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue, and 130th Street. Each new station would include bus and parking facilities. This project is one part of the Red Ahead Program to extend and enhance the entire Red Line.

Open House Meeting

CTA conducted an open house meeting on May 13, 2014 to update the public on the status of the Red Line Extension Project; inform them of proposed alternatives, anticipated project benefits and impacts; and gather feedback from the residents of the Far South Side of Chicago. The meeting was designed to give the public a chance to share their concerns about the project with CTA representatives, as well as learn about the preliminary impact analysis of alternatives and the ongoing Draft Environmental Impact Statement process.

The open house meeting was held in the project area at a location that was accessible by public transportation and ADA compliant. In order to provide the greatest opportunity for community participation, the public meetings were scheduled in the early evening on a weekday. Spanish and sign language interpreters were available during the open house meeting. Outreach was conducted in both English and Spanish languages, as recommended in the limited English proficiency analysis performed during scoping in 2009.

During the meeting, residents had the opportunity to review boards displaying information about the proposed alternatives, talk with CTA representatives about the project, and provide comments.

Inviting the Public

In order to hear from as many members of the community as possible at the public meeting, CTA:

- Sent invitation emails to 670 residents who had previously demonstrated an interest in Red Line projects.
- Updated the Red Line Extension Project webpage, www.transitchicago.com/redeis, with information about the meeting.
- Contacted aldermen and local libraries and provided them with flyers about the open house meeting to distribute to community members.

- Posted alert cards providing information about the open house meeting at the 95th Street Terminal, on Red Line trains, and in buses operating out of the 103rd Street bus garage.

What We Heard

Attendees had the opportunity to comment in writing during the open house meeting. They also could submit their comments after the open house meeting via email or mail. A total of 212 community members attended the meeting. A total of 97 written comments were received from community members as of the date of this outreach summary.

Community members were asked what specific comments or concerns they had about Red Line Extension alternatives, potential impacts, and mitigation measures. Overall, the community supports the RLE Project and noted concerns related to the following topics:

- Property Displacements
- Community and Economic Development
- Noise and Vibration
- Timeline
- Safety and Security
- Traffic
- Alternatives Analysis
- Alternative Preference

As part of the comment card, residents also were asked about their use of Wendell Smith Park, Fernwood Parkway, and Block Park. Of the 81 completed comment cards, 63 filled out the section on the use of local parks. Most commenters responded that they did not use any of the parks. Of the comments received, Wendell Smith Park is the most-used park, primarily for walking, jogging, and community events.

Section 1
Project Background

The Chicago Transit Authority (CTA) conducted an open house meeting on May 13, 2014 to inform the public about the preliminary environmental impact analysis of the alternatives and options being studied for the Red Line Extension (RLE) Project. CTA is proposing to add major new transit service on Chicago's South Side by extending its busiest rail line, the Red Line, south from the 95th Street Terminal to the vicinity of 130th Street. The proposed 5.5-mile extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue, and 130th Street as well as bus and parking facilities. The public outreach conducted in April and May 2014, along with the open house meeting, provided an opportunity for community members to learn more about the project, give their input about which alternative and option would best meet their transit needs, and the environmental impacts of each of the alternatives and options.

Section 2
Public Notification Activities

2.1 Press Release

The Mayor's Press Office and CTA Media Relations issued a press release announcing open house meetings for both the RLE and Red and Purple Modernization projects. The press release was posted to CTA's website on April 17, 2014 and is included in Appendix A.

2.2 Elected Officials and Stakeholders

CTA contacted elected officials and stakeholders starting April 10, 2014 to brief them on the project and provide information about the open house meeting. CTA representatives met with elected officials as summarized in Table 1.

Table 1: Elected Officials Briefed

Name	Representing	Briefing Date
Alderman Carrie Austin	34th Ward	April 10, 2014
Alderman Anthony Beale	9th Ward	April 15, 2014
Alderman Roderick Sawyer's Office Alderwoman Michelle Harris's Office Alderman Anthony Beale's Office Alderman Howard Brookins	6th Ward 8th Ward 9th Ward 21st Ward	April 17, 2014
State Representative Al Riley's office	38th District	April 17, 2014
Alderman Carrie Austin's Town Hall Meeting	34th Ward	June 19, 2014

Meeting notes from the April 17th Aldermanic Briefing are included in Appendix B.

CTA provided flyers with information about the open house meeting to elected officials and other stakeholders to distribute to community members. The flyer, available in both English and Spanish, is included in Appendix A. The flyers were also emailed to libraries surrounding the project area to be distributed to patrons. A list of libraries receiving notices is included in Table 2.

Table 2: Libraries Receiving Flyers

Library	Address	City, State Zip
Blue Island Public Library	2433 York Street	Blue Island, IL 60406
Brainerd Branch Public Library	1350 West 89th Street	Chicago, IL 60620
Calumet City Public Library	660 Manistee Avenue	Calumet City, IL 60409
Calumet City Public Library	660 Manistee Avenue	Calumet City, IL 60409
Hegewisch Library Branch	3048 East 130th Street	Chicago, IL 60633
Jeffrey Manor Branch Public Library	2401 East 100th Street	Chicago, IL 60617
Pullman Public Library	11001 South Indiana Avenue	Chicago, IL 60628
Riverdale Public Library	208 West 144th Street	Riverdale, IL 60827
South Chicago Library Branch	9055 South Houston Avenue	Chicago, IL 60617
Walker Branch Public Library	11071 South Hoyne Avenue	Chicago, IL 60643
West Pullman Library Branch	830 West 119th Street	Chicago, IL 60628

2.3 Project Website

CTA updated the project website for the Red Line Extension Project, www.transitchicago.com/redeis, on April 17, 2014 with up-to-date project information. The webpage provided general information about the project and alternatives, details about the open house meeting, information about project funding and timeline, and frequently asked questions. A printout of the project webpage is included in Appendix A.

2.4 Social Media Updates

CTA shared three Twitter tweets and three Facebook posts regarding the project on April 17 and 18, 2014. Copies of these social media updates are included in Appendix A.

2.5 Postcards

CTA mailed postcards inviting community members to the public open house on April, 17, 2014, to a list of 3,456 addresses that included public agencies, business groups, churches, schools, and community/neighborhood groups/associations within or near the project area, as well as attendees of previous RLE Project open house meetings and/or those that requested information about future Red Line projects. The postcard provided details about the open house meeting, including the closest transit access, and contact information to request assistance at the meeting. The postcard is included in Appendix A.

2.6 E-blasts

CTA sent an invitation email (e-Blast) with information about the open house meeting and links to the project website on April 17, 2014. A second email reminding recipients of the open house meeting was sent on May 12, 2014. The e-Blasts were sent to 666 and 670, respectively, email

addresses of residents who had previously demonstrated an interest in the RLE Project and/or requested information about future Red Line projects. The two e-Blasts are included in Appendix A.

2.7 Transit Alert Cards

A transit alert card providing information about the open house meeting was printed on April 30, 2014 and provided to the following locations:

- 20 alerts were produced for posting at the Red Line 95th Street Terminal station
- 370 alerts were produced for posting on all Red Line rail cars
- 350 alerts were produced for posting on all buses operating out of the 103rd Street bus garage

In total, 740 open house alerts were produced and distributed. The transit alert card is included in Appendix A.

2.8 Media

In response to the CTA announcement, a number of news articles about the RLE Project appeared in local media. Table 3 summarizes the articles that appeared in April and May 2014. The full articles are included in Appendix A.

Table 3: Published Media Articles April and May 2014

Date	Media Outlet	Article Title
4/14/2014	Chicago Sun-Times	CTA weighs two options for Red Line extension route
4/15/2014	Chicago Sun-Times	CTA narrows possible routes for proposed Red Line expansion
4/16/2014	Chicago Tribune	Red Line to Get North Side Overhaul, While South Siders Decry Wait
4/17/2014	Chicago Sun-Times	CTA Plans Red Line Improvements on North, South Sides
4/17/2014	Chicagoist	CTA Officially Announces Red Line South Extension, Red/Purple Line Renovation
4/17/2014	NBC 5 Chicago	CTA Announces Plans For Red Line Extension and Rehab
4/18/2014	CBS 2 Chicago	Far South Side Residents Endorse Red Line Extension
4/20/2014	The Times of Northwest Indiana	Southeast Chicago residents awaiting proposed Red Line extension to 130th Street
4/21/2014	The Chicago Maroon	Multi-billion Boost to Red Line
4/22/2014	Progressive Railroading	CTA Unveils First Phase of Modernization Project, Red Line Extension Environmental Steps
4/23/2014	Bid Ocean	CTA Announces Next Steps in Modernizing the Red Line
5/14/2014	ABC 7 Chicago	Red Line Extension Project Moving Forward
5/14/2014	CTA Tattler	Nearly 100 buildings would be razed to build preferred Red Line south extension
5/14/2014	Curbed Chicago	CTA Could Consume 259 Properties For Red Line Extension
5/14/2014	Chicago Sun-Times	Whistleblower off-base on CTA budget, Claypool says
5/13/2014	Chicago Sun-Times	CTA: Hundreds of parcels might be needed for Red Line expansion
5/18/2014	RedEye	Construction Ahead

Section 3
Participating Agencies

CTA provided an update on the project to the RLE Project participating agencies to inform them of the project status and invite them to the Open House. Participating agencies are federal, state, and local agencies with an interest in the project because of an overlap in their area of jurisdiction or some specialized knowledge of potential project effects. The list of participating agencies and copies of the letters sent to both federal and state, regional, or local participating agencies is included in Appendix C. Responses were received from the Regional Transportation Authority, Chicago Park District, Illinois Department of Transportation, Transportation Security Administration, and Illinois Environmental Protection Agency. Responses are also included in Appendix C.

Section 4
Community Group Meetings

CTA met with local community groups to share information about the project and allow community members to ask questions. Appendix D contains the meeting presentation (the same presentation was given at each meeting), sign-in sheets, and meeting summaries. The meetings are summarized in Table 4.

Table 4: Community Group Meetings

Group Name	Meeting Date
Developing Communities Project (Leadership)	April 16, 2014
Chicago Neighborhood Initiatives Greater Roseland Chamber of Commerce	April 29, 2014
Developing Communities Project (Membership)	April 30, 2014
People for Community Recovery Golden Gate Homeowners Association	May 6, 2014
Rosemoor Community Association	May 7, 2014
Friends of the Parks Chicago Park District	May 8, 2014
Roseland Manor	May 13, 2014
Far South Side Community Development Corporation	May 14, 2014
Agape Community Center	May 15, 2014
34th Ward Town Hall	June 19, 2014

In addition to the groups with which CTA met, CTA also reached out to St. Anthony of Padua Parish and the Roseland Business Development Council in April 2014, but did not meet with either organization.

Section 5
Open House Meeting

CTA conducted an open house meeting to inform the public about the project and to provide people with an opportunity to ask questions about the RLE Project in an informal setting.

Time: 5:30 to 7:30 p.m.
Date: Tuesday, May 13, 2014
Location: Palmer Park Gymnasium
201 E. 111th Street
Chicago, IL 60628

The meeting was held in a community center familiar to area residents, accessible by public transportation, and was ADA compliant. For the convenience of all attendees, bus lines to and from the meeting site were publicized on the flyer, notice, e-Blast, and on the website. In order to provide the greatest opportunity for community participation, the open house was scheduled in the early evening on a weekday. Spanish translation and a sign language interpreter were made available during the open house meeting.

A total of 212 people signed in at the May 13, 2014 open house. Although everyone was encouraged to sign in, there were a few additional attendees who declined to sign in. Copies of the sign in sheets are included as Appendix E.

During the open house meeting, project team members explained information presented on exhibit boards and answered project-related questions. Attendees also had the opportunity to view a video prepared by the Chicago Metropolitan Agency for Planning (CMAP) about the RLE Project. The video was played continuously during the open house, and is available online at: cmap.illinois.gov/mobility/transit/red-line. The open house provided attendees an opportunity to review the project information and give feedback about which project alternative would best meet their transit needs and the potential environmental impacts.

Photos from the meeting are included in Appendix F.

5.1 Meeting Materials

Meeting attendees were offered comment cards, a project factsheet with information on the project (available in both English and Spanish), and a glossary of terms to be consulted as they visited the project exhibit boards. The comment card allowed attendees to submit written comments during or after the open house meeting. Two specific questions were posed on the comment card:

- What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

- How do you use the following parks? (Accompanied by a table listing Wendell Smith Park, Fernwood Park, and Block Park and activities options such as "Playground," "Community Events," and "Other.")

The comment card, English and Spanish project factsheet, and glossary are included in Appendix G.

CTA developed exhibit boards about the project, which were used during the open house meetings. The boards included:

- Welcome
- Red Ahead Program
- What is the RLE Project?
- Why are we preparing an Environmental Impact Statement (EIS)?
- Project Alternatives: UPRR Rail Alternative
- Project Alternatives: Halsted Rail Alternative
- Project Alternatives: BRT Alternative
- Potential Impacts to Parks
- Potential Property Displacements
- Potential Noise Impacts
- Potential Visual and Community Impacts
- Potential Effects to Historic Properties
- Impacts to Wetlands
- Temporary Construction Impacts
- RLE Project Benefits
- Project Development Process
- Stay Involved

The exhibit boards illustrated the RLE Project alternatives, potential impacts, and potential mitigation measures. Project team members provided meeting attendees with specific information related to these topics and answered questions at each exhibit board. At the "Potential Property Displacements" exhibit board, TA real estate acquisition brochures were available for distribution. Copies of the exhibit boards are in Appendix H.

5.2 Comments Received

Attendees could comment in writing during the open house or submit their comments after the open house via email or mail. Email comments could be sent to a project specific email address (RedExtension@transitchicago.com) found on the comment cards, project website, and on all notification materials. At the May 13, 2014 open house meeting, 76 people filled out and submitted comment cards. In addition, one letter, six comment cards, and fourteen emails were received following the May 13 open house meeting. All comment cards and emailed comments received as of the date of this meeting summary are included in Appendix I.

Community members were asked what specific comments or concerns they had about Red Line Extension alternatives, potential impacts, and mitigation measures. Overall, the community supports the RLE Project. They noted the following concerns and comments:

- Property Displacements: Commenters wanted to know how many properties would be purchased, what properties would be purchased, how owners would be compensated, and how the RLE Project would impact property values. Commenters also expressed concern regarding the potential emotional impacts of property acquisitions on long-time area residents, particularly senior citizens.

- Community and Economic Development: Commenters stated that communities in the project area are underserved by public transit and have been waiting for this project. Commenters would like to see the RLE project create jobs for area residents and increase economic development. Some commenters expressed concern that the RLE Project would disrupt the residential communities along the project alternative alignments.

- Noise and Vibration: Commenters requested additional information regarding train noise and if its vibration would affect home foundations.

- Timeline: Commenters requested additional information regarding the project timeline and length of construction.

- Safety and Security: Commenters suggested that the elevated trains could make the street darker, possibly increase crime, and decrease safety. Commenters also suggested that pedestrian safety be evaluated at stations along the UPRR tracks as well as the 130th Street Station.

- Traffic: Commenters expressed concern about traffic impacts related to the project. One commenter also suggested that the project would reduce congestion on I-94.
- Alternatives Analysis: Several commenters provided suggestions for alternate routes, modes, parking, and/or the RLE terminal station.
- Alternative Preference: Commenters provided preferences for both the UPRR Rail Alternative and Halsted Rail Alternative. The majority of comments that expressed a preference related to the alternatives were in support of the UPRR Rail Alternative although some commenters were in opposition to the UPRR Alternative because of property displacements. Multiple commenters opposed the Halsted Rail Alternative because of visual, noise, historic resources, and safety impacts, and because it wouldn't provide transit access to underserved communities.

The comment cards also asked how attendees use project area parks; attendees could mark multiple activities and multiple parks. Of the 82 completed comment cards, 67 filled out the section on the use of local parks. A summary of responses to the second question is shown in Table 5.

Table 5: Use of Project Area Parks

Park	Baseball / Softball / Basketball	Play ground	Walking / Jogging	Community Events	Other	I do not use this park	No Response
Wendell Smith Park	8	5	14	13	5	47	18
Fernwood Parkway	3	5	7	7	7	40	27
Block Park	1	1	7	3	3	47	26

Appendix A
Meeting Notifications

Press Release

Flyers

Website

Social Media Updates

Postcard

E-blast

Transit Alert Card

Media Articles

Search News

@ the CTA Newsletter
Charter a Train
Developer Center
Going Green
Open Data
Performance
Planning & Expansion
Press Releases
Public Art
Reports & Notices
System Improvement Projects
Ventra
Videos
Winter Preparedness

Mayor Emanuel, CTA Announce Next Steps in Modernizing the Red Line, CTA's busiest rail line

4/17/2014

CTA Unveils First Phase of its Red and Purple Modernization Program That Will Ultimately Rebuild the Northern Section of the Red Line and the Parallel Purple Line

Red Line Extension Plan to Extend the Red Line South of 95th Street to 130th Street Moves Forward with its Environmental Process

Mayor Rahm Emanuel and CTA President Forrest Claypool today announced the first phase of its Red and Purple Modernization (RPM) program, which will completely rebuild the northern section of the Red Line and the parallel Purple Line, and beginning of the next step in a federal process to secure funding for the Red Line Extension plan, which would extend the Red Line south from 95th Street to 130th Street.

These are the latest steps in the ongoing modernization of the CTA under Mayor Emanuel.

"As a world-class city, Chicago has a world-class transit service to connect residents to jobs, education, culture and above all opportunity," said Mayor Emanuel. "CTA is investing in modernizing the Red Line as part of our strategy to create a seamless, safe, and reliable transportation system for every neighborhood."

The CTA's Red Line, which runs 24/7 along 23 miles of tracks, is Chicago's busiest rail line with about 75 million annual rides.

The Red and Purple Modernization program and the Red Line Extension project are the latest in a series of Red Line projects to modernize and extend the backbone of the CTA's rail system that have been undertaken since 2011.

With a significant portion of the Red Line built more than a century ago, the improvements would address the current need to expand capacity by building new infrastructure to accommodate growing ridership. Additional Red Line modernization projects under Mayor Emanuel include:

- Successful $425 million replacement of the Red Line South railroad in 2013, as well as station rehabilitations.

- $86 million renewal and rehabilitation of seven far north side stations in 2012.
- $240 million new 95th Street Terminal, work beginning in late summer.
- $203 million Wilson station reconstruction and track and signal replacement, major construction to begin this fall.

“These projects are the next steps in our overall vision to rebuild, modernize and expand the entire Red Line,” said P President Claypool. “We’re already kicking off Red and Purple Modernization by beginning reconstruction of the Wilson station this fall and continuing progress on the South Side by starting the new 95th Street Terminal this summer, following the successful completion of the Red Line South reconstruction last year. With both the Red and Purple Modernization and Red Line Extension projects, we’ll replace outdated infrastructure with a modern, efficient rail, and build more than five miles of new track. Together these improvements will offer CTA customers faster, more reliable service, and increasing access to quality rail transportation for thousands of future riders.”

The CTA is also moving forward with its proposed Red Line Extension plan by beginning the second step of its environmental process to ultimately finish the Environmental Impact Study, which is required to begin engineering on the plan to extend the Red Line south of 95th Street to 130th Street. Both projects will include a broad community outreach process that will begin next month to solicit community feedback on both projects and provide updates on the funding process for each project.

About Red and Purple Modernization

The RPM program will proceed in phases to fully replace old, deteriorating infrastructure and stations along the entire north branch of the Red Line and the parallel Purple Line, and will pave the way for CTA to significantly increase train capacity for the next 80 years.

This section of the Red and Purple lines carries one out of every five CTA rail rides and serves customers in some of the densest, most diverse neighborhoods in Chicago. Rush-hour ridership has jumped 40 percent in the last five years alone.

Most tracks and bridges along the Red and Purple lines are nearly 100 years old. Despite rising demand, the CTA is unable to increase capacity because of the current infrastructure’s age and structural limitations. Continuing to operate a busy rail line on this outdated infrastructure results in high maintenance costs, the need for frequent repairs that disrupt service and slow travel, as well as outdated stations that can’t accommodate elevators or other necessary and modern amenities.

RPM will create a completely rebuilt rail line, resulting in faster, smoother rides, modern, fully ADA accessible stations along the entire corridor and more frequent train service to alleviate overcrowding.

The first phase of the RPM improvements will include two main components:

- **Station and track modernization, Wilson to Bryn Mawr:** Completely rebuilding the Wilson, Lawrence, Argyle, Berwyn, and Bryn Mawr stations and rebuilding all tracks, support structures, bridges and viaducts for the Red and Purple lines between Lawrence and Bryn Mawr. Replacement of the Wilson station and surrounding infrastructure begins this fall. These

Systemwide:

New Schedules in Effect (All Tra Routes)

Trains:

Red Line	Normal Service
Blue Line	Normal Service
Brown Line	Normal Service
Green Line	Normal Service
Orange Line	Normal Service
Purple Line	Normal Service
Pink Line	Normal Service
Yellow Line	Normal Service

Buses:

Routes with Current Alerts (View A

1	2	3	4	7
15	20	24	29	36
39	44	49	56	59
62	63W	65	66	70
120	121	124	132	156
171	172	192		

More:

See all Alerts Acc

Plan a trip

Start (e.g. O'Hare Airport)

End (e.g. 1 N State St, Chicago, I

Leave Now

Get directions with:

Google Maps RTA Trip Plan

About trip planners (and more opti

stations were built originally between 1908 and 1923 and the elevated support structures date back to the 1920s. The Bryn Mawr station was last updated 40 years ago, in 1974; the remaining three stations received interim station renewal work in 2012. Reconstruction of these stations will include adding elevators at each to make them accessible to customers with disabilities. The project also includes rebuilding the tracks, signals and support structures, which will significantly improve train speeds and service reliability on the slow zone-plagued stretch. (The Wilson station project is already funded from state, federal and local sources, and is currently proceeding through a separate Environmental Assessment process.)

- **Construction of a Red-Purple bypass.** Construction of a bypass north of the Belmont station to eliminate delays and speed up train service where the Red, Purple and Brown lines currently all intersect. The current configuration requires trains on three of four tracks to stop and wait for Brown Line trains to cross, which results in more than 40 percent of weekday trains being delayed by as much as three minutes. About 150,000 rides travel through this intersection each weekday, all of which are slowed down because trains must stop and wait for signal clearance. The structure's original 1907 design makes it difficult, under present day and service demands, to provide reliable service and makes adding service extremely challenging.

"Modernizing Red Line rail service and stations strengthens our neighborhoods by making transit more reliable and ultimately generating new economic development near revitalized stations," said Ald. Harry Osterman. "We're pleased that Mayor Emanuel and the CTA recognize the importance of safe, reliable transit in neighborhoods near the Red Line, including Andersonville, Edgewater and Uptown, and look forward to working closely with the CTA on this exciting program."

Future phases of RPM will bring the same level of infrastructure and station improvements to the remaining sections of the Red and Purple lines, from north of Belmont station to Linden station in Wilmette.

Estimated cost for the first phase of RPM is $1.7 billion.

In November 2013, the CTA became the first transit system accepted into the Federal Transit Administration's (FTA) new Core Capacity Program that provides funding to transit systems to add capacity on existing infrastructure for future ridership growth. The RPM project is eligible for 2014 Core Capacity federal funding approved by Congress earlier this year.

About RLE

The 5.3-mile Red Line Extension project will extend south from the 95th Street Terminal through the greater Roseland community. Plans include construction of four new stations near 103rd Street, 111th Street, Michigan Avenue/116th Street and 130th Street, all with bus and parking facilities.

The RLE project will provide rapid transit rail access to a low income, transit-dependent Far South Side area that does not have direct CTA rail service. An extended Red Line will provide up to a 20-minute time savings to downtown by providing one-seat service, as opposed to the current bus-rail trip from 130th Street. It will also improve access to jobs and education, and foster economic development.

In 2011, the CTA received funding from the FTA to conduct the Environmental Impact Statement (EIS) for the RLE project—a major, important step in the multi-step federal process to secure approval and funding of the $2.3 billion dollar project.

Public Input and Next Steps

The CTA will meet with community groups and host public open houses to share details and seek input on the proposed RPM and RLE projects. Members of the public can submit formal comments directly to the CTA or at public open houses where CTA and representatives will provide additional information on RPM and RLE project plans. For each project, CTA is seeking community input on the location, design, and social, economic, and environmental effects of the proposed improvements.

The **Lawrence to Bryn Mawr Modernization Open House** will be held Wednesday, May 21, at Truman Community College, 1145 W. Wilson Ave. from 5:30 p.m. to 7:30 p.m.

The **Red-Purple Bypass Open House** will be held Thursday, May 22, at the 19th District Police Station, 850 W. Addison St., from 5:30 p.m. to 7:30 p.m.

The **RLE Open House** will be held Tuesday, May 13, at Palmer Park Gymnasium, 201 E. 111th St., between 5:30 p.m. and 7:30 p.m.

Comments for either project can also be submitted by email or postal mail to:

RPM@transitchicago.com

RedExtension@transitchicago.com

Chicago Transit Authority
Strategic Planning, 10th floor
Attn: RPM Project or RLE Project
567 W. Lake Street
Chicago, IL. 60661-1465

Following public input, the CTA will deliver draft environmental studies for both RPM Phase One and RLE to the FTA as part of the process to request federal funding. Timing for construction starts on each project is dependent upon the receipt of funding for each project. By the beginning of May, the CTA will release a request for Letters of Interest and Qualifications (LIQ) for Preliminary Engineering (PE) services for Phase One of RPM.

For more information about the Red Purple Modernization and Red Line Extension projects, visit transitchicago.com.

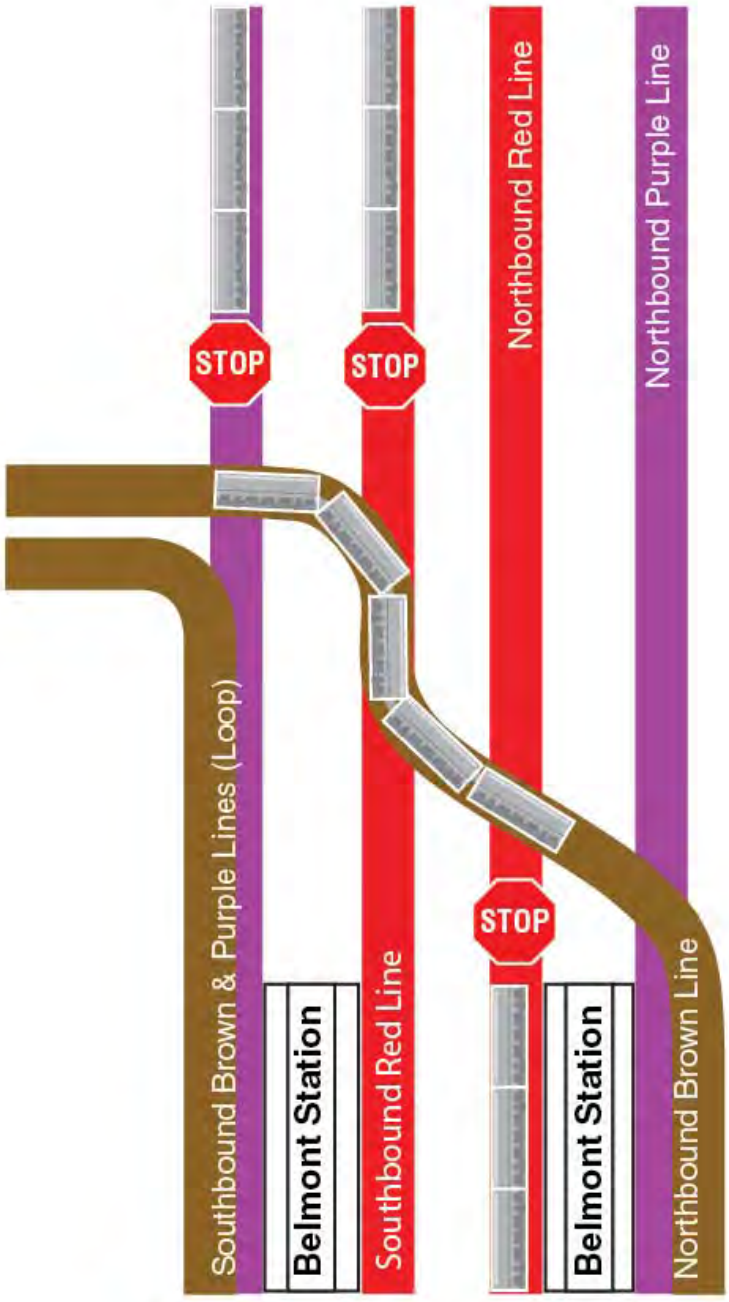
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More Information

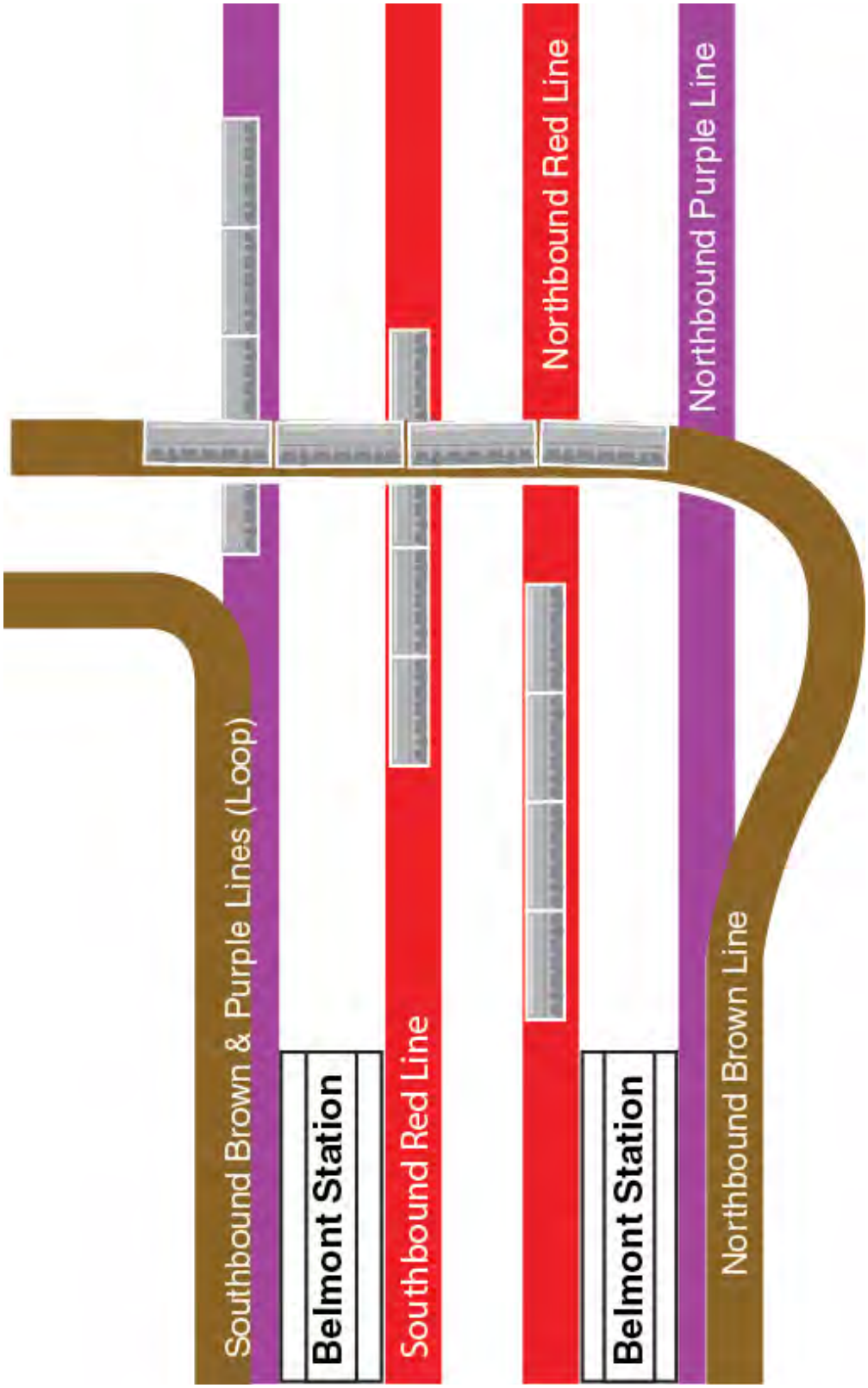
Red Line Extension Project: http://www.transitchicago.com/redeis/

Red and Purple Modernization Project: http://www.transitchicago.com/rpmproject/

Current Red-Purple and Brown Track Intersection Configuration



RPM Bypass Track Configuration



RPM Bypass Track-Level View Concept



RPM Bypass Street-Level View Concept



Bryn Mawr Station Interior Concept



Bryn Mawr Platform Concept



Bryn Mawr Station Entry (Street View) Concept



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TTY: 1-888-CTA-TTY1
E-mail: feedback@transitchicago.com

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

You're invited to attend a CTA open house on the

Red Line Extension Project

When and Where?

Tuesday, May 13, 2014
5:30 to 7:30 p.m.

Palmer Park Gymnasium
201 E. 111th Street
Chicago, IL 60628

This location is served by:
CTA Bus #34, #111, #119; Pace Bus #353;
and Metra Electric 111th Street (Pullman).

This facility is accessible to people with disabilities.

At the open house, you will learn more about the proposed alternatives, hear about anticipated project benefits and impacts, and have the opportunity to provide feedback.

What's New with the Red Line Extension Project?

Since the RLE Project open house meeting during the summer of 2011, we have been preparing a Draft Environmental Impact Statement (EIS) based on the technical analysis of impacts of the alternatives. Findings from this preliminary impact analysis of the alternatives will be discussed at the Open House. CTA welcomes your comments and feedback about the RLE Project alternatives and potential impacts, which will be incorporated into the Draft EIS.

This project is one part of CTA's Red Ahead Program, a comprehensive initiative for maintaining, modernizing, and expanding Chicago's most-traveled rail line.

Do you require assistance?

If you require an interpreter, including sign language services, or other accommodations at this meeting, contact Gerald Nichols, CTA Government and Community Relations, at least five days prior to the meeting at 312-681-2807 or GNichols@transitchicago.com.

Para informacion en Español, llame al 312-681-2807

Customer Information: 1-888-YOUR-CTA (1-888-968-7282)

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RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

Usted está invitado a una reunión
abierta al público sobre el proyecto

Extensión de la Línea Roja

¿Cuándo y Dónde?

Martes, 13 de Mayo del 2014
5:30 p.m. a 7:30 p.m.

Gimnasio de Palmer Park
201 E. 111th Street
Chicago, IL 60628

Este lugar es accesible por: Las rutas de autobus #34, #111, #119; Autobús Pace #353; y Metra Electric 111th Street (Pullman).

Las instalaciones son accesibles para las personas con discapacidad.

Durante la reunión, usted se informará acerca de las alternativas propuestas y los beneficios e impactos anticipados. También tendrá la oportunidad de compartir sus preferencias y sugerencias.

¿Qué hay de nuevo con la Extensión de la Línea Roja?

Desde la última reunión de la Extensión de la Línea Roja en el verano del 2011, CTA ha estado preparando el borrador de la Declaración de Impacto Ambiental, basada en el análisis técnico de los impactos de las alternativas. Las conclusiones de este análisis preliminar de las alternativas será discutido en la reunión. CTA con gusto acepta sus comentarios y sugerencias acerca de las alternativas y los impactos del proyecto de Extensión de la Línea Roja, los cuales serán incorporados en el borrador de la Declaración de Impacto Ambiental.

Este proyecto es una parte del programa *Red Ahead Program* de la CTA, una iniciativa comprensiva para mantener, modernizar y extender la línea de tren más usada en Chicago.

¿Requiere Asistencia?

Si usted necesita un intérprete, incluyendo servicios de lenguaje de señas, u otros servicios especiales durante la reunión, comuníquese con Gerald Nichols, oficial de relaciones gubernamentales y comunitarias para la CTA, al (312) 681-2807 o GNichols@transitchicago.com por lo menos cinco días antes de la reunión.

Llame al 312-681-2807 para información en español

Información a los clientes: 1-888-968-7282

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Appendix A
Meeting Notifications

Press Release

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Social Media Updates

Postcard

E-blast

Transit Alert Card

Media Articles

Line, CTA's busiest rail line (4/17/2014)

Project Status

In accordance with the National Environmental Policy Act (NEPA), the CTA and the Federal Transit Administration (FTA) have initiated the environmental review process for this project and are preparing an Environmental Impact Statement (EIS). An EIS compares the positive and negative environmental impacts of the various project alternatives.



See alternatives under consideration and learn more about the project, here.

Get Involved and Stay Informed

Public and agency input is important. This website will keep you informed about the proposed project, the planning process, and opportunities for public input and participation.

If you have any questions related to the Chicago Transit Authority's proposed Red Line Extension, or would like to be added to the project mailing list for future updates, please contact us at:

RedExtension@transitchicago.com

Chicago Transit Authority
Strategic Planning & Policy, 10th Floor
Attn: Red Line Extension
567 W. Lake Street
Chicago, IL 60661-1465

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About the Red Line Extension

Connecting 95th Street Station to 130th Street

Overview

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 130th Street. This project is one part of the Red Ahead Program to extend and enhance the entire Red Line.

See a PDF summary of the project

Purpose & Need

The purpose of the Red Line Extension is to:

- Reduce commute times for residents both within and south of the project area.
- Improve mobility and accessibility for low-income and transit-dependent residents in the project area.
- Improve rapid transit rail service to isolated areas and provide viable linkages to affordable housing, jobs, services, and educational opportunities, thereby enhancing livability and neighborhood vitality.
- Improve connections and linkages of public transportation modes in the project area.
- Foster economic development in the project area, where new stations/stops may serve as catalysts for neighborhood revitalization and help reverse decades of disinvestment in local business districts.

The RLE Project is needed to respond to the following problems:

- Transit trips to jobs are longer for Far South Side residents compared to the Chicago region as a whole.
- Transit-dependent populations lack direct access to rapid transit rail service.
- The project area is geographically isolated from major activity centers and lacks viable transportation options, which limits access to affordable housing and supporting infrastructure.
- Existing transit markets are underserved and transit connectivity is challenging in the project area.
- Disinvestment and limited economic development in the project area have

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System Status

Systemwide:

New Schedules in Effect (All Train Routes)

Trains:

Red Line	Significant Delays
Blue Line	Normal Service
Brown Line	Normal Service
Green Line	Planned Work w/Station(s) Bypassed
Orange Line	Normal Service
Purple Line	Normal Service
Pink Line	Normal Service
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Buses:

Routes with Current Alerts (View All):

1 2 3 4 7 8
11 15 20 24 29 36
37 39 44 49 49B 56
59 60 62 63W 65 66
70 72 120 121 124 132
156 170 171 172 192

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negatively impacted Far South Side communities.

Project Alternatives

Several alternatives, which included different routes and technologies, were considered during the Alternatives Analysis process. The alternatives were then narrowed down through public and agency feedback to the four alternatives described here. These alternatives are being analyzed in the Draft Environmental Impact Statement.

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) Fiscal Year 2010-2015 Transportation Improvement Program (TIP). All elements of the No Build Alternative are included in each of the other alternatives.

The No Build Alternative would include the following:

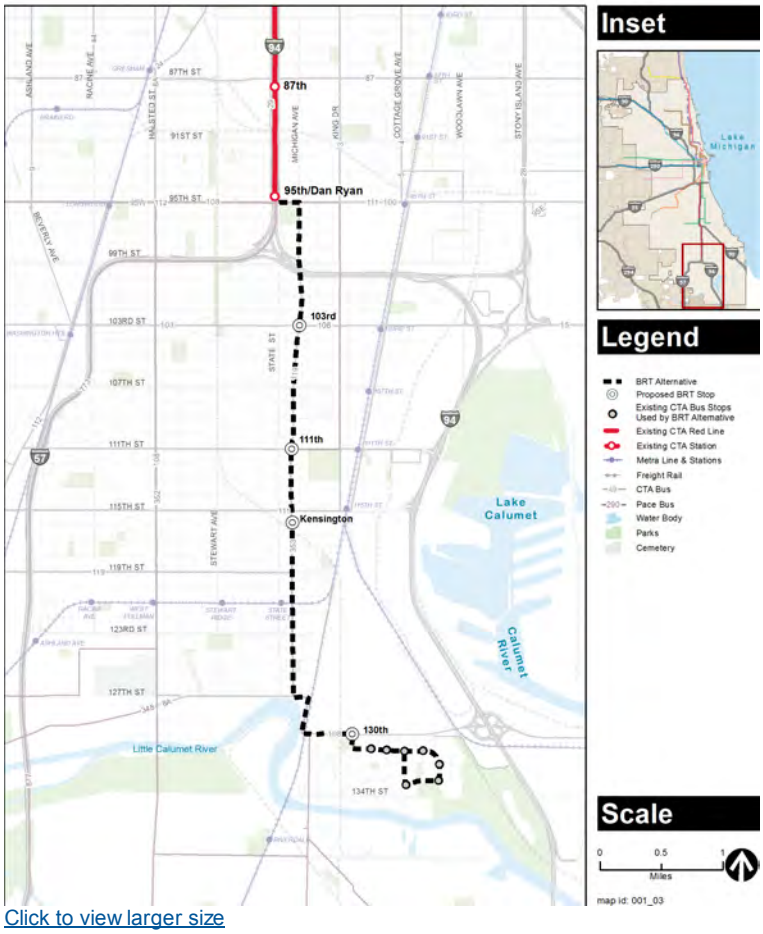
- Existing transportation system
- Committed transportation improvements including bridge reconstructions, 95th Street Terminal Improvement Project, several road improvement projects including resurfacing and coordination of signal timing, work on Metra's facilities, construction of a bicycle/pedestrian multi-use trail, and preservation of historic facilities
- Bus transit service focused on the preservation of existing services and projects

Bus Rapid Transit (BRT) Alternative

The proposed Bus Rapid Transit (BRT) Alternative (formerly referred to as the transportation system management alternative) would operate between the existing 95th Street Terminal and the intersection of 130th Street and Eberhart Avenue via East 95th Street, Michigan Avenue, East 127th Street, South Indiana Avenue, and East 130th Street. The BRT would operate in mixed traffic and would not include new dedicated bus lanes.

The BRT Alternative would include the following features:

- Transportation improvements that are already in the Chicago Metropolitan Agency for Planning Fiscal Year 2010-2015 Transportation Improvement Program as described in the No Build Alternative
- 5.5 mile BRT service from 95th Street Terminal with four stops at 103rd Street, 111th Street, Kensington Avenue, and 130th Street
- New park & ride facilities at all stops
- Traffic signal priority at signalized intersections along 95th Street, Michigan Avenue, and 130th Street



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Union Pacific Railroad (UPRR) Rail Alternative – Locally Preferred Alternative

The proposed UPRR Rail Alternative would extend the heavy rail transit line from the existing Red Line 95th Street Terminal to 130th Street. The UPRR Rail Alternative would operate on an elevated structure heading south from 95th Street along the I-57 Expressway for nearly one-half mile until reaching the UPRR corridor in the vicinity of Eggleston Avenue. The alignment would then turn south along the UPRR corridor to approximately 111th Street where it would turn southeast. East of South Prairie Avenue, the alignment would cross over the Canadian National/Metra Electric tracks near 119th Street, where it would transition to an at-grade profile and then continue southeast along the Northern Indiana Commuter Transportation District Chicago South Shore & South Ben Railroad (NICTD/CSS & SBRR) right-of-way using a portion of the Indiana Harbor Belt (IHB) alignment to terminate at 130th Street. The UPRR Alternative was selected by the Chicago Transit Board as the Locally Preferred Alternative on August 12, 2009.

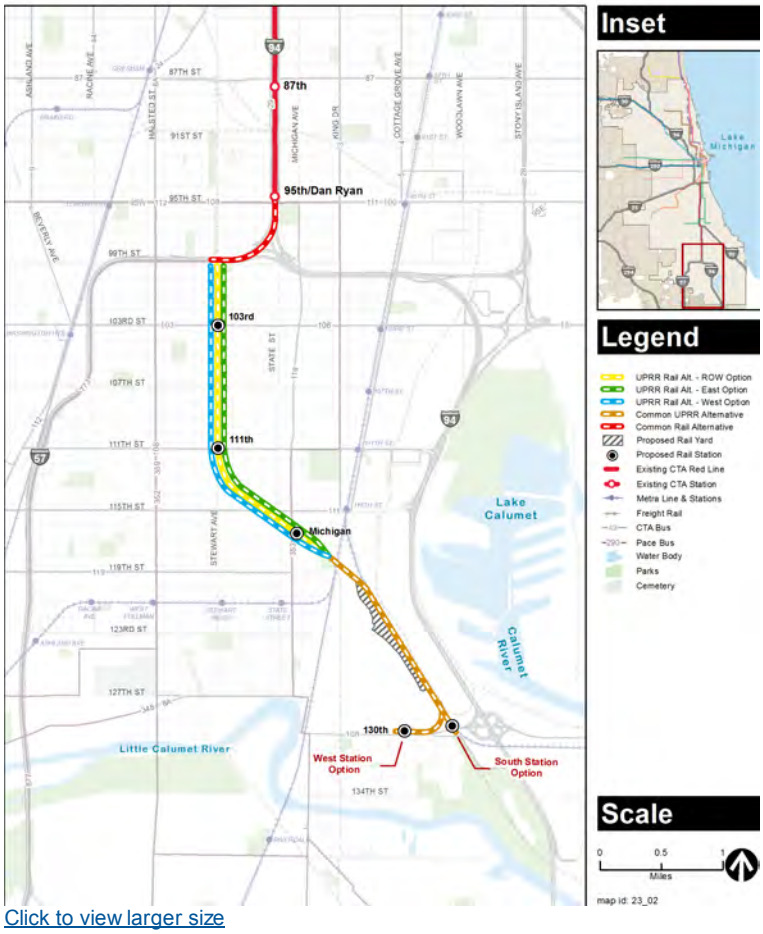
The Locally Preferred Alternative would include the following features:

- Transportation improvements that are already in the Chicago Metropolitan Agency for Planning Fiscal Year 2010-2015 Transportation Improvement Program as described in the No Build Alternative
- 5.3-mile heavy rail transit line extension from 95th Street Terminal to 130th Street
- Four new stations at 103rd Street, 111th Street, Michigan Avenue, and 130th Street
- New park & ride and bus terminal facilities at each station
- Bus transit service from the south to the new stations for faster travel to downtown Chicago
- New yard and shop at 120th Street

Three alignment options are being studied in the Draft EIS:

- Right-of-Way (ROW) Option
  The ROW Option was identified during the environmental analysis. As part of this option, the UPRR freight trains would relocate to another area (as part of a separate project), and new elevated CTA Red Line tracks would be built in the space where the Union Pacific freight rail tracks are now. This option would be contingent upon the UPRR relocating. The Chicago Department of Transportation (CDOT) has been working with the affected railroads to assess the technical and operational feasibility of such relocation. The results of CDOT's analysis will help to inform the feasibility of this new option.
- East Option
  As part of the East Option, CTA tracks would be placed immediately adjacent to the UPRR right-of-way to the east.
- West Option
  As part of the West Option, CTA tracks would be placed immediately adjacent to the UPRR right-of-way to the west.

Two options for the 130th Street terminal station are being studied in the Draft EIS. The South Station Option would be located to the west of the NICTD/CSS & SBRR right-of-way at 130th Street. The West Station Option would be located along the north side of 130th Street to the west of the NICTD/CSS & SBRR route.



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Halsted Rail Alternative

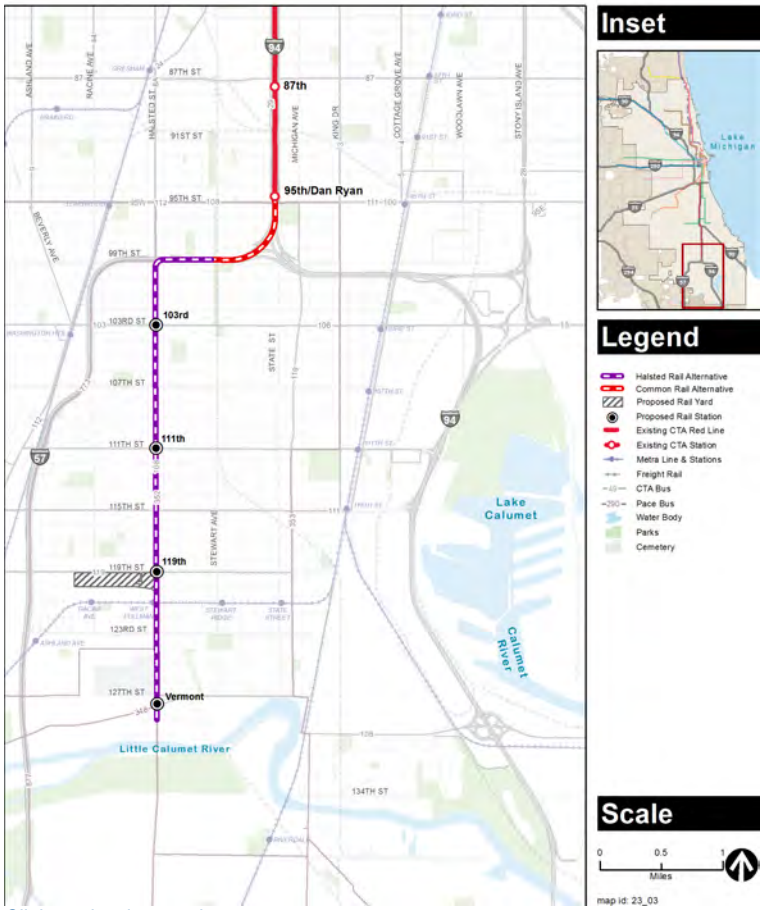
The proposed Halsted Rail Alternative would extend the rail line from the existing 95th Street Terminal to the intersection of Halsted Street and Vermont Avenue near 127th Street.

The Halsted Alternative would operate on an elevated structure between the existing 95th Street Terminal and the intersection of Halsted Street and Vermont Avenue near 127th Street. The alignment would follow the median of the I-57 Expressway until reaching Halsted Street. It would then turn south

onto Halsted Street and continue to Vermont Avenue.

The Halsted Alternative would include the following features:

- Transportation improvements that are already in the Chicago Metropolitan Agency for Planning Fiscal Year 2010-2015 Transportation Improvement Program as described in the No Build Alternative
- 5-mile heavy rail transit line extension from 95th Street Terminal to the intersection of Halsted Street and Vermont Avenue
- Four new stations at 103rd Street, 111th Street, 119th Street, and Vermont Avenue
- New park & ride facilities at each station
- Bus transit service from the south to the new stations for faster travel to downtown Chicago
- New yard and shop at 119th Street



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RED AHEAD Red Line Extension

Environmental Review

Overview

The National Environmental Policy Act (NEPA) requires evaluation of potential environmental impacts associated with federal projects and actions. In accordance with the NEPA, the Chicago Transit Authority (CTA) and the Federal Transit Administration (FTA) are preparing an Environmental Impact Statement (EIS) that will evaluate the environmental effects of constructing and operating the proposed extension.

Environmental Impact Statement

The CTA is currently in the process of preparing a Draft EIS. The Draft EIS will include an evaluation of the No Build Alternative, the BRT Alternative, the UPRR Rail Alternative, and the Halsted Rail Alternative. The Draft EIS will describe the alternatives, the existing environmental setting, the potential impacts from construction and operation of the alternatives, and proposed mitigation measures to reduce or eliminate potential impacts.

The purpose of the EIS is to study, in a public setting, the effects of the proposed project and its alternatives on the quality of the physical, human and natural environment. Areas to be evaluated for potential impacts from construction and operation of the proposed project include, but are not limited to:

- Transportation
- Land use and economic development
- Displacement and relocation of existing uses
- Neighborhood and community
- Visual and aesthetic
- Noise and vibration
- Safety and security
- Historic and cultural resources
- Hazardous materials
- Air quality
- Wetlands
- Water quality
- Floodplains
- Vegetation and wildlife habitat
- Threatened and endangered species
- Geology and soils
- Energy
- Environmental Justice

The evaluation will reveal the extent to which the proposed project will or will not affect these areas. Measures to avoid, minimize, and mitigate potential adverse impacts will also be identified and evaluated.

To keep you informed about the proposed Red Line Extension Project, a newsletter was sent out in Summer 2013 and is available here.

Schedule

The CTA expects to publish the Draft EIS in early 2015 for public review. The public will have an opportunity to comment on the published Draft EIS during

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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. The CTA will then prepare a Final EIS that will include responses to public comments received in Draft EIS, the environmental analysis of the single NEPA Preferred Alternative, and a list of committed final mitigation measures.

The FTA will consider the Final EIS and prepare a Record of Decision (ROD) selecting the preferred alternative including mitigations for adverse impacts. Issuance of the ROD indicates that CTA has satisfied all of the requirements of the NEPA. The issuance of the ROD will allow CTA to move forward with engineering and construction of the project.

The project schedule is dependent on federal reviews and approvals and funding availability.

August 2011 Open House

The CTA hosted an Open House in August 2011 to keep the public informed about the proposed Red Line Extension.

Tuesday, August 2, 2011, 6:00 p.m. to 8:30 p.m.
St. John Missionary Baptist Church
211 E. 115th Street, Chicago, IL 60628

Open House Exhibit Boards – August 2011

Scoping and Scoping Meetings

The process of determining the scope, focus, and content of an EIS is known as “scoping.” Scoping meetings are an opportunity to obtain information from the public and governmental agencies. 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 effects and mitigation measures to be considered.

The official public comment period for scoping concluded on October 27, 2009. The comments received are summarized in the Scoping Report. Input received during scoping is used to refine the project purpose and need and alternatives, and to direct the analysis of environmental impacts. Public input is also used to help planners avoid potential impacts, and to identify potential mitigation measures.

Red Line Extension Scoping Report (.pdf)
Scoping report - revised June, 2010. Appendices are available as separate files.

Red Line Extension Scoping Report Appendices A-G (.pdf)
Public Participation Plan, Notice of Intent, Participating Agencies, Participating Agency Invitation Letters, Agency Scoping Meeting, Agencies and Organizations Notified of Scoping, Notification Materials

Red Line Extension Scoping Report Appendices H-K (.pdf)
Scoping Meeting Materials, Meeting Presentation, Meeting Exhibit Boards, Public Scoping Meeting Transcripts

Red Line Extension Scoping Report Plain Text Supplement for Appendices H-J (.txt)
This text-only supplement describes Scoping Meeting Materials, Meeting Presentation, Meeting Exhibit Boards

Red Line Extension Scoping Report Appendix L Public Comments 1-95 (.pdf)

Red Line Extension Scoping Report Appendix L Public Comments 96-171 (.pdf)

Red Line Extension Scoping Report Appendix L Public Comments 172-259 (.pdf)

Red Line Extension Scoping Report Appendix L Public Comments 260-344 (.pdf)

Red Line Extension Scoping Report Appendix M (.pdf)
Agency Comments - revised June, 2010

Alternatives Analysis

The purpose of the Alternatives Analysis (AA) Study, which ended in August 2009, was to examine a wide range of potential transportation options. In the AA process, the project's purpose and need were identified, alternatives that meet the purpose and need were developed and evaluated, and comprehensive and ongoing public involvement was initiated. Many different transportation alternatives were identified in the AA process. Based on public comment and an evaluation of those options against criteria that included cost, environmental factors, and feasibility considerations, the number of options was narrowed. There were three screening stages and the results of each screening stage were presented at public meetings. At each stage, there was an opportunity for the public to review and comment on the results. The end result of the AA process was the selection of a Locally Preferred Alternative by the Chicago Transit Board on August 12, 2009.

Screen 1 Analysis

The CTA held public open houses to receive input on preliminary findings from Screen 1 of the Alternatives Analysis Study for the proposed Red Line Extension.

Tuesday, April 10, 2007, 6-8 p.m.
Chicago State University, New Academic Library, 4th Floor Auditorium
9501 S. King Drive, Chicago, IL 60628

Wednesday, April 11, 2007, 6-8 p.m.
West Pullman Branch, Chicago Public Library
830 W. 119th St., Chicago, IL 60628

Presentations delivered at the Screen 1 meetings are available at the links below:

Public Meeting Presentation Part 1 - April 2007 (3 MB PDF)
Public Meeting Presentation Part 2 - April 2007 (2 MB PDF)
Public Meeting Presentation - April 2007 (Text version)

Public Meeting Display Boards - April 2007 (3 MB PDF)
Public Meeting Display Boards - April 2007 (Text version)

Public Meeting Comment Card - April 2007 (0.4 MB PDF)

The official public comment period for the study's Screen 1 preliminary findings meeting concluded on May 11, 2007. Full documentation of all comments and questions as well as complete responses are provided in the following files:

Screen 1 Public Comment Database (0.1 MB PDF)
Screen 1 Responses to Public Comments (0.1 MB PDF)

Screen 2 Analysis

The CTA held public open houses to present possible transit technologies and alignments in a study area bordered by 95th Street on the north, Ashland Avenue on the west, Stony Island Avenue on the east, and the Cal-Sag Channel/Little Calumet River and 134th Street on the south.

Wednesday, December 3, 2008, 6-8 p.m.
Historic Pullman Visitor Center
11141 South Cottage Grove, Chicago, IL 60628

Thursday, December 4, 2008, 6-8 p.m.
Woodson Regional Chicago Public Library
9525 South Halsted Street, Chicago, IL 60628

Presentations delivered at the Screen 2 meetings are available at the links below:

Public Meeting Presentation Part 1 – December 2008 (2.8 MB PDF)
Public Meeting Presentation Part 2 - December 2008 (3.8 MB PDF)
Public Meeting Presentation - December 2008 (Text version)

Public Meeting Display Boards Part 1 - December 2008 (2 MB PDF)
Public Meeting Display Boards Part 2 - December 2008 (2.4 MB PDF)
Public Meeting Display Boards - December 2008 (Text version)

Public Meeting Comment Card - December 2008 (0.4 MB PDF)

The official public comment period for the study's Screen 2 preliminary findings meeting concluded on December 18, 2008. Full documentation of all comments and questions as well as complete responses are provided in the following files:

Screen 2 Public Comment Database (0.1 MB PDF)
Screen 2 Responses to Public Comments (0.1 MB PDF)

Screen 3 Analysis

The CTA invited the public to open houses to present preliminary Screen 3 findings and a recommendation of a locally preferred alternative, which concluded the Alternatives Analysis study for the Red Line Extension.

Wednesday, June 3, 2009, 6-8 p.m.
Olive-Harvey College, Cafeteria
10001 South Woodlawn Avenue, Chicago, IL 60628

Thursday, June 4, 2009, 6-8 p.m.
Woodson Regional Chicago Public Library
9525 South Halsted Street, Chicago, IL 60628

Presentations delivered at the Screen 3 meetings are available at the following links:

Public Meeting Presentation Part 1 – June 2009 (1.4 MB PDF)
Public Meeting Presentation Part 2 – June 2009 (2.9 MB PDF)
Public Meeting Presentation - June 2009 (Text version)

Display Boards Part 1 - June 2009 (2.4 MB PDF)
Display Boards Part 2 - June 2009 (3.4 MB PDF)
Display Boards - June 2009 (Text version)

Display Maps – HRT UPRR Alternative (1.2 MB PDF)
Display Maps – HRT Halsted Alternative (0.9 MB PDF)
Public Meeting Comment Card (0.4 MB PDF)

The official public comment period for the study's Screen 3 findings and preliminary recommendation for a locally preferred alternative concluded on June 25, 2009. Full documentation of all comments and questions as well as complete responses are provided in the following files:

Screen 3 Public Comment Database (0.1 MB PDF)
Screen 3 Responses to Public Comments (0.1 MB PDF)

Locally Preferred Alternative Report

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Red Line Extension Project: FAQ

The Chicago Transit Authority (CTA) knows residents and potential Red Line riders have questions about this proposed extension.

Q: How would CTA fund this proposed project?
A: Two types of funding are needed for the proposed extension – capital and operating. Capital funding (construction funding) for the proposed extension is provided partially by the Federal Transit Administration (FTA), through its "New Starts" grant program. This program provides funding for major public transit infrastructure projects throughout the United States through a highly competitive process. CTA is currently in the environmental review phase of that process that will allow the agency to apply for funding. Upon successfully advancing through the FTA's process, a project would be qualified to receive a Full Funding Grant Agreement (FFGA) from the Federal Transit Administration. The FFGA typically covers about half of a project's capital cost. Other non-federal funds will comprise the remainder of capital funding. Once the proposed extension is built and operational, CTA's operating budget would support day-to-day service.

Q: When would the extended Red Line be open for use?
A: No timeline has yet been established. Project schedule is dependent on federal reviews and approvals and funding availability.

Q: When would construction begin on the proposed Red Line Extension?
A: No timeline has yet been established. Project schedule is dependent on federal reviews and approvals and funding availability.

Q: What will be the operating hours for the proposed extension?
A: In the current project planning phase, the operating hours for the proposed extension are assumed to be the same as for the current Red Line, which operates 24 hours every day of the year.

Q: Would CTA need to buy private property because of the location of the proposed extension?
A: Yes, CTA would need to buy private property for each of the build alternatives. The number of properties impacted varies by alternative; between approximately 52 and 259 properties could be impacted. Final property acquisition requirements would be confirmed as project engineering proceeds. Property owners will be paid not less than fair market value for their land and buildings, and may be eligible for compensation equal to the original purchase price of the property. They would also be assisted in relocating their businesses or dwellings, per the Federal Uniform Act on

Red Line Extension

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Buses:
Routes with Current Alerts (View All):
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relocation assistance and property acquisition. When a single alternative or option is chose, CTA will work with the community and property owners (including the UPRR) to minimize property impacts.

Q: Will there be places to park near the new stations?
A: New park & ride lots are proposed at each new station.

Q: How would this proposed extension impact the natural environment and the community?
A: Potential impacts to the environment are being studied in the Draft Environmental Impact Statement (EIS). The Draft EIS will:
• Identify and evaluate measures to avoid, minimize and mitigate adverse impacts.
• Describe the potential environmental effects of the proposed Red Line Extension improvements and the steps that will be taken to alleviate them.
Typically, environmental reviews for proposed transit projects address:

- Transportation
- Land use and economic development
- Displacement and relocation of existing uses
- Neighborhood and community
- Visual and aesthetic
- Noise and vibration
- Safety and security
- Historic and cultural resources
- Hazardous materials
- Air quality
- Wetlands
- Water quality
- Floodplains
- Vegetation and wildlife habitat
- Threatened and endangered species
- Geology and soils
- Energy
- Environmental Justice

Q: How would this proposed extension impact noise in the community?
A: The Draft Environmental Impact Statement (EIS) will evaluate the potential for noise impacts to the surrounding community. If it is determined that there could be noise impacts, then mitigation measures to reduce those impacts would be proposed in the Draft EIS such as welded rail, closed deck structures, and noise barriers. During the public review of the Draft EIS, you will have an opportunity to review and comment on the analysis and the proposed mitigation measures.

Q: What is the economic impact of this proposed extension?
A: The Draft Environmental Impact Statement (EIS) will evaluate the fiscal and economic benefits and potential impacts of the proposed extension. During the public review of the Draft EIS, you will have an opportunity to review and comment on the economic analysis. Numerous transit studies suggest that transit investments result in economic development. CTA estimates between 2,600 and 4,100 jobs would be created during Red Line Extension construction. In addition, new stations may serve as catalysts for neighborhood revitalization and help reverse decades of disinvestment in local business districts.

Q: How would the proposed Red Line Extension affect current CTA services, both during construction of the new service and during operation of the new service?
A: The specifics of construction for the proposed Red Line Extension have not been established yet. CTA's general guidelines minimize the effects of construction on existing transit services. However, bus reroutes are possible. Once the proposed extension is complete, existing bus routes may be changed to complement the new high-capacity transit service. Depending on the specific route of the service, the number of routes feeding into the 95th

Street Terminal may be reduced, which would also reduce congestion in and around this facility.

Q: Is it possible that at some point this proposed Red Line Extension could go even farther to the Gary Airport and South Bend, Indiana?
A: At this point CTA's proposal for the Red Line Extension is limited to the project's defined study area, which is bounded by the Little Calumet River and 134th Street on the South. Any initiative to further expand service to the Gary Airport and South Bend, Indiana, would merit further investigation and its own planning study.

Q: If the CTA already has a Locally Preferred Alternative, why is the Draft Environmental Impact Statement (EIS) still studying two other build alternatives?
A: The federal National Environmental Policy Act (NEPA) process requires that we evaluate a range of alternatives in the EIS along with the Locally Preferred Alternative and a No Build Alternative (which looks at the existing transportation system, plus any committed transportation improvements that already are in the Chicago Metropolitan Agency for Planning Fiscal Year 2010 to 2015 Transportation Improvement Program). Other alternatives to be evaluated in the Draft EIS would include a Bus Rapid Transit Alternative and an elevated transit line along Halsted Street (which would not impact any parkland but could have other impacts). Federal law protects parklands from use by transportation projects unless there are no feasible or prudent alternatives that avoid the use of parklands. Project planning must include all possible planning to minimize harm to parklands and therefore, the Halsted Alternative will be evaluated in further detail in the Draft EIS. Based on the environmental analysis and public feedback received in the Draft EIS, a single NEPA preferred alternative will be selected and proposed in the Final EIS.

Q: For the Locally Preferred Alternative near the Union Pacific Railroad (UPRR) tracks, has CTA talked with Union Pacific representatives?
A: CTA has had preliminary conversations with UPRR and will continue to coordinate with the railroad as plans proceed. The UPRR requires that the CTA tracks be located at least 50 feet from the existing freight tracks due to safety considerations.

Q: Can engineering design be done at the same time as the Environmental Impact Statement is being drafted?
A: As part of the new Moving Ahead for Progress in the 21st Century Act (MAP-21) policy, environmental review is completed during the Project Development Phase. The Engineering Phase is the next step, during which engineering and design is completed. The timing for the Engineering Phase is subject to funding availability and federal approvals. Currently, CTA has not secured approval and funding for the Engineering Phase.

Q: How does work on the other Red Ahead projects affect progress on the Red Line Extension?
A: Red Line Extension project is one part of the Red Ahead Program to extend and enhance the entire Red Line. The Red Ahead program consists of separate projects with their own separate sources of potential funding and timelines. These projects are mutually beneficial and are combined into the Red Ahead program to ensure that they are coordinated efficiently.

Q: What portion of the extension would be elevated?
A: The UPRR Rail Alternative would operate on an elevated structure from approximately 95th Street up to 119th Street, where it would transition to an at-grade profile and then continue at grade before terminating in the vicinity of 130th Street. The terminal station would be at-grade, whereas other stations would be elevated. The Halsted Rail Alternative would operate on an elevated structure from 95th Street to the intersection of Halsted Avenue and Vermont Avenue and all stations on this alternative would be elevated.

Q: Would this extension connect to existing Metra Electric or South Shore services?
A: There is potential for connection of the proposed Red Line Extension to the Northern Indiana Commuter Transportation District (NICTD) South Shore Commuter Rail Line in the vicinity of 130th Street, where the two lines would

be adjacent to each other. This potential connection will be explored in further detail during the engineering phase. A connection between the Red Line Extension and Metra Electric District at Kensington/115th Street station is not possible, as the proposed Red Line Extension routing crosses the Metra Electric District Line approximately one-half mile to the south of the Kensington/115th Street station.

Q: Is CTA coordinating with Metra on the Red Line Extension?
A: CTA is coordinating with Metra on our progress with the Red Line Extension project. Metra is a participating agency in the environmental review process for the Red Line Extension.

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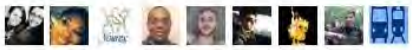
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1:29 PM - 18 Apr 2014

Red Line Extension

cta

You're invited to attend a CTA open house on the

Red Line Extension Project

Since the RLE Project open house meeting during the summer of 2011, we have been preparing a Draft Environmental Impact Statement (EIS) based on the technical analysis of impacts of the alternatives. Findings from this preliminary impact analysis of the alternatives will be discussed at the Open House. CTA welcomes your comments and feedback about the RLE Project alternatives and potential impacts, which will be incorporated into the Draft EIS.

This project is one part of CTA's Red Ahead Program, a comprehensive initiative for maintaining, modernizing, and expanding Chicago's most-traveled rail line.

When and where?

Tuesday, May 13, 2014
5:30 to 7:30 p.m.

Palmer Park Gymnasium
201 E. 111th Street
Chicago, IL 60628

This location is served by: CTA Bus #34, #111, #119; Pace Bus #353; and Metra Electric 111th Street (Pullman).

This facility is accessible to people with disabilities.

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Customer Information: 1-888-YOUR-CTA (1-888-968-7282)

Red Line Extension

Chicago Transit Authority
Strategic Planning, 10th Floor
567 West Lake Street
Chicago, IL 60661-1465

Do you require assistance?

If you require an interpreter, including sign language services, or other accommodations at this meeting, contact Gerald Nichols, CTA Government and Community Relations, at least five days prior to the meeting at 312-681-2807 or GNichols@transitchicago.com.

You're invited to attend a CTA

OPEN HOUSE

on Red Line Extension (RLE) Project

Since the last RLE Project open house meeting during the summer of 2011, CTA has been preparing a Draft Environmental Impact Statement (EIS) to evaluate the impacts of three potential build alternatives for the project. At the open house, you will learn more about the proposed alternatives, hear about anticipated project benefits and impacts of the alternatives under consideration, and have the opportunity to provide feedback. CTA welcomes your comments about the RLE Project alternatives and potential impacts, which will be incorporated into the Draft EIS.

Learn More About the Project!

CTA encourages you to visit the RLE webpage to get more information about the project. The RLE Project is one part of the Red Ahead Program, a comprehensive initiative for maintaining, modernizing and expanding Chicago's most traveled rail line. Thank you for your continued interest.

RLE Project Team
Chicago Transit Authority

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Chicago, IL 60628

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OPEN HOUSE

on Red Line Extension (RLE) Project

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CTA Open House

Red Line Extension Project – Progress Update

At the Red Line Extension (RLE) Project open house, you will learn more about the proposed alternatives, hear about anticipated project benefits and impact , and have the opportunity to provide feedback.

What's New with the Red Line Extension Project?
Since the RLE Project open house meeting during the summer of 2011, CTA has been preparing a Draft Environmental Impact Statement (EIS) based on the technical analysis of impacts of the alternatives. Findings from this preliminary impact analysis of the alternatives will be discussed at the open house.

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Learn more about the project at transitchicago.com/redeis.

*Facility accessible to people with disabilities

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Appendix A
Meeting Notifications

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Early & Often

http://politics.suntimes.com/article/chicago/cta-announces-final-two-options-red-line-extension-route/tue-04152014-613pm



The 95th Street station is now the end of the Red Line. That station is due for a major renovation, and the CTA is looking at routes to extend the Red Line to 130th Street. | Sun-Times File Photo

CTA weighs two options for Red Line extension route

TUE, 04/15/2014 - 6:13PM

FRAN SPIELMAN AND ROSALIND ROSSI
@FSPIELMAN | EMAIL

The CTA has narrowed to two the routes for a long-awaited Red Line extension from 95th to 130th Street — one down the middle of busy Halsted Street, the other mostly running along existing freight tracks.

Ald. Anthony Beale (9th), whose South Side ward would be most heavily affected by the extension, was briefed on the options Tuesday. The chairman of the City Council's Transportation Committee emerged with a ringing endorsement of the alternative that steers clear of Halsted.

That option for the $2 billion, 5-mile-plus extension generally follows freight tracks operated by the Union Pacific Railroad. A large portion of the tracks run along Eggleston — four blocks west of the existing 95th Street station — and curve eastward as they move farther and farther south.

The CTA's plan calls for four new stations: at 103rd, 111th, 115th and 130th, with a combined total of up to 2,000 "Park & Ride" spaces, the alderman said.

In addition, construction of a new, $240 million station at the end of the current Red Line, at 95th Street, is due to begin this year and follows massive improvements to Red Line track from Cermak to 95th, completed last October.

"Halsted Street is wide open. Putting elevated tracks down the middle of the street would disrupt the integrity and cosmetics of Halsted. It would hurt existing businesses. I don't think anybody wants that," Beale said.

CTA President Forrest Claypool could not be reached for comment on Tuesday's briefing.

Union Pacific spokesman Mark Davis said Tuesday that the CTA approached the railroad about the possibility of extending the Red Line about a year ago and "we haven't heard anything back since.''

However, Davis said, "If they want to approach us again, I'm sure our team would be happy to talk with them.''

Davis noted that CTA trains, which are powered by an electrified third rail, cannot travel on the same tracks as diesel freight trains.

That means the option Beale favors would require the CTA to build its own tracks, either alongside the UP track or above them. Elevating the tracks could present its own set of problems, considering the hazardous materials freight trains sometimes carry. Davis did not immediately know whether any hazardous materials are transported on the portion of UP track in question.

Either way, the CTA would be required to obtain right-of-way from the railroad, Davis said. Another question is whether UP owns a wide enough right-of-way to allow another set of tracks to be built.

"From a safety standpoint, putting a commuter train next to freight lines — you need wider areas. It's a complex negotiation to make that happen," Davis said.

Mayor Rahm Emanuel campaigned on a promise to rebuild the 95th Street station and extend the Red Line South to 130th Street.

The mayor also sold aldermen on his risky, $425 million plan to close the Red Line for five months with the argument that the line needed to be rebuilt before it could be extended.

Now that the possible routes for an extension have been narrowed from five to two, the next step is an exhaustive set of community hearings to decide which option South Side residents favor and how much parking they want at each station.

Beale called it "phase four" of seven or eight hurdles that must be cleared before construction can begin — in three or four years, at the earliest.

The biggest question is whether the CTA can persuade the federal government to bankroll the $2 billion project.

Beale believes the chances are good and not just because of the clout Emanuel carries as a former North Side congressman who served as White House chief-of-staff under President Barack Obama.

"That's a huge ask from the federal government. But, we've been talking about the Red Line extension since I was a kid. Since I've been chairman, I've made this a priority. So has the mayor. I have all the confidence in the world it's going to happen," Beale said.

"95th Street is not the end of the city. What about people who need access to jobs downtown and deserve the right get there in a timely manner? Now that we've completed the Red Line upgrade and the [$240 million] 95th Street Station reconstruction is about to start, we can walk right into the extension that will finally complete the Red Line from one end of the city to the other."

If federal funding falls short, Beale said the Red Line extension could be a candidate for Emanuel's much-ballyhooed Infrastructure Trust to persuade private investors to bankroll projects Chicago can't afford to build on its own.

That option would likely require CTA riders to pay higher fees to guarantee private investors an attractive return on their money.

"If we have to, we can look at it, but only if it's the only way," Beale said.

"We don't want to put an extra fee on top [of CTA fares]. If we can get the money from the federal government, we can keep the fees down. We're gonna

lean on the federal government for funding first. My emphasis is on the federal government — not the trust."

The extension of the Red Line is part of the CTA's "Red Ahead" project to extend and enhance the CTA's most-traveled rail line. The project includes improvements on the Red Line as well as upgrades to the line it connects into at its north end — the Purple Line — all the way to the last stop, at Linden in Wilmette.

Chicago Sun-Times

http://www.suntimes.com/news/metro/26869554-418/cta-narrows-possible-routes-for-proposed-red-line-expansion.html#.U1rcFVVdV8F

CTA narrows possible routes for proposed Red Line expansion

BY FRAN SPIELMAN AND ROSALIND ROSSI Staff Reporters April 15, 2014 10:04PM

The 95th Street station is now the end of the Red Line. That station is due for a major renovation, and the CTA is looking at routes to extend the Red Line to 130th Street. | Sun-Times File Photo

The CTA has narrowed to two the routes for a long-awaited Red Line extension from 95th to 130th Street — one down the middle of busy Halsted Street, the other mostly running along existing freight tracks.

Ald. Anthony Beale (9th), whose South Side ward would be most heavily affected by the extension, was briefed on the options Tuesday. The chairman of the City Council's Transportation Committee emerged with a ringing endorsement of the alternative that steers clear of Halsted.

That option for the $2 billion, 5-mile-plus extension generally follows freight tracks operated by the Union Pacific Railroad. A large portion of the tracks run along Eggleston Avenue until about 111th Street, then curve east.

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Construction of a new, $240 million station at the end of the current Red Line, at 95th Street, is due to begin this year and follows massive improvements to Red Line tracks from Cermak to 95th, completed last October.

Elevated tracks "would disrupt the integrity and cosmetics of Halsted. It would hurt existing businesses. I don't think anybody wants that," Beale said.

CTA President Forrest Claypool could not be reached for comment on Tuesday's briefing.

Union Pacific “would be happy to talk” with the CTA about extending the Red Line, spokesman Mark Davis said Tuesday, but he noted CTA trains, powered by an electrified third rail, can’t use the same tracks as diesel freight trains.

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Chicago Tribune

http://www.chicagotribune.com/news/local/breaking/chi-cta-to-redo-4-north-side-red-line-stations-20140416,0,6118418.story?page=2&r=1662C3061245J7V

Red Line to get North Side overhaul, while South Siders decry wait

Residents react to the news that 16 buildings could be razed to make way for an expansion for the Brown, Purple, and Red line trains at Belmont.



Residents react to the news that 16 buildings could be razed to make way for an expansion for the Brown, Purple, and Red line trains at Belmont.

By Jon HilkevitchTribune reporter

8:32 p.m. CDT, April 16, 2014

The CTA said Wednesday it is moving forward with a multibillion-dollar overhaul of the Red Line's aging north branch tracks and stations, just hours after South Siders aired complaints to the agency's board that Mayor Rahm Emanuel's promised southern extension of the same rail line was moving too slowly.

CTA officials later said they also were planning a "major announcement" for Thursday about the 5 1/2-mile extension, envisioned to run from the current 95th Street terminal to about 130th Street and feature four new stops.

Despite the strong billing, however, Thursday's disclosure will focus primarily on that project moving deeper into an ongoing environmental impact study, officials said.

It's an incremental step in a long process. Ultimately, the planned rail service enhancement would provide vital transportation links to downtown and other areas of the city from some of the poorest and transit-underserved communities in the U.S., officials have said.

That's in contrast to Wednesday's more definitive announcement that four north-branch stations — Lawrence, Argyle, Berwyn and Bryn Mawr — will be replaced and that track in that area will be upgraded to allow faster trains, starting no sooner than in 2017. That work comes with a commitment of some amount of federal money and would be the first phase of a $4 billion-plus rehab project along the Purple and northern Red lines.

And for Emanuel, getting closer to breaking ground on the extension would likely help to shore up support among African-American voters, which Tribune polling shows has fallen since his election.

But transit officials have not even hinted when construction might begin. That's because the Red Line south extension project, estimated to cost $2.3 billion, has no funding for construction currently.

The 59,000 residents of the Greater Roseland area are "growing impatient" with elected officials about the slow pace of progress on the extension, the Rev. Paul Brown, representing the Zion Temple Missionary Baptist Church and the Developing Communities Project, testified before the CTA board Wednesday. He said "a sense of urgency" is needed.

"I simply do not understand why the communities that seem to have your attention have succeeded while we are clearly failing," Brown said.

The CTA last year spent $425 million to rebuild the tracks on the Red Line south branch from Cermak-Chinatown to 95th Street, cutting up to 10 minutes each way between 95th Street and downtown. A $240 million expansion and overhaul of the crowded 95th Street terminal begins this year. But the Red Line south extension hasn't taken off, despite pledges from a handful of past CTA presidents dating to the mid-1990s.

Current CTA president Forrest Claypool said Wednesday that he cannot speak about earlier decisions.

"Mayor Emanuel has been here less than three years and in that three years I think this has been on a very fast trajectory," Claypool said. "The federal government makes it a very extensive process ... where you are basically starting from scratch as a new start. It is very onerous and time-consuming, but we are moving that as fast as possible."

The CTA is counting on federal funding to finance the bulk of the extension work, but current federal transportation spending legislation expires at the end of September and many experts consider it a long shot that a new spending plan will be approved soon.

There is, however, the commitment to some as-yet-unknown level of federal funding for the CTA's modernization of the Red Line north branch and the Purple Line. The multi-year project will involve replacing stations, deteriorated tracks and outdated signals as well as rebuild structure on a 9.6-mile stretch from north of the Belmont station through Evanston to the Linden station in Wilmette.

The overall goals are to increase capacity on the Red and Purple lines by 20 to 50 percent, reduce travel times, alleviate overcrowded station platforms and provide access for transit riders with disabilities, officials said.

The Federal Transit Administration, which allocates money for large-scale transit projects across the nation, recently listed the CTA's Red-Purple Modernization project as the first project in the U.S. eligible for a new pot of money under a so-called "core capacity" program, which is aimed at helping cities renew heavily used transit lines. No specific dollar pledge has been made yet. The U.S. Department of Transportation has recommended spending a total of $275 million in fiscal 2015 on all eligible core capacity projects in the U.S.

The CTA said in documents released in March that it expects to seek $1.5 billion from the FTA to begin the Purple Line and Red Line north branch work. More funding could be sought later from different pots of federal money, officials said.

The CTA said Wednesday that it will start the ball rolling by rebuilding the four contiguous stations that date to the early 1900s, as well as conduct track and structure work on the Red Line north branch, at an estimated cost of $1.13 billion.

"Some of this infrastructure has stood since the last time the Chicago Cubs won the World Series (in 1908)," Steele said.

The Argyle and Bryn Mawr stations were built in 1908, according to the CTA. Berwyn was built in 1916 and Lawrence in 1923. The complete redo will include the installation of elevators to make the stations accessible to disabled riders.

Officials said it is too early to know how the work will affect service.

The North Side project's total cost is $4.7 billion, according to the FTA.

In addition to the four stations, the nearby Wilson station will also be rebuilt as part of a previously announced and already funded $203 million project that is set to begin this fall.

Meanwhile, an extension of the Red Line south branch has been sought for decades by South Siders, and at different points in time labeled as a high priority by mayors and CTA presidents. In August 2009, the CTA board made it official by voting to extend the line.

The preferred route that the CTA identified in 2009 would operate on an elevated structure that heads south from 95th Street along the median of I-57 for nearly one-half mile until reaching a corridor owned by the Union Pacific Railroad, in the vicinity of Eggleston Avenue.

It would then turn south along the UP corridor to approximately 111th Street, where it would turn southeast. East of South Prairie Avenue, the alignment crosses over the Canadian National/Metra tracks near 119th Street, where it transitions to ground level and then continues southeast along the former Michigan Central/Indiana Harbor Belt railroad right-of-way to terminate in the vicinity of 130th Street.

The extension would include four stations near 103rd, 111th, 115th and 130th streets. Each new station would include park-and-ride lots and bus terminals to serve connecting riders, officials said.

Emanuel said the Red Line extension was his No. 1 transportation priority when he was campaigning for mayor, and CTA officials say the extension remains a top priority.

But riders like lifelong Chicago resident Phyllis Johnson, who spoke at a CTA board meeting Wednesday before the agency released information on either Red Line project, question whether it's the case.

"What can we do to get this ball rolling to resolve this problem?" said Johnson, a resident of the Roseland community. "Wouldn't you agree with me that it is way beyond time to extend the CTA Red Line?"

That skepticism is common on the South Side, said Ald. Howard Brookins, 21st, when reached by the Tribune on Wednesday.

"I think a lot people think that it's so far off that it won't occur for another 20 years," he said.

He said South Siders tend to feel shortchanged with it comes to public transportation, because other areas of the city have multiple CTA and Metra lines.

Tribune reporter Hal Dardick contributed.

jhilkevitch@tribune.com

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Chicago Sun-Times

http://www.suntimes.com/26889866-761/cta-plans-red-line-improvements-on-north-south-sides.html#.U1VzoVVdV8F

CTA plans Red Line improvements on North, South sides

By ROSALIND ROSSI Transportation Reporter April 17, 2014 1:10AM

North and South Side riders of the CTA's busiest rail line — the Red Line — should see improvements under plans outlined Wednesday.

For North Siders, the CTA could begin work as early as 2017 on a $1.13 billion plan to upgrade track and rehab four stations, from Lawrence to Bryn Mawr.

The stations are among the oldest in the system, officials said. Bryn Mawr was built in 1908, when the Cubs last won the World Series.

The project is contingent on funding, but the CTA hopes to bankroll it with new federal "core capacity" money that can be tapped by older transit lines.

For South Siders, President Forrest Claypool insisted Wednesday that the CTA is "putting the pedal to the metal" on a long-awaited plan to extend the south end of the Red Line from 95th Street to 130th.

One CTA user, Phyllis Johnson, told CTA board members Wednesday that the extension once promised by former Mayor Richard J. Daley after the Red Line opened in 1969 is "becoming the dream deferred.'' Other lines have been extended or created while the Roseland community, which would be affected by an extension, has sat by with no transit developments, Johnson said.

The layers of requirements needed to win federal money for the $2 billion project are "onerous," Claypool said, but Mayor Rahm Emanuel is "putting this on a faster trajectory than previous administrations.''

Emanuel campaigned on extending the Red Line and has emphasized the project since his election, Claypool said.

“Mayor Emanuel’s mandate to us is to modernize the Red Line, from top to bottom, from north to south, and that’s what we’re doing,’’ Claypool said.

The CTA’s “preferred” extension method would be to run an elevated track from the 95th Street station, along Interstate 57 to 98th Street, where the elevated tracks would run parallel with some Union Pacific freight tracks to 130th Street, Claypool said. The tracks could run to the east of UP’s right of way or to the west, CTA officials said. The CTA also had considered building inside the UP’s right of way, but UP has ruled that out, a UP spokesman said.

Although the UP route is the top option, the CTA must give federal authorities at least two more, Claypool said. They include running the rail extension down Halsted Street — something local Ald. Anthony Beale (9th) opposes — or doing a less expensive bus-rapid transit route to 130th.

Beale said Tuesday he was briefed on only two plans — the UP route and the Halsted route, leading him to believe the CTA had only two options under active consideration.

“I can see how he might have perceived it that way because that’s where the focus of the conversation was,’’ Claypool said. “But there’s always been a federally required third alternative, which is the BRT.’’

Claypool conceded that land will have to be acquired as part of the extension project, although it’s too early to say where or how many parcels.

The next step involves publication of the final environmental impact study in 2015, Claypool said.

On the North Side, the planned improvements are part of a larger project to rejuvenate the Red Line and Purple lines, from the Belmont station to the Linden Station in Wilmette. Project estimates have ranged from $2 billion to $4 billion.

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Chicagoist

http://chicagoist.com/2014/04/17/cta_officially_announces_red_line_s.php#photo-1

CTA Officially Announces Red Line South Extension, Red/Purple Line Renovation



A rendering of the proposed Belmont Overpass.(*Chicago Transit Authority*)



Chicago Transit Authority formally released details of its planned renovations of the Purple Line and Red Line north branch and the long planned extension of the Red Line's south branch Thursday and let's just say we're cautiously optimistic that maybe CTA has done some solid planning.

We already know the first phase of the project, set to begin in 2017, will involve rehabbing the Lawrence, Argyle, Berwyn and Bryn Mawr Red Line stations and replacing tracks for the Red and Purple Lines at those stations to reduce slow zones. CTA has started the process of securing federal funding to extend the Red Line from its current southern endpoint at 95th Street to 130th Street, using existing freight rail tracks. That project would cost $2.3 billion.

The aspect of the Red/Purple Line rehab we're most impressed by is a "Belmont bypass" allowing the Brown Line to continue along its route by riding above the existing Red and Purple Line rails. Currently the Brown Line has to negotiate its route by crossing those rails, resulting in 40 percent of weekday trains being delayed by up to three minutes.

In order for the bypass to be built CTA will have to buy 16 buildings between Belmont Avenue and Addison Street in order to make room for the project. The total cost of the Belmont bypass is included in the $1.7 billion cost the first phase of Red and Purple Line rehab is expected to cost.

CTA has been busy with infrastructure improvements lately. They rebuilt the Red Line's south branch last year at a cost of $425 million, spent $86 million renovating and rehabbing seven stations on the Red Line north branch two years ago, and work will begin later this year on extensive renovations to the 95th Street and Wilson Red Line stations. "With both the Red and Purple Modernization and Red Line Extension projects, we'll replace outdated infrastructure with a modern, efficient rail, and build more than five miles of new track," CTA President Forrest Claypool said. "Together these improvements will offer CTA customers faster, more reliable service, and increasing access to quality rail transportation for thousands of future riders."

NBC 5 Chicago

http://www.nbcchicago.com/traffic/transit/CTA-Announces-Plans-For-Red-Line-Extension-and-Rehab-255653171.html

CTA Announces Plans For Red Line Extension and Rehab

Plans to extend the Red Line past 95th Street, rebuild oldest North Side stations

By Colleen Connolly

Thursday, Apr 17, 2014 | Updated 5:04 PM CDT

The CTA is planning to overhaul tracks on the North Side's Red, Brown and Purple lines, and expand Red Line service on the far South Side. Charlie Wojciechowski has details.



Red Line riders have something to look forward to in the coming years.

Chicago Transit Authority officials announced Thursday plans for rehabbing five North Side stations and building a long-awaited South Side extension. The projects are part of the first phase of the city's Red and Purple Modernization program.

The stations at Wilson, Lawrence, Argyle, Berwyn and Bryn Mawr were specified for the rehabilitation, which could begin as early as 2017. The five stations are among the oldest, having been built between 1908 and 1923.

The CTA also announced plans to build a Red-Purple Line bypass north of Belmont to eliminate delays and speed up train service where the Red, Purple and Brown Lines intersect.

On the South Side, the CTA plans to extend tracks for 5.3 miles and add four new Red Line stations south of 95th Street. Stops would be located at 103rd, 111th, 115th and 130th Streets, and up to 2,000 “Park and Ride” spaces would be added.

No date has been set to begin the construction of the new stations, but plans for the route have been narrowed down to three options. The first option is to build tracks parallel to the Union Pacific freight tracks from 98th Street to 130th Street. The

second option is to build elevated tracks above Halsted Street. The final option is to build a bus-rapid transit route to 130th Street.

Last year, the CTA closed nine Red Line stops south of Roosevelt Road as part of the Red Line South Track Renewal Project. The $425 construction project repaired the crumbling tracks and reduced commute times.

CBS 2 Chicago

http://chicago.cbslocal.com/2014/04/18/far-south-side-residents-endorse-red-line-extension/

Far South Side Residents Endorse Red Line Extension

April 18, 2014 6:11 PM


Dorothy Tucker

(CBS) – The CTA has an ambitious proposal in the works: extending the Red Line from 95th Street south to 130th, with four new stops along the way.

CBS 2's Dorothy Tucker has reaction from CTA riders.

Timothy Thomas rises every morning at 5 to catch the Pace bus near 130th.

"It's not always accurate," he says of the schedule.

But the bus is the only way to connect to the CTA train on 95th, which gets him to his job downtown. "So, if the Red Line were extended it would be great," Thomas says.

One hundred and thirtieth would be the new last stop on the Red Line extension. New, too, would be stops at 115th, 111th and 103rd. That's where Kelia Louis now catches the bus.

"That would be very convenient," Louis says.

The extension would shave 10 to 15 minutes off Louis' commute from Chicago's South Side, and even more for suburban commuters.

The Times of Northwest Indiana

http://www.nwitimes.com/news/local/illinois/chicago/southeast-chicago-residents-awaiting-proposed-red-line-extension-to-th/article_b5c42660-b95d-5eff-8b39-fd190ef09e0a.html

Southeast Chicago residents awaiting proposed Red Line extension to 130th Street

April 20, 2014 1:00 am • Gregory Tejeda Times Correspondent

CHICAGO | When Peggy Salazar, of the Slag Valley neighborhood, needs to travel to downtown, her commute is longer than that of many suburban residents who live farther away.

Her community has only one Chicago Transit Authority route that leads downtown. It's a No. 30 South Chicago bus route that works its way from the Hegewisch station on the South Shore line at Brandon and Brainard avenues north to the Red Line train line at 69th Street.

"It's a long, slow kind of route," she said of the commute that can take 1 1/2 hours to complete.

Salazar and others at Chicago's southern end were interested in the news the CTA is looking at improvements on the Red Line trains.

For now, the focus is on building a bypass meant to ease congestion on CTA train lines that service North Side neighborhoods. CTA officials said they're also submitting applications to federal agencies for more funding for an expansion of the Red Line trains south to 130th Street.

CTA President Forrest Claypool said money is to complete environmental impact studies that began in 2011 and are required before engineering studies on the extension proposal can begin.

Officials said they will begin a community outreach program this spring meant to get local views on the project, while also allowing the CTA to disseminate information to the public about when the long-desired extension would begin. An open house already is scheduled for May 13 at Palmer Park gym, 201 E. 111th St.

What they're going to find is that some people already are working to prepare area businesses and residents for the day when a CTA train route extends nearly to Chicago's far southern border at 138th Street.

Michael LaFargue, president of the West Chesterfield Community Association, said his group and several other far South Side community organizations meet regularly to discuss the extension, which they say will revitalize businesses in their area by making it easier for people to travel so far south in Chicago.

“We want any businesses located near the train stations on the extension to be ready when it takes place,” LaFargue said, adding it also would allow people to work jobs outside their home neighborhoods.

“It will provide motivation for many unemployed people to go out and get a job if we make it easier for them to get to work,” he said.

LaFargue said he and other activists will be watching closely as CTA and City Hall officials act on the project.

“We’re hoping this doesn’t get bogged down by politics, because this is a very important project,” he said.

Currently, the Red Line goes south down the middle of the Dan Ryan Expressway as far as 95th Street. In 2009, the CTA’s governing board approved the concept of an extension to add stations in the Roseland neighborhood at 103rd Street, 111th Street, 116th Street and Michigan Avenue, and a final station at 130th Street near the Bishop Ford Freeway in between the Hegewisch neighborhood and the Altgeld Gardens public housing complex.

CTA officials do have an alternate route in mind that would go south along Interstate 57, then become an elevated train on Halsted Street ultimately winding up at 127th Street in Blue Island, if negotiations with the Union Pacific Railroad are unsuccessful in getting access needed to make the 130th Street extension.

But CTA officials say the route to 130th Street is the “locally preferred” route that community officials have expressed support for.

Cheryl Johnson, an Altgeld Gardens resident and head of the People for Community Recovery group, said she and her neighbors are “confident” the day will come when the extension will be built.

“Chicago is a big city that stretches so far south,” Johnson said. “It isn’t right that such a large part of it doesn’t have train access.”

She also said that with plans to build extensive parking lots around a 130th Street station to accommodate commuters, it might be possible for people from nearby suburbs such as Calumet City and Dolton to also begin using CTA trains on a regular basis.

“This would help revitalize the entire area,” Johnson said. Agreeing was Peggy Salazar, executive director of the Hegewisch-based Southeast Environmental Task Force, who said people from other parts of Chicago often have trouble getting to the 10th Ward.

“When we try to bring in interns, it is hard for them to get here if they don’t happen to drive,” she said. “If they extend the trains and put in a 130th Street bus, it would really help improve the connection between Hegewisch and the rest of Chicago.”

The Chicago Maroon

http://chicagomaroon.com/2014/04/21/north-side-to-see-red-line-upgrade/

Multi-billion boost to Red Line

CTA PLANS TO EXPAND RED LINE TO 130TH STREET.

Posted Apr 21, 2014 by Felicia Woron

Chicago Mayor Rahm Emanuel and the Chicago Transit Authority (CTA) recently announced plans to begin renovations of the Red and Purple Lines in 2017. The CTA hopes to begin an extension of the Red Line further south after these renovations are completed.

The agency plans to replace parts of tracks on the Red and Purple Lines as well as build at least five miles of new track as an extension of the Red Line. The Red Line currently runs from 95th Street to the Uptown neighborhood, remaining parallel for much of its length to the Purple Line, which runs from the Loop to Wilmette, a suburb north of Evanston.

In a $1.7 billion project, what CTA President Forrest Claypool described in a CTA press release as "outdated infrastructure" will be replaced with "modern, efficient rail." Most Red and Purple Line tracks are nearly 100 years old, and a significant amount of time and money is currently spent on repairs, hindering service greatly, according to the press release. These tracks will be replaced and five stations originally built between 1908 and 1923—Wilson, Lawrence, Argyle, Berwyn, and Bryn Mawr—will be completely rebuilt, with new elevators to improve accessibility.

According to the press release, in a spot north of the Belmont station in the Lakeview neighborhood where the Red, Purple, and Brown Lines all intersect, delays of up to three minutes often occur because trains on the Red and Purple Lines must wait for Brown Line trains to cross. In order to remedy this, a bypass will be built, allowing the Brown Line to cross over the Red and Purple Lines. According to an article in*Chicagoist*, the CTA will have to buy 16 buildings between Belmont Avenue and Addison Street in order for this bypass to be built, which is included in the $1.7 billion cost of the first phase of the project.

The second phase is a $2.3 billion endeavor in which the Red Line will be extended from 95th Street through the Roseland community south to 130th Street, a low-income area that largely depends on public transit but lacks the infrastructure that is available in other areas. The project is expected to shorten the commute from 130th Street to downtown by 20 minutes, allowing better access to education and jobs downtown, according to the CTA press release.

Progressive Railroading

http://www.progressiverailroading.com/passenger_rail/news/CTA-unveils-first-phase-of-modernization-project-Red-Line-extension-environmental-steps--40170

Rail News: Passenger Rail

CTA unveils first phase of modernization project, Red Line extension environmental steps

Chicago Transit Authority (CTA) officials late last week announced the first phase of the Red and Purple modernization program to rebuild the northern section of the Red Line and the parallel Purple Line.

They also announced the beginning of the next step in a federal process to secure funding for the Red Line extension project, which would extend the Red Line south from 95th Street to 130th Street, according to a CTA press release.

The CTA's Red Line, which runs 24/7 along 23 miles of tracks, is Chicago's busiest rail line with about 75 million annual rides.

The first phase of the Red and Purple modernization improvements will include two main components: station and track modernization from Wilson to Bryn Mawr, which entails rebuilding the Wilson, Lawrence, Argyle, Berwyn and Bryn Mawr stations and rebuilding all track, support structures, bridges and viaducts for the Red and Purple lines between Lawrence and Bryn Mawr; and construction of a Red-Purple bypass north of the Belmont Station.
The first phase of the Red and Purple modernization is estimated to cost $1.7 billion.

The 5.3-mile Red Line extension project will extend south from the 95th Street Terminal through the greater Roseland community. Plans include construction of four new stations near 103rd Street, 111th Street, Michigan Avenue/116th Street and 130th Street, all with bus and parking facilities.

In 2011, the CTA received funding from the Federal Transit Authority to conduct the Environmental Impact Statement for the Red Line project — a major step in the multi-step federal process to secure approval and funding of the $2.3 billion dollar project, authority officials said.

The CTA will host the following open houses to solicit public comments on the projects: May 13 for the Red Line project; May 21 for the Lawrence-to-Bryn Mawr modernization; and May 22 for the Red-Purple bypass.

Bid Ocean

http://www.bidocean.com/business-news/108966-IL--CTA-Announces-Next-Steps-in-Modernizing-the-Red-Line.html

Illinois Construction and Business News

IL - CTA Announces Next Steps in Modernizing the Red Line

April 23, 2014

CTA President Forrest Claypool recently announced the first phase of its Red and Purple Modernization (RPM) program.

Mayor Rahm Emanuel and CTA President Forrest Claypool recently announced the first phase of its Red and Purple Modernization (RPM) program, which will completely rebuild the northern section of the Red Line and the parallel Purple Line, and beginning of the next step in a federal process to secure funding for the Red Line Extension plan, which would extend the Red Line south from 95th Street to 130th Street.

These are the latest steps in the ongoing modernization of the CTA under Mayor Emanuel.

“As a world-class city, Chicago has a world-class transit service to connect residents to jobs, education, culture and above all opportunity,” said Mayor Emanuel. “CTA is investing in modernizing the Red Line as part of our strategy to create a seamless, safe, and reliable transportation system for every neighborhood.”

The CTA’s Red Line, which runs 24/7 along 23 miles of tracks, is Chicago’s busiest rail line with about 75 million annual rides.

The Red and Purple Modernization program and the Red Line Extension project are the latest in a series of Red Line projects to modernize and extend the backbone of the CTA’s rail system that have been undertaken since 2011.

With a significant portion of the Red Line built more than a century ago, the improvements would address the current need to expand capacity by building new infrastructure to accommodate growing ridership. Additional Red Line modernization projects under Mayor Emanuel include:

- Successful $425 million replacement of the Red Line South railroad in 2013, as well as station rehabilitations.
- $86 million renewal and rehabilitation of seven far north side stations in 2012.

- $240 million new 95th Street Terminal, work beginning in late summer.
- $203 million Wilson station reconstruction and track and signal replacement, major construction to begin this fall.

“These projects are the next steps in our overall vision to rebuild, modernize and expand the entire Red Line,” said P President Claypool. “We’re already kicking off Red and Purple Modernization by beginning reconstruction of the Wilson station this fall and continuing progress on the South Side by starting the new 95th Street Terminal this summer, following the successful completion of the Red Line South reconstruction last year. With both the Red and Purple Modernization and Red Line Extension projects, we’ll replace outdated infrastructure with a modern, efficient rail, and build more than five miles of new track. Together these improvements will offer CTA customers faster, more reliable service, and increasing access to quality rail transportation for thousands of future riders.”

The CTA is also moving forward with its proposed Red Line Extension plan by beginning the second step of its environmental process to ultimately finish the Environmental Impact Study, which is required to begin engineering on the plan to extend the Red Line south of 95th Street to 130th Street. Both projects will include a broad community outreach process that will begin next month to solicit community feedback on both projects and provide updates on the funding process for each project.

About Red and Purple Modernization

The RPM program will proceed in phases to fully replace old, deteriorating infrastructure and stations along the entire north branch of the Red Line and the parallel Purple Line, and will pave the way for CTA to significantly increase train capacity for the next 80 years.

This section of the Red and Purple lines carries one out of every five CTA rail rides and serves customers in some of the densest, most diverse neighborhoods in Chicago. Rush-hour ridership has jumped 40 percent in the last five years alone.

Most tracks and bridges along the Red and Purple lines are nearly 100 years old. Despite rising demand, the CTA is unable to increase capacity because of the current infrastructure’s age and structural limitations. Continuing to operate a busy rail line on this outdated infrastructure results in high maintenance costs, the need for frequent repairs that disrupt service and slow travel, as well as outdated stations that can’t accommodate elevators or other necessary and modern amenities.

RPM will create a completely rebuilt rail line, resulting in faster, smoother rides, modern, fully ADA accessible stations along the entire corridor and more frequent train service to alleviate overcrowding.

The first phase of the RPM improvements will include two main components:

- **Station and track modernization, Wilson to Bryn Mawr:** Completely rebuilding the Wilson, Lawrence, Argyle, Berwyn, and Bryn Mawr stations and rebuilding all tracks, support structures, bridges and viaducts for the Red and Purple lines between Lawrence and Bryn Mawr. Replacement of the Wilson station and surrounding infrastructure begins this fall. These stations were built originally between 1908 and 1923 and the elevated support structures date back to the 1920s. The Bryn Mawr station was last updated 40 years ago, in 1974; the remaining three stations received interim station renewal work in 2012. Reconstruction of these stations will include adding elevators at each to make them accessible to customers with disabilities. The project also includes rebuilding the tracks, signals and support structures, which will significantly improve train speeds and service reliability on the slow zone-plagued stretch. (The Wilson station project is already funded from state, federal and local sources, and is currently proceeding through a separate Environmental Assessment process.)
- **Construction of a Red-Purple bypass.** Construction of a bypass north of the Belmont station to eliminate delays and speed up train service where the Red, Purple and Brown lines currently all intersect. The current configuration requires trains on three of four tracks to stop and wait for Brown Line trains to cross, which results in more than 40 percent of weekday trains being delayed by as much as three minutes. About 150,000 rides travel through this intersection each weekday, all of which are slowed down because trains must stop and wait for signal clearance. The structure's original 1907 design makes it difficult, under present day and service demands, to provide reliable service and makes adding service extremely challenging.

"Modernizing Red Line rail service and stations strengthens our neighborhoods by making transit more reliable and ultimately generating new economic development near revitalized stations," said Ald. Harry Osterman. "We're pleased that Mayor Emanuel and the CTA recognize the importance of safe, reliable transit in neighborhoods near the Red Line, including Andersonville, Edgewater and Uptown, and look forward to working closely with the CTA on this exciting program."

Future phases of RPM will bring the same level of infrastructure and station improvements to the remaining sections of the Red and Purple lines, from north of Belmont station to Linden station in Wilmette.

Estimated cost for the first phase of RPM is $1.7 billion.

In November 2013, the CTA became the first transit system accepted into the Federal Transit Administration's (FTA) new Core Capacity Program that provides funding to transit systems to add capacity on existing infrastructure for future ridership growth. The RPM project is eligible for 2014 Core Capacity federal funding approved by Congress earlier this year.

About RLE

The 5.3-mile Red Line Extension project will extend south from the 95th Street Terminal through the greater Roseland community. Plans include construction of four new stations near 103rd Street, 111th Street, Michigan Avenue/116th Street and 130th Street, all with bus and parking facilities.

The RLE project will provide rapid transit rail access to a low income, transit-dependent Far South Side area that does not have direct CTA rail service. An extended Red Line will provide up to a 20-minute time savings to downtown by providing one-seat service, as opposed to the current bus-rail trip from 130th Street. It will also improve access to jobs and education, and foster economic development.

In 2011, the CTA received funding from the FTA to conduct the Environmental Impact Statement (EIS) for the RLE project—a major, important step in the multi-step federal process to secure approval and funding of the $2.3 billion dollar project.

Public Input and Next Steps

The CTA will meet with community groups and host public open houses to share details and seek input on the proposed RPM and RLE projects. Members of the public can submit formal comments directly to the CTA or at public open houses where CTA and representatives will provide additional information on RPM and RLE project plans. For each project, CTA is seeking community input on the location, design, and social, economic, and environmental effects of the proposed improvements.

The Lawrence to Bryn Mawr Modernization Open House will be held Wednesday, May 21, at Truman Community College, 1145 W. Wilson Ave. from 5:30 p.m. to 7:30 p.m.

The Red-Purple Bypass Open House will be held Thursday, May 22, at the 19th District Police Station, 850 W. Addison St., from 5:30 p.m. to 7:30 p.m.

The RLE Open House will be held Tuesday, May 13, at Palmer Park Gymnasium, 201 E. 111th St., between 5:30 p.m. and 7:30 p.m.

Comments for either project can also be submitted by email or postal mail to:

RPM@transitchicago.com

RedExtension@transitchicago.com

Chicago Transit Authority Strategic Planning, 10th floor Attn: RPM Project or RLE Project 567 W. Lake Street Chicago, IL. 60661-1465

Following public input, the CTA will deliver draft environmental studies for both RPM Phase One and RLE to the FTA as part of the process to request federal funding. Timing for construction

starts on each project is dependent upon the receipt of funding for each project. By the beginning of May, the CTA will release a request for Letters of Interest and Qualifications (LIQ) for Preliminary Engineering (PE) services for Phase One of RPM.

For more information about the Red Purple Modernization and Red Line Extension projects, visit transitchicago.com.

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ABC 7 Chicago

http://abc7chicago.com/news/red-line-extension-project-moving-forward/59881/

RED LINE EXTENSION PROJECT MOVING FORWARD



The CTA is moving forward with its plan to build a $2.3 billion extension to the south end of the Red Line.

By Leah Hope

Wednesday, May 14, 2014

CHICAGO (WLS) --
The Chicago Transit Authority is moving forward with its largest expansion project in decades. The CTA is planning a $2.3 billion extension to the south end of the Red Line.

Currently, 95th Street is the end of the line. CTA Red Line riders that go farther south rely on buses.

"It's a two and half trip for me, two buses and one 'L' train, each way from the doctor probably four or five times a month," said John Schellenbach, CTA rider.

A five-mile Red Line extension would be welcomed news to riders Eyewitness News spoke with on Wednesday.

"Out that way it's kinda hard catching the buses, you know, sometimes they're late. And just for the Red Line to go further, I think that would lessen traffic conditions also," said Sandra Cotton, CTA rider.

On Tuesday night, CTA held an open house to offer more information and get feedback. The agency is just starting the process to make the extension a reality. There are five possibilities currently, from adding new rail lines to a bus rapid transit line extended south to 130th Street.

"Our impact on natural habitats, historic properties, neighborhoods, up and down the list of concerns when you talk about churches, schools, homes," said Steve Mayberry, CTA spokesman.

A local community organization advocates for the extension to help residents in the area and the city as a whole.

"This has been something the community has desperately needed. Transit brings about business, better job opportunities, economic development," said Tiffany Hightower, Developing Communities Project.

While many support the idea of extending the Red Line, the project is still a few years out. The CTA plans to submit an environmental impact statement next year on one of those possibilities.

CTA Tattler - Chicago Now

http://www.chicagonow.com/cta-tattler/2014/05/nearly-100-buildings-would-be-razed-to-build-preferred-red-line-south-extension/

Nearly 100 buildings would be razed to build preferred Red Line south extension

By **Kevin O'Neil**, *Wednesday at 6:58 pm*

Almost 100 residential buildings could be torn down if the "locally preferred alternative" for the the Red Line south extension were to be built. That's what the CTA revealed at a community meeting Tuesday night.

More than 250 total land parcels would have to be acquired for the "preferred" extension alternative. From the CTA website:

> The proposed UPRR Rail Alternative would extend the heavy rail transit line from the existing Red Line 95th Street Terminal to 130th Street. The UPRR Rail Alternative would operate on an elevated structure heading south from 95th Street along the I-57 Expressway for nearly one-half mile until reaching the UPRR corridor in the vicinity of Eggleston Avenue. The alignment would then turn south along the UPRR corridor to approximately 111th Street where it would turn southeast. East of South Prairie Avenue, the alignment would cross over the Canadian National/Metra Electric tracks near 119th Street, where it would transition to an at-grade profile and then continue southeast along the Northern Indiana Commuter Transportation District Chicago South Shore & South Ben Railroad (NICTD/CSS & SBRR) right-of-way using a portion of the Indiana Harbor Belt (IHB) alignment to terminate at 130th Street.
>
> **The Locally Preferred Alternative would include the following features:**
>
> - Transportation improvements that are already in the Chicago Metropolitan Agency for Planning Fiscal Year 2010-2015 Transportation Improvement Program as described in the No Build Alternative
> - 5.3-mile heavy rail transit line extension from 95th Street Terminal to 130th Street
> - Four new stations at 103rd Street, 111th Street, Michigan Avenue, and 130th Street

- New park & ride and bus terminal facilities at each station
- Bus transit service from the south to the new stations for faster travel to downtown Chicago
- New yard and shop at 120th Street

The Sun-Times reported on the impact of other alternatives:

> If an elevated were built west of the UP tracks, up to 195 parcels would need to be purchased, 30 of them residential.
>
> Another alternative, which would run the extension down the center of Halsted Street, would require seizing 110 parcels, including 17 residential ones.
>
> A final option, involving a bus "rapid transit" system with dedicated bus lanes, would require seizing only 52 parcels, including one residential one.
>
> In comparison, the CTA seized 40 parcels before a project to expand capacity on the Brown Line, completed in 2009.
>
> No estimate of the maximum number of people displaced by each alternative was available.

There were lots of North Siders unhappy about just 16 buildings that would have to be razed if the Belmont Flyover is built. And yet I haven't heard the same cries on the Far South Side about the nearly 100 buildings with targets on their roofs. Maybe word hasn't gotten out yet.

Curbed Chicago

http://chicago.curbed.com/archives/2014/05/14/cta-could-consume-259-properties-for-red-line-extension.php

CTA Could Consume 259 Properties For Red Line Extension

Wednesday, May 14, 2014, by AJ LaTrace



[photo by Flickr user vxla]

Last night at an open house, the CTA laid out its complete **$2.3 billion** plan to extend the Red Line south to 130th Street, and revealed that in order for the ambitious expansion to happen, the transit agency would need to acquire **259 properties** along the path. The Red Line currently ends at 95th Street, and the extension would add **5.3 miles** of new track to the busy transit line. In addition to shortening commute times for South Side residents going to the Loop, the city believes that the extension would connect the neighborhoods to much needed jobs, green space, educational institutions and medical facilities. Of the 259 properties needed to complete the project, 95 contain residential buildings. The city has been ambitious with transit updates and expansions lately, however, the Red Line extension would be the CTA's biggest since the Blue Line was extended to O'Hare in the early 80s.

Chicago Sun-Times

http://www.suntimes.com/27443532-418/whistleblower-off-base-on-cta-budget-transit-agency-president-says.html#.U3pFhtJdV8E

Whistleblower off-base on CTA budget, Claypool says

BY ROSALIND ROSSI AND FRAN SPIELMAN Staff Reporters May 14, 2014 6:04PM

Updated: May 15, 2014 2:21AM

A former CTA employee who says he was axed for blowing the whistle on what he called unrealistic budget projections "has no clue what he's talking about,'' CTA President Forrest Claypool said Wednesday.
And the fact that, through March, the CTA's 2013 budget is coming in at $3.8 million less than projected is no big deal, Claypool told reporters after the CTA's monthly meeting.

"We have another eight, nine months to deal with a two-tenths-of-one-percent variance, which is a rounding error in a budget of this size,'' Claypool said.

The CTA will adjust expenses throughout the year to make sure the agency ends the year in balance, Claypool said. Some of the variance was blamed on a brutally cold and snowy January and February that left first quarter fare revenues $3 million under projections.

Claypool's comments came about a week after former CTA employee Casey Loop filed a whistleblower lawsuit against the transit agency, charging he was told he was being laid off less than three months after he tipped off the RTA that the CTA's 2013 budget had been packed with what he considered unrealistic and even "astonishing" projections.

They included a $56 million labor "credit" based on an assumption that 347 vacancies would remain vacant for an entire year, Loop said. Normally, budgets assume vacancies will not be filled for about three months, allowing for a 25 percent savings, said Loop.

However, Claypool said Wednesday the 2013 budget assumed a "reasonable" percent of the agency's 11,000 total positions would be vacant during the year.

“Every public budget has a reasonable allowance to reflect the fact that there are savings and salvage from the fact that all those positions aren’t filled throughout the year,’’ Claypool said. “The CTA is no different than the city of Chicago, Cook County, the Park District.’’

Claypool said Loop “just didn’t understand” and “has no clue what he’s talking about.”

Loop’s suit states he was hired in February 2012 as a CTA budget project consultant; given a raise in July 2012; promoted in June 2013 to manager of performance analysis and then told in September 2013 that he was being laid off. However, Claypool insisted Loop did not get the June promotion.

“He was not promoted,’’ Claypool said. “He volunteered to do some budget work, so that’s not a promotion.”

Loop’s attorney, Betty Tsamis, said Wednesday that Loop “came forward in good faith because he believes in open and transparent government.” She added: “We stand behind our pleadings.’’

Claypool also told reporters the possibility that the CTA would have to acquire 259 parcels of land, including 95 residential buildings, to extend the Red Line from 95th to 130th Street was “a normal occurrence for any major extension.’’ Such purchases are not unusual when a transit agency must create a “brand new railroad” in an urban area, Claypool said.

Up to 259 parcels would need to be seized under one of several alternatives being considered. That particular option would place an elevated track mostly east of existing Union Pacific tracks.

Far South Side Ald. Anthony Beale (9th), chairman of the City Council’s Transportation Committee, said Wednesday he’s concerned about the number of residential and business parcels that must be seized to make way for the Red Line extension.

But the alderman said he doesn’t “want to alarm anyone” until the CTA makes a final decision on the precise route.

“At that point, we’ll make sure people are well-compensated, well-protected and not taken advantage of,” Beale said.

As for whether it’s worth displacing hundreds to improve transportation for tens of thousands, Beale said: “We have to do what’s in the best interest of the community.

That is, making sure this 40-year-old promise is kept to run the Red Line to the end of the city. If that means displacement, we can get over that hurdle."

In other business, Claypool revealed that CTA bus drivers were expected to receive a bulletin Wednesday, reminding them to announce priority seating rules if a disabled rider is unable to find a seat. Priority seating is reserved first for the disabled, then seniors, then riders with strollers.

His comments came after Ray Yung, a disabled rider with crutches, complained that female riders with strollers have refused to give up their priority seats to him.

CTA officials also revealed that the No. 10 bus to the Museum of Science and Industry could be cancelled if its ridership does not increase. The CTA agreed Wednesday to increase the museum's contribution for that service from $39.28 an hour to as high as $47 an hour over the next two years. However, the bus averages 30 riders an hour; the system average is 50 riders an hour. It needs 106 riders an hour to break even, CTA Chief Planning Officer Carole Morey said.

Museum officials said they are investing $75,000 this year on an aggressive marketing campaign to try to boost ridership.

Chicago Sun-Times

http://www.suntimes.com/27429137-761/cta-hundreds-of-parcels-might-be-needed-for-red-line-expansion.html#.U3pFVdJdV8E

CTA: Hundreds of parcels might be needed for Red Line expansion

BY ROSALIND ROSSI Transportation Reporter May 13, 2014 9:58PM

Updated: May 14, 2014 2:18AM

As many as 259 parcels of land — including 95 with residential buildings — could be seized as part of a Chicago Transit Authority plan to extend the Red Line to 130th Street, officials revealed Tuesday.
The $2.3 billion, 5.3-mile project would be the biggest CTA extension in 30-some years — since the Blue Line was extended to O'Hare, CTA officials said.

About 200 Chicagoans showed up Tuesday night at the Palmer Park Gym, 201 E. 111th St., to view and discuss about two dozen posterboards outlining the project.

"There was a high level of interest,'' said CTA spokesman Steve Mayberry. "Folks wanted as much information as they could get.''

One board in particular outlined what may be the most controversial numbers associated with the project — how many parcels would have to be seized to extend the Red Line to 130th Street from its current endpoint at 95th Street.

The CTA in 2009 selected a "preferred" route down the middle of I-57 to 98th St., and then alongside existing Union Pacific tracks to 130th.

Under that "preferred" route, if an elevated were built east of the UP tracks, a maximum of 259 parcels would need to be purchased, 95 of them residential, the posterboard indicated.

If an elevated were built west of the UP tracks, up to 195 parcels would need to be purchased, 30 of them residential.

Another alternative, which would run the extension down the center of Halsted Street, would require seizing 110 parcels, including 17 residential ones.

A final option, involving a bus “rapid transit” system with dedicated bus lanes, would require seizing only 52 parcels, including one residential one.

In comparison, the CTA seized 40 parcels before a project to expand capacity on the Brown Line, completed in 2009.

No estimate of the maximum number of people displaced by each alternative was available.

CTA Red Line project manager Carole Morey said all alternatives are “on equal footing” and further engineering analysis could reduce some displacements. The community will be asked for input at public hearings after an environmental assessment of each option is completed in 2015, she said.

At that time, Morey said, some citizens may want to endorse alternatives that displace fewer people.

“I think it’s too early to reach any conclusions,’’ Morey said. “We really need to hear from the community and hear their concerns.’’

The extension would run through such impoverished neighborhoods as Roseland and Englewood, and, it is hoped, give businesses there a boost, Mayberry said. It also would trim 20 minutes from the commute of residents near 130th, who would need only to hop a Red line train to get downtown instead of riding a bus to 95th Street and boarding the Red Line there, Mayberry said.

Email: rrossi@suntimes.com

Twitter: @rosalindrossi

RedEye

http://www.redeyechicago.com/news/redeye-cta-construction-ahead-20140518,0,993517.htmlpage

By Tracy Swartz | REDEYE

You thought winter was a long season? CTA construction season can seem to last forever.

The agency is midway through projects to improve parts of the Blue and Orange line tracks, which means shuttle buses replace train service in those areas on some weekends. Meanwhile, the CTA is overhauling the Harrison Red Line stop in Printers Row, affecting Red Line service and access to that stop since last month.

The Clark/Division stop in Old Town has been undergoing a monthslong renovation that will include a new mezzazine this year. Also, a new Green Line stop at Cermak Road is underway.

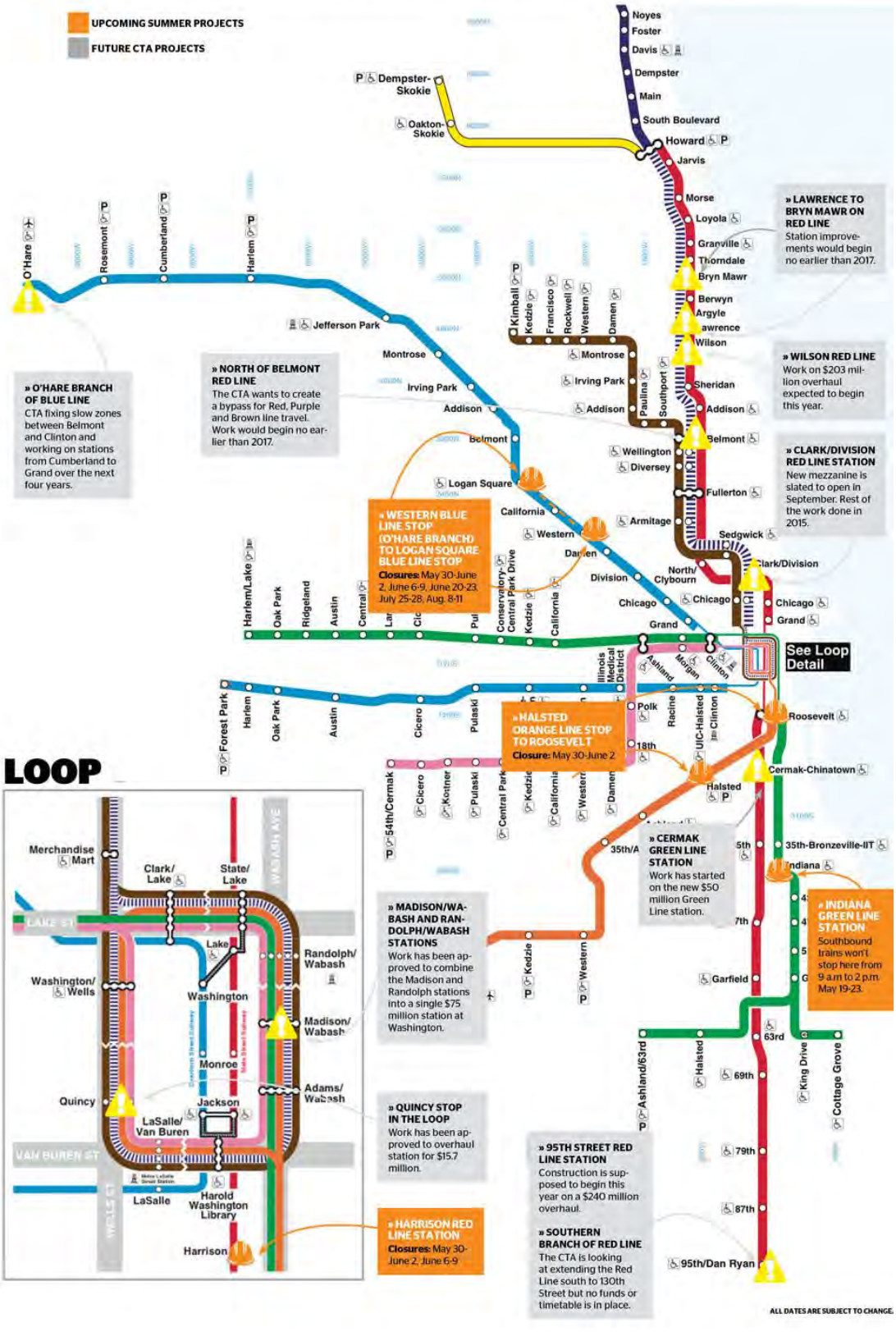
And let's not forget about the projects on the horizon—the agency is scheduled to begin turning the Wilson Red Line station into a transfer point for the Purple Line Express. Additionaly, there are plans to overhaul the Quincy Loop station and the 95th Street Red Line stop and combine the Madison/Wabash and Randolph/Wabash stations into a superstation in the Loop.

Future projects that don't have timetables include overhauling Red Line stations from Lawrence to Bryn Mawr on the North Side and creating a bypass north of the Belmont stop in Lakeview to ease Red, Brown and Purple line train traffic there.

The CTA is holding a hearing about the Lawrence to Bryn Mawr modernization project 5:30-7:30 p.m. Wednesday at Truman College, 1145 W. Wilson Ave. A meeting about the Red-Purple Bypass project will be held 5:30 to 7:30 p.m. Thursday at the 19th District Police Department, 850 W. Addison St.

RedEye mapped all current and future rail construction projects below.

TSWARTZ@TRIBUNE.COM | @TRACYSWARTZ



Appendix B
April 17th, 2014 Aldermanic Briefing Meeting Notes

MEETING NOTES

RE: **Aldermanic Briefing – Red Line Extension Draft EIS**

MEETING DATE: **Thursday, April 17, 2014 - 10:00 AM**

LOCATION: **City Hall (406A)**

ATTENDEES:

Name	***Initials***	***Organization***
April Branch	AB	Alderman Beale's Office
Brian Sleet	BS	Alderman Sawyer's Office
Carole Morey	CM	CTA
Eva-Dina Delgado	ED	CTA
Gerald Nichols	GN	CTA
Ald. Howard Brookins	HB	21st Ward Alderman
Jeff Wilson	JW	CTA
Lamar Brown	LB	Alderwoman Harris' Office
Loren Harris	LH	Alderwoman Harris' Office
Sonali Tandon	ST	CTA

PREPARED BY: Sonali Tandon

ISSUE DATE:

- ED kicked off the meeting and thanked everyone for attending.
- CM gave a presentation about CTA's Red Line Extension (RLE) project and discussed:
    - the Red Ahead program and different projects that are part of it. She mentioned recent CTA board action on the 95th Street Terminal Project.
    - that CTA is pursuing New Starts federal funds for RLE and the project will have to compete with other New Starts projects in the country. Red and Purple Modernization Project, which is also part of the Read Ahead Program is pursuing Core Capacity federal funds.
    - RLE project history, previous public involvement, and project benefits
    - the Environmental Impact Statement (EIS) process and different project alternatives for RLE
        - HB commented that although Union Pacific Railroad (UPRR) Alternative was the Locally Preferred (LPA) Alternative, it doesn't seem that is where people are and the Halsted Alternative would capture more of Chicago. He also mentioned that attendees that supported the UPRR alternative in previous RLE meetings were from Roseland. He asked if CTA had analyzed population density along different alternatives.
    - potential project impacts and mitigations including park impacts and potential displacements for each alternative

        - BS asked if CTA would provide grants to residents for new windows, if there are noise impacts. CM mentioned that as part of the EIS, CTA is doing detailed noise modeling to identify impacts. Mitigation measures would accordingly be identified.
    - topic areas where minimal impacts are likely to occur
    - project funding and project development process
- BS asked about Park & Ride at 95th Street Terminal. He also requested a map of proposed RLE stops in relation to Metra stops. He also mentioned that Metra stops were not in good condition and difficult locations.
- ED mentioned that CTA will be conducting small community meetings and an Open House meeting.
- RLE collaterals and flyers in English and Spanish were handed out to the attendees and the meeting was adjourned.

Appendix C
Participating Agency List, Update Letters, and Responses

Red Line Extension Project
List of Cooperating and Participating Agencies

RLE Project Involvement	Category	Sub-Category	Organization	Salutation	First Name	Last Name	Title	Address 1	Address 2	City	State	Zip
Cooperating Agency	Government Agency	Federal	Federal Highway Administration	Mr.	Norman	Stoner	Division Administrator, Illinois Division Office	3250 Executive Park Drive		Springfield	IL	62703
Cooperating Agency	Government Agency	Federal	Federal Highway Administration	Mr.	Matt	Fuller	Environmental Programs Engineer	3250 Executive Park Drive		Springfield	IL	62703
Cooperating Agency	Government Agency	Federal	Federal Highway Administration	Mr.	Mike	Hine	Engineering Team Leader	3250 Executive Park Drive		Springfield	IL	62703
Cooperating Agency	Government Agency	Federal	Federal Highway Administration		Chris	Byars	Metropolitan Transportation Engineer	200 West Adams	Suite 330	Chicago	IL	60606
Participating Agency	Government Agency	Federal	Department of Energy	Dr.	Ernest	Moniz	Secretary	1000 Independence Ave. SW		Washington	DC	20585
Participating Agency	Government Agency	Federal	Department of Health and Human Services	Mr.	James	Galloway	Acting Regional Director - Region 5	233 N. Michigan Ave.	Suite 1300	Chicago	IL	60601
Participating Agency	Government Agency	Federal	Department of Housing and Urban Development	Ms.	Beverly	Bishop	Deputy Regional Director	77 W. Jackson Blvd.		Chicago	IL	60604
Participating Agency	Government Agency	Federal	Department of Housing and Urban Development	Ms.	Melanie	Haywood	Field Environmental Officer	77 W. Jackson Blvd.	Room 2420	Chicago	IL	60604
Participating Agency	Government Agency	Federal	Department of Housing and Urban Development	Mr.	Steve	Vahl	Region 5 Environmental Officer	77 W. Jackson Blvd.	Room 2420	Chicago	IL	60604
Participating Agency	Government Agency	Federal	Federal Emergency Management Agency	Ms.	Janet	Odeshoo	Deputy Regional Administrator, Region V	536 S. Clark St.	6th Floor	Chicago	IL	60605
Participating Agency	Government Agency	Federal	Federal Emergency Management Agency	Mr.	Nicholas	Mueller	Regional Environmental Officer	536 S. Clark St.	6th Floor	Chicago	IL	60605
Participating Agency	Government Agency	Federal	Federal Railroad Administration	Mr.	Laurence	Hasvold	Regional Administrator	200 West Adams	Suite 310	Chicago	IL	60606
Participating Agency	Government Agency	Federal	Transportation Security Administration	Mr.	John	Pistole	Administrator	601 S. 12th St.		Arlington	VA	20598
Participating Agency	Government Agency	Federal	Transportation Security Administration	Mr.	Fred	Goodine	Section Chief, Risk Reduction, Mass Transit and Passenger Rail Branch	601 S. 12th St.		Arlington	VA	20598
Participating Agency	Government Agency	Federal	U.S. Environmental Protection Agency	Ms.	Susan	Hedman	Regional Administrator - Region 5	77 W. Jackson Blvd.		Chicago	IL	60604
Participating Agency	Government Agency	Federal	U.S. Environmental Protection Agency	Mr.	Norm	West	NEPA Review	77 W. Jackson Blvd.		Chicago	IL	60604
Participating Agency	Government Agency	Federal	U.S. Fish and Wildlife Service	Mr.	John	Rogner	Field Supervisor - Chicago Field Office	1250 S. Grove	Suite 103	Barrington	IL	60010
Participating Agency	Tribe	Tribe	Peoria Tribe of Indians of Oklahoma	Mr.	John F.	Froman	Chief	118 S. Eight Tribes Trail		Miami	OK	74354
Participating Agency	Tribe	Tribe	Prairie Band of Potawatomi Nation	Mr.	Steve	Ortiz	Chief	16281 Q Road		Mayetta	KS	66509
Participating Agency	Tribe	Tribe	Miami Tribe of Oklahoma	Mr.	George	Strack	Tribal Historic Preservation Officer	202 S. Eight Tribes Trail		Miami	OK	74354
Participating Agency	Tribe	Tribe	Sac and Fox Nation of Missouri	Ms.	Twen	Barton	Chairperson	305 N. Main Street		Reserve	KS	66434
Participating Agency	Tribe	Tribe	Sac and Fox Nation of Mississippi in Iowa	Mr.	Homer	Bear, Jr.	Chairman	394 Meskwaki Road		Tama	IA	52339
Participating Agency	Tribe	Tribe	Pokagon Band of Potawatomi Indians		Michael	Zimmerman	Tribal Historic Preservation Officer	58620 Sink Road		Dowagiac	MI	49047
Participating Agency	Tribe	Tribe	Potawatomi Nation-Hannahville Indian Community	Mr.	Earl	Meshiguad		N14911 Hannahville Blvd.		Wilson	MI	49896
Participating Agency	Tribe	Tribe	Forest Country Potawatomi	Mr.	Phillip	Shopodock	Chariperson	P.O. Box 340		Crandon	WI	54520
Participating Agency	Tribe	Tribe	Ho-Chunk Nation	Mr.	Bill	Quackenbush	Tribal Historic Preservation Officer	P.O. Box 667P		Black River	WI	54815
Participating Agency	Tribe	Tribe	Sac and Fox Nation of Oklahoma	Ms.	Sandra	Massey	Tribal Historic Preservation Officer	Rt. 2 Box 246		Stroud	OK	74079
Participating Agency	Tribe	Tribe	Citizen Potawatomi Nation	Mr.	John	Barrett	Chairperson	1601 S. Gordon Cooper		Shawnee	OK	74801
Participating Agency	Government Agency	Local	Chicago Housing Authority	Mr.	John	Gerut	Senior Vice President	60 E. Van Buren		Chicago	IL	60605
Participating Agency	Government Agency	Local	Chicago Housing Authority	Mr.	Jose Anthony	Alvarez	Development Manager, Office of Development Management	60 E. Van Buren		Chicago	IL	60605

Red Line Extension Project
List of Cooperating and Participating Agencies

RLE Project Involvement	Category	Sub-Category	Organization	Salutation	First Name	Last Name	Title	Address 1	Address 2	City	State	Zip
Participating Agency	Government Agency	Local	Chicago Park District	Mr.	Rob	Rejman		541 N. Fairbanks		Chicago	IL	60611
Participating Agency	Government Agency	Local	Chicago Park District	Ms.	Doreen	O'Donnell	Research and Planning Manager	541 N. Fairbanks		Chicago	IL	60611
Participating Agency	Government Agency	Local	Chicago Park District	Ms.	Gia	Biagi		541 N. Fairbanks		Chicago	IL	60611
Participating Agency	Government Agency	Local	City of Chicago Department of Business Affairs and Consumer Protection	Ms.	Norma I.	Reyes	Commissioner	50 W. Washington St.	Room 208	Chicago	IL	60602
Participating Agency	Government Agency	Local	City of Chicago Department of Housing and Economic Development	Mr.	Benet	Haller		121 N. LaSalle St	10th Floor	Chicago	IL	60602
Participating Agency	Government Agency	Local	City of Chicago Department of Fleet and Facility Management	Mr.	Kevin	Laberge	Bureau of Environmental, Health & Safety Management	30 N. LaSalle St.	Suite 300	Chicago	IL	60602
Participating Agency	Government Agency	Local	City of Chicago Department of Transportation	Ms.	Luann	Hamilton	Director, Transportation Planning	30 N. LaSalle St.	Suite 500	Chicago	IL	60602
Participating Agency	Government Agency	Local	City of Chicago Department of Transportation	Mr.	Jeffrey	Sriver	Projects Administrator	30 N. LaSalle Street	Suite 500	Chicago	IL	60602
Participating Agency	Government Agency	Local	City of Chicago Office of the Mayor	Mr.	Joe	Deal	Director of Regional Programs	121 N. LaSalle St.	Room 509	Chicago	IL	60602
Participating Agency	Government Agency	Local	City of Chicago Police Department	Mr.	Garry	McCarthy	Superintendent	3510 S. Michigan Ave.		Chicago	IL	60653
Participating Agency	Government Agency	Local	City of Chicago Police Department	Deputy Chief	Steve	Georgas	Bureau of Patrol; Special Functions	3510 S. Michigan Ave.		Chicago	IL	60653
Participating Agency	Government Agency	Local	City of Chicago Police Department	Commander	Nancy	Lipman	Public Transportation Section	1718 S. State St.	Annex Building	Chicago	IL	60616
Participating Agency	Government Agency	Regional	Metra Commuter Rail	Ms.	Lynette	Ciavarella	Director, Planning and Analysis	547 W. Jackson Blvd.	13th Floor	Chicago	IL	60661
Participating Agency	Government Agency	Regional	Metra Commuter Rail	Mr.	David	Kralik	Department Head, Long Range Planning	547 W. Jackson Blvd.	13th Floor	Chicago	IL	60661
Participating Agency	Government Agency	Regional	Metropolitan Water Reclamation District of Greater Chicago	Ms.	Kathleen	Meany	President, Board of Commissioners	100 E. Erie St.		Chicago	IL	60611
Participating Agency	Government Agency	Regional	Metropolitan Water Reclamation District of Greater Chicago	Mr.	Joseph	Schuessler	Principal Civil Engineer	100 E. Erie St.		Chicago	IL	60611
Participating Agency	Government Agency	Regional	Regional Transportation Authority	Ms.	Leanne	Redden	Senior Deputy, Executive Director of Planning	175 W. Jackson Blvd.	Suite 1550	Chicago	IL	60604
Participating Agency	Government Agency	Regional	Regional Transportation Authority	Mr.	Peter	Fahrenwald	Manager, Regional and Corridor Planning	175 W. Jackson Blvd.	Suite 1550	Chicago	IL	60604
Participating Agency	Government Agency	Regional	Pace	Mr.	David	Tomzik	Manager, Long Range Planning	550 W. Algonquin Road		Arlington Heights	IL	60005
Participating Agency	Government Agency	Regional	Pace	Ms.	Lorraine	Snorden	Manager, Department of Planning Services	550 W. Algonquin Road		Arlington Heights	IL	60005
Participating Agency	Government Agency	State	Illinois Commerce Commission	Ms.	Shauna	Kelley	Bureau of Transportation Chief	160 N. LaSalle St.	C800	Chicago	IL	60601
Participating Agency	Government Agency	State	Illinois Commerce Commission	Mr.	Dan	Powers	Senior Rail Safety Specialist	527 East Capitol Avenue		Springfield	IL	62701
Participating Agency	Government Agency	State	Illinois Department of Natural Resources	Mr.	Marc	Miller	Director	One Natural Resources Way		Springfield	IL	62702
Participating Agency	Government Agency	State	Illinois Department of Natural Resources	Mr.	Steve	Hamer	Office of Realty & Environmental Planning, Division of Ecosystems & Environment	One Natural Resources Way		Springfield	IL	62702
Participating Agency	Government Agency	State	Illinois Department of Transportation	Mr.	John	Fortman	Deputy Director, Region 1 Engineer	201 W. Center Court		Schaumburg	IL	60196
Participating Agency	Government Agency	State	Illinois Department of Transportation	Mr.	Charles	Abraham	Division of Public and Intermodal Transportation	100 W. Randolph	Suite 6-600	Chicago	IL	60601
Participating Agency	Government Agency	State	Illinois Department of Transportation	Mr.	Joe	Shacter	Director, Department of Public and Intermodal Transportation	100 W. Randolph	Suite 6-600	Chicago	IL	60601
Participating Agency	Government Agency	State	Illinois Department of Transportation	Ms.	John	Baczek	Environmental Studies Section Chief	201 W. Center Court		Schaumburg	IL	60196
Participating Agency	Government Agency	State	Illinois Environmental Protection Agency	Ms.	Lisa	Bonnett	Director	500 Stratton Office Building		Springfield	IL	62076
Participating Agency	Government Agency	State	Illinois Environmental Protection Agency	Ms.	DiAnne	Schuerman		Deputy Director's Office/MC#1 P.O. Box 19276		Springfield	IL	62794-9276

Red Line Extension Project
List of Cooperating and Participating Agencies

RLE Project Involvement	Category	Sub-Category	Organization	Salutation	First Name	Last Name	Title	Address 1	Address 2	City	State	Zip
Participating Agency	Government Agency	State	Illinois Historic Preservation Agency	Mr.	David	Halpin	Cultural Resources Manager	#1 Old State Capitol Plaza		Springfield	IL	62701
Participating Agency	Government Agency	State	Illinois Historic Preservation Agency	Ms.	Anne	Haacker	Deputy State Historic Preservation Officer	#1 Old State Capitol Plaza		Springfield	IL	62701

April 17, 2014

Mr. Matt Fuller
Environmental Programs Engineer
3250 Executive Park Drive
Springfield, IL 62703

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Mr. Fuller*:*

The Federal Transit Administration (FTA) as lead agency, in cooperation with the Chicago Transit Authority (CTA) as a joint lead agency, has been working to prepare an Environmental Impact Statement (EIS) for the proposed Red Line Extension (RLE) project. The proposed project would extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street, subject to the availability of funding.

CTA will be hosting an open house on May 13, 2014 from 5:30 p.m. to 7:30 p.m. at Palmer Park, 201 E. 111th Street, Chicago, IL 60628 to update the community on results of the environmental analysis to date and project progress. Your agency is cordially invited to attend this open house meeting. CTA continues to receive feedback on the project and potential impacts, which will be addressed in the Draft EIS. The meeting format will be an open exchange of information between the attendees and the CTA staff. There will be no formal presentation or testimony.

CTA previously held agency and public scoping meetings in September 2009, and hosted a public open house in August 2011. Since this time, CTA has been preparing the Draft EIS based on analysis of the impacts identified for each of the project alternatives. The Draft EIS is expected to be published for public review in spring 2015. The Draft EIS will document potential benefits and impacts of the Locally Preferred Alternative. This first alternative includes three possibilities: an option running along the existing freight rail tracks of the Union Pacific Railroad (UPRR) right-of-way (ROW Option), in addition to an East Option and a West Option adjacent to the UPRR tracks. The Draft EIS will also describe other build alternatives that are under consideration, including a rail alternative along Halsted Street, and a bus rapid transit (BRT) alternative along Michigan Avenue, in addition to the No Build Alternative.

In developing the Draft EIS over the last year, CTA has reached out to a number of agencies, including FHWA, regarding input on the impact assessment methodologies and the draft technical analyses in each agency's area of expertise. As the project moves forward and the Draft

EIS is further developed CTA will continue to coordinate with you on the project developments and submit a pre-draft and pre-final environmental document for your review.

Your agency has previously agreed to be a cooperating agency for this project. At this time, we would like to reconfirm your involvement as a cooperating agency and your contact information. Please respond to confirm the single point-of-contact within your organization for future coordination efforts by emailing Sonali Tandon, CTA Project Manager, at STandon@transitchicago.com with the contact's name, title, and email address. FTA and CTA will use this contact information to provide future updates about the project.

Additional information about the project is available at: transitchicago.com/RedEIS.

If you have questions regarding this process, please contact either:

Sonali Tandon, Project Manager
Strategic Planning and Policy
Chicago Transit Authority
567 West Lake Street
Chicago, IL 60661-1465
Phone: (312) 681-4246
Email: standon@transitchicago.com

Reginald Arkell, Community Planner
U.S. DOT
Federal Transit Administration, Region V
200 West Adams Street, Suite 320
Chicago, IL 60606
Phone: (312) 886-3704
Email: reginald.arkell@dot.gov

Thank you for your participation on this project.

Sincerely,

Marisol R. Simón
Regional Administrator

Cc: Mike Hine, Federal Highway Administration

April 17, 2014

Dr. Ernest Moniz
Secretary
Department of Energy
1000 Independence Ave. SW
Washington, DC 20585

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Dr. Ernest Moniz:

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In developing the Draft EIS over the last year, CTA has reached out to a number of participating agencies regarding input on the impact assessment methodologies and the draft technical analyses in each agency's area of expertise. As the project moves forward and the Draft EIS is

further developed, as a participating agency, you may be asked to review and comment on sections of the document. This will be your opportunity to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, the anticipated impacts and proposed mitigation.

Your agency has previously agreed to be a participating agency for this project. At this time, we would like to reconfirm your involvement as a participating agency and your contact information. If you are not the right contact within your organization, or would like to designate another person for future coordination efforts, please email Sonali Tandon, CTA Project Manager, at STandon@transitchicago.com with the contact's name, title, and email address. FTA and CTA will use this contact information to provide future updates about the project.

Additional information about the project is available at: transitchicago.com/RedEIS.

If you have questions regarding this process, please contact either:

Sonali Tandon, Project Manager
Strategic Planning and Policy
Chicago Transit Authority
567 West Lake Street
Chicago, IL 60661-1465
Phone: (312) 681-4246
Email: standon@transitchicago.com

Reginald Arkell, Community Planner
U.S. DOT
Federal Transit Administration, Region V
200 West Adams Street, Suite 320
Chicago, IL 60606
Phone: (312) 886-3704
Email: reginald.arkell@dot.gov

Thank you for your participation on this project.

Sincerely,

Marisol R. Simón
Regional Administrator

April 17, 2014

Mr. James Galloway
Acting Regional Director - Region 5
Department of Health and Human Services
233 N. Michigan Ave. Ste. 1300
Chicago, IL 60601

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Mr. James Galloway:

The Federal Transit Administration (FTA) as lead agency, in cooperation with the Chicago Transit Authority (CTA) as a joint lead agency, has been working to prepare an Environmental Impact Statement (EIS) for the proposed Red Line Extension (RLE) project. The proposed project would extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street, subject to the availability of funding.

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If you have questions regarding this process, please contact either:

Sonali Tandon, Project Manager
Strategic Planning and Policy
Chicago Transit Authority
567 West Lake Street
Chicago, IL 60661-1465
Phone: (312) 681-4246
Email: standon@transitchicago.com

Reginald Arkell, Community Planner
U.S. DOT
Federal Transit Administration, Region V
200 West Adams Street, Suite 320
Chicago, IL 60606
Phone: (312) 886-3704
Email: reginald.arkell@dot.gov

Thank you for your participation on this project.

Sincerely,

Marisol R. Simón
Regional Administrator

April 17, 2014

Ms. Beverly Bishop
Deputy Regional Director
Department of Housing and Urban Development
77 W. Jackson Blvd.
Chicago, IL 60604

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Ms. Beverly Bishop:

The Federal Transit Administration (FTA) as lead agency, in cooperation with the Chicago Transit Authority (CTA) as a joint lead agency, has been working to prepare an Environmental Impact Statement (EIS) for the proposed Red Line Extension (RLE) project. The proposed project would extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street, subject to the availability of funding.

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Thank you for your participation on this project.

Sincerely,

Marisol R. Simón
Regional Administrator

April 17, 2014

Ms. Melanie Haywood
Field Environmental Officer
Department of Housing and Urban Development
77 W. Jackson Blvd. Rm 2420
Chicago, IL 60604

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Ms. Melanie Haywood:

The Federal Transit Administration (FTA) as lead agency, in cooperation with the Chicago Transit Authority (CTA) as a joint lead agency, has been working to prepare an Environmental Impact Statement (EIS) for the proposed Red Line Extension (RLE) project. The proposed project would extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street, subject to the availability of funding.

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Sincerely,

Marisol R. Simón
Regional Administrator

April 17, 2014

Mr. Steve Vahl
Region 5 Environmental Officer
Department of Housing and Urban Development
77 W. Jackson Blvd. Rm 2420
Chicago, IL 60604

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Mr. Steve Vahl:

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Sincerely,

Marisol R. Simón
Regional Administrator

April 17, 2014

Ms. Janet Odeshoo
Deputy Regional Administrator, Region V
Federal Emergency Management Agency
536 S. Clark St. 6th floor
Chicago, IL 60605

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Ms. Janet Odeshoo:

The Federal Transit Administration (FTA) as lead agency, in cooperation with the Chicago Transit Authority (CTA) as a joint lead agency, has been working to prepare an Environmental Impact Statement (EIS) for the proposed Red Line Extension (RLE) project. The proposed project would extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street, subject to the availability of funding.

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Sincerely,

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Regional Administrator

April 17, 2014

Mr. Nicholas Mueller
Regional Environmental Officer
Federal Emergency Management Agency
536 S. Clark St. 6th floor
Chicago, IL 60605

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Mr. Nicholas Mueller:

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Sincerely,

Marisol R. Simón
Regional Administrator

April 17, 2014

Mr. Laurence Hasvold
Regional Administrator
Federal Railroad Administration
200 West Adams Suite 310
Chicago, IL 60606

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Mr. Laurence Hasvold:

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Sincerely,

Marisol R. Simón
Regional Administrator

April 17, 2014

Mr. John Pistole
Administrator
Transportation Security Administration
601 S. 12th St.
Arlington, VA 20598

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Mr. John Pistole:

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Sincerely,

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April 17, 2014

Mr. Fred Goodine
Section Chief, Risk Reduction, Mass Transit and Passenger Rail Branch
Transportation Security Administration
601 S. 12th St.
Arlington, VA 20598

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Mr. Fred Goodine:

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April 17, 2014

Ms. Susan Hedman
Regional Administrator - Region 5
U.S. Environmental Protection Agency
77 W. Jackson Blvd.
Chicago, IL 60604

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Dear Ms. Susan Hedman:

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Sonali Tandon, Project Manager
Strategic Planning and Policy
Chicago Transit Authority
567 West Lake Street
Chicago, IL 60661-1465
Phone: (312) 681-4246
Email: standon@transitchicago.com

Reginald Arkell, Community Planner
U.S. DOT
Federal Transit Administration, Region V
200 West Adams Street, Suite 320
Chicago, IL 60606
Phone: (312) 886-3704
Email: reginald.arkell@dot.gov

Thank you for your participation on this project.

Sincerely,

Marisol R. Simón
Regional Administrator

April 17, 2014

Mr. Norm West
NEPA Review
U.S. Environmental Protection Agency
77 W Jackson Blvd.
Chicago, IL 60604

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Mr. Norm West:

The Federal Transit Administration (FTA) as lead agency, in cooperation with the Chicago Transit Authority (CTA) as a joint lead agency, has been working to prepare an Environmental Impact Statement (EIS) for the proposed Red Line Extension (RLE) project. The proposed project would extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street, subject to the availability of funding.

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Thank you for your participation on this project.

Sincerely,

Marisol R. Simón
Regional Administrator

April 17, 2014

Mr. John Rogner
Field Supervisor - Chicago Field Office
U.S. Fish and Wildlife Service
1250 S. Grove Ste. 103
Barrington, IL 60010

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Mr. John Rogner:

The Federal Transit Administration (FTA) as lead agency, in cooperation with the Chicago Transit Authority (CTA) as a joint lead agency, has been working to prepare an Environmental Impact Statement (EIS) for the proposed Red Line Extension (RLE) project. The proposed project would extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street, subject to the availability of funding.

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Phone: (312) 886-3704
Email: reginald.arkell@dot.gov

Thank you for your participation on this project.

Sincerely,

Marisol R. Simón
Regional Administrator

April 17, 2014

Mr. John F. Froman
Chief
Peoria Tribe of Indians of Oklahoma
118 S. Eight Tribes Trail
Miami, OK 74354

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Mr. John F. Froman:

The Federal Transit Administration (FTA) as lead agency, in cooperation with the Chicago Transit Authority (CTA) as a joint lead agency, has been working to prepare an Environmental Impact Statement (EIS) for the proposed Red Line Extension (RLE) project. The proposed project would extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street, subject to the availability of funding.

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Thank you for your participation on this project.

Sincerely,

Marisol R. Simón
Regional Administrator

April 17, 2014

Mr. Steve Ortiz
Chief
Prairie Band of Potawatomi Nation
16281 Q Road
Mayetta, KS 66509

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Mr. Steve Ortiz:

The Federal Transit Administration (FTA) as lead agency, in cooperation with the Chicago Transit Authority (CTA) as a joint lead agency, has been working to prepare an Environmental Impact Statement (EIS) for the proposed Red Line Extension (RLE) project. The proposed project would extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street, subject to the availability of funding.

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Sincerely,

Marisol R. Simón
Regional Administrator

April 17, 2014

Mr. George Strack
Tribal Historic Preservation Officer
Miami Tribe of Oklahoma
202 S. Eight Tribes Trail
Miami, OK 74354

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Mr. George Strack:

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Thank you for your participation on this project.

Sincerely,

Marisol R. Simón
Regional Administrator

April 17, 2014

Ms. Twen Barton
Chairperson
Sac and Fox Nation of Missouri
305 N. Main Street
Reserve, KS 66434

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Ms. Twen Barton:

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Sincerely,

Marisol R. Simón
Regional Administrator

April 17, 2014

Mr. Homer Bear, Jr.
Chairman
Sac and Fox Nation of Mississippi in Iowa
394 Meskwaki Road
Tama, IA 52339

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Mr. Homer Bear, Jr.:

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Thank you for your participation on this project.

Sincerely,

Marisol R. Simón
Regional Administrator

April 17, 2014

Michael Zimmerman
Tribal Historic Preservation Officer
Pokagon Band of Potawatomi Indians
58620 Sink Road
Dowagiac, MI 49047

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Michael Zimmerman:

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Sincerely,

Marisol R. Simón
Regional Administrator

April 17, 2014

Mr. Earl Meshiguad
Potawatomi Nation-Hannahville Indian Community
N14911 Hannahville Blvd.
Wilson, MI 49896

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Mr. Earl Meshiguad:

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If you have questions regarding this process, please contact either:

Sonali Tandon, Project Manager
Strategic Planning and Policy
Chicago Transit Authority
567 West Lake Street
Chicago, IL 60661-1465
Phone: (312) 681-4246
Email: standon@transitchicago.com

Reginald Arkell, Community Planner
U.S. DOT
Federal Transit Administration, Region V
200 West Adams Street, Suite 320
Chicago, IL 60606
Phone: (312) 886-3704
Email: reginald.arkell@dot.gov

Thank you for your participation on this project.

Sincerely,

Marisol R. Simón
Regional Administrator

April 17, 2014

Mr. Phillip Shopodock
Chariperson
Forest Country Potawatomi
P.O. Box 340
Crandon, WI 54520

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Mr. Phillip Shopodock:

The Federal Transit Administration (FTA) as lead agency, in cooperation with the Chicago Transit Authority (CTA) as a joint lead agency, has been working to prepare an Environmental Impact Statement (EIS) for the proposed Red Line Extension (RLE) project. The proposed project would extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street, subject to the availability of funding.

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Phone: (312) 886-3704
Email: reginald.arkell@dot.gov

Thank you for your participation on this project.

Sincerely,

Marisol R. Simón
Regional Administrator

April 17, 2014

Mr. Bill Quackenbush
Tribal Historic Preservation Officer
Ho-Chunk Nation
P.O. Box 667P
Black River, WI 54815

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Mr. Bill Quackenbush:

The Federal Transit Administration (FTA) as lead agency, in cooperation with the Chicago Transit Authority (CTA) as a joint lead agency, has been working to prepare an Environmental Impact Statement (EIS) for the proposed Red Line Extension (RLE) project. The proposed project would extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street, subject to the availability of funding.

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Email: reginald.arkell@dot.gov

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Sincerely,

Marisol R. Simón
Regional Administrator

April 17, 2014

Ms. Sandra Massey
Tribal Historic Preservation Officer
Sac and Fox Nation of Oklahoma
Rt. 2 Box 246
Stroud, OK 74079

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Ms. Sandra Massey:

The Federal Transit Administration (FTA) as lead agency, in cooperation with the Chicago Transit Authority (CTA) as a joint lead agency, has been working to prepare an Environmental Impact Statement (EIS) for the proposed Red Line Extension (RLE) project. The proposed project would extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street, subject to the availability of funding.

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Thank you for your participation on this project.

Sincerely,

Marisol R. Simón
Regional Administrator

April 17, 2014

Mr. John Barrett
Chairperson
Citizen Potawatomi Nation
1601 S. Gordon Cooper
Shawnee, OK 74801

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Mr. John Barrett:

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Sincerely,

Marisol R. Simón
Regional Administrator

CHICAGO TRANSIT AUTHORITY

567 West Lake Street
Chicago, Illinois 60661-1498
TEL 312 664-7200
www.transitchicago.com

April 17, 2014

Mr. John Gerut
Senior Vice President
Chicago Housing Authority
60 E. Van Buren
Chicago, IL 60605

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Mr. Gerut:

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Sincerely,



Sonali Tandon
Project Manager
Strategic Planning and Policy
312.681.4246
standon@transitchicago.com

cc: Reginald Arkell, Federal Transit Administration

CHICAGO TRANSIT AUTHORITY

567 West Lake Street
Chicago, Illinois 60661-1498
TEL 312 664-7200
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April 17, 2014

Mr. Jose Anthony Alvarez
Development Manager, Office of Development Management
Chicago Housing Authority
60 E. Van Buren
Chicago, IL 60605

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Mr. Alvarez:

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April 17, 2014

Mr. Rob Rejman
Chicago Park District
541 N. Fairbanks
Chicago, IL 60611

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Mr. Rejman:

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cc: Reginald Arkell, Federal Transit Administration

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April 17, 2014

Ms. Doreen O'Donnell
Research and Planning Manager
Chicago Park District
541 N. Fairbanks
Chicago, IL 60611

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Ms. O'Donnell:

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April 17, 2014

Ms. Gia Biagi
Chicago Park District
541 N. Fairbanks
Chicago, IL 60611

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Ms. Biagi:

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If you have any questions, please do not hesitate to contact me. Thank you for your participation on this project.

Sincerely,



Sonali Tandon
Project Manager
Strategic Planning and Policy
312.681.4246
standon@transitchicago.com

cc: Reginald Arkell, Federal Transit Administration

CHICAGO TRANSIT AUTHORITY

567 West Lake Street
Chicago, Illinois 60661-1498
TEL 312 664-7200
www.transitchicago.com

April 17, 2014

Ms. Norma I. Reyes
Commissioner
City of Chicago Department of Business Affairs and Consumer Protection
50 W. Washington St.
Room 208
Chicago, IL 60602

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Ms. Reyes:

The Federal Transit Administration (FTA) as lead agency, in cooperation with the Chicago Transit Authority (CTA) as a joint lead agency, has been working to prepare an Environmental Impact Statement (EIS) for the proposed Red Line Extension (RLE) project. The proposed project would extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street, subject to the availability of funding.

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312.681.4246
standon@transitchicago.com

cc: Reginald Arkell, Federal Transit Administration

CHICAGO TRANSIT AUTHORITY

567 West Lake Street
Chicago, Illinois 60661-1498
TEL 312 664-7200
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April 17, 2014

Mr. Benet Haller
City of Chicago Department of Housing and Economic Development
121 N. LaSalle St.
10th Floor
Chicago, IL 60602

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Mr. Haller:

The Federal Transit Administration (FTA) as lead agency, in cooperation with the Chicago Transit Authority (CTA) as a joint lead agency, has been working to prepare an Environmental Impact Statement (EIS) for the proposed Red Line Extension (RLE) project. The proposed project would extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street, subject to the availability of funding.

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Project Manager
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312.681.4246
standon@transitchicago.com

cc: Reginald Arkell, Federal Transit Administration

CHICAGO TRANSIT AUTHORITY

567 West Lake Street
Chicago, Illinois 60661-1498
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April 17, 2014

Mr. Kevin Laberge
Bureau of Environmental, Health & Safety Management
City of Chicago Department of Fleet and Facility Management
30 N. LaSalle St.
Suite 300
Chicago, IL 60602

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Mr. Laberge:

The Federal Transit Administration (FTA) as lead agency, in cooperation with the Chicago Transit Authority (CTA) as a joint lead agency, has been working to prepare an Environmental Impact Statement (EIS) for the proposed Red Line Extension (RLE) project. The proposed project would extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street, subject to the availability of funding.

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cc: Reginald Arkell, Federal Transit Administration

CHICAGO TRANSIT AUTHORITY

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April 17, 2014

Ms. Luann Hamilton
Director, Transportation Planning
City of Chicago Department of Transportation
30 N. LaSalle St.
Suite 500
Chicago, IL 60602

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Ms. Hamilton:

The Federal Transit Administration (FTA) as lead agency, in cooperation with the Chicago Transit Authority (CTA) as a joint lead agency, has been working to prepare an Environmental Impact Statement (EIS) for the proposed Red Line Extension (RLE) project. The proposed project would extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street, subject to the availability of funding.

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312.681.4246
standon@transitchicago.com

cc: Reginald Arkell, Federal Transit Administration

CHICAGO TRANSIT AUTHORITY

567 West Lake Street
Chicago, Illinois 60661-1498
TEL 312 664-7200
www.transitchicago.com

April 17, 2014

Mr. Jeffrey Sriver
Projects Administrator
City of Chicago Department of Transportation
30 N. LaSalle Street
Suite 500
Chicago, IL 60602

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Mr. Sriver:

The Federal Transit Administration (FTA) as lead agency, in cooperation with the Chicago Transit Authority (CTA) as a joint lead agency, has been working to prepare an Environmental Impact Statement (EIS) for the proposed Red Line Extension (RLE) project. The proposed project would extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street, subject to the availability of funding.

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April 17, 2014

Mr. Joe Deal
Director of Regional Programs
City of Chicago Office of the Mayor
121 N. LaSalle St.
Room 509
Chicago, IL 60602

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Mr. Deal:

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CHICAGO TRANSIT AUTHORITY

567 West Lake Street
Chicago, Illinois 60661-1498
TEL 312 664-7200
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April 17, 2014

Mr. Garry McCarthy
Superintendent
City of Chicago Police Department
3510 S. Michigan Ave.
Chicago, IL 60653

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Mr. McCarthy:

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312.681.4246
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cc: Reginald Arkell, Federal Transit Administration

CHICAGO TRANSIT AUTHORITY

567 West Lake Street
Chicago, Illinois 60661-1498
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April 17, 2014

Deputy Chief Steve Georgas
Bureau of Patrol; Special Functions
City of Chicago Police Department
3510 S. Michigan Ave.
Chicago, IL 60653

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Deputy Chief Georgas:

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CHICAGO TRANSIT AUTHORITY

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Chicago, Illinois 60661-1498
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April 17, 2014

Commander Nancy Lipman
Public Transportation Section
City of Chicago Police Department
1718 S. State St.
Annex Building
Chicago, IL 60616

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Commander Lipman:

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cc: Reginald Arkell, Federal Transit Administration

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567 West Lake Street
Chicago, Illinois 60661-1498
TEL 312 664-7200
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April 17, 2014

Ms. Lynette Ciavarella
Director, Planning and Analysis
Metra Commuter Rail
547 W. Jackson Blvd.
13th Floor
Chicago, IL 60661

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Ms. Ciavarella:

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Additional information about the project is available at: transitchicago.com/RedEIS.

If you have any questions, please do not hesitate to contact me. Thank you for your participation on this project.

Sincerely,



Sonali Tandon
Project Manager
Strategic Planning and Policy
312.681.4246
standon@transitchicago.com

cc: Reginald Arkell, Federal Transit Administration

CHICAGO TRANSIT AUTHORITY

567 West Lake Street
Chicago, Illinois 60661-1498
TEL 312 664-7200
www.transitchicago.com

April 17, 2014

Mr. David Kralik
Department Head, Long Range Planning
Metra Commuter Rail
547 W. Jackson Blvd.
13th Floor
Chicago, IL 60661

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Mr. Kralik:

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April 17, 2014

Ms. Kathleen Meany
President, Board of Commissioners
Metropolitan Water Reclamation District of Greater Chicago
100 E. Erie St.
Chicago, IL 60611

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Ms. Meany:

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CHICAGO TRANSIT AUTHORITY

567 West Lake Street
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April 17, 2014

Mr. Joseph Schuessler
Principal Civil Engineer
Metropolitan Water Reclamation District of Greater Chicago
100 East Erie Street
Chicago, IL 60611

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Mr. Schuessler:

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April 17, 2014

Ms. Leanne Redden
Senior Deputy, Executive Director of Planning
Regional Transportation Authority
175 W. Jackson Blvd.
Suite 1550
Chicago, IL 60604

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Ms. Redden:

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April 17, 2014

Mr. Peter Fahrenwald
Manager, Regional and Corridor Planning
Regional Transportation Authority
175 W. Jackson Blvd.
Suite 1550
Chicago, IL 60604

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Mr. Fahrenwald:

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April 17, 2014

Mr. David Tomzik
Manager, Long Range Planning
Pace
550 W. Algonquin Road
Arlington Heights, IL 60005

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

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April 17, 2014

Ms. Lorraine Snorden
Manager, Department of Planning Services
Pace
550 W. Algonquin Road
Arlington Heights, IL 60005

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

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April 17, 2014

Ms. Shauna Kelley
Bureau of Transportation Chief
Illinois Commerce Commission
160 N. LaSalle St.
C800
Chicago, IL 60601

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

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567 West Lake Street
Chicago, Illinois 60661-1498
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April 17, 2014

Mr. Dan Powers
Senior Rail Safety Specialist
Illinois Commerce Commission
527 East Capitol Avenue
Springfield, IL 62701

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

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312.681.4246
standon@transitchicago.com

cc: Reginald Arkell, Federal Transit Administration

CHICAGO TRANSIT AUTHORITY

567 West Lake Street
Chicago, Illinois 60661-1498
TEL 312 664-7200
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April 17, 2014

Mr. Marc Miller
Director
Illinois Department of Natural Resources
One Natural Resources Way
Springfield, IL 62702

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Mr. Miller:

The Federal Transit Administration (FTA) as lead agency, in cooperation with the Chicago Transit Authority (CTA) as a joint lead agency, has been working to prepare an Environmental Impact Statement (EIS) for the proposed Red Line Extension (RLE) project. The proposed project would extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street, subject to the availability of funding.

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Additional information about the project is available at: transitchicago.com/RedEIS.

If you have any questions, please do not hesitate to contact me. Thank you for your participation on this project.

Sincerely,



Sonali Tandon
Project Manager
Strategic Planning and Policy
312.681.4246
standon@transitchicago.com

cc: Reginald Arkell, Federal Transit Administration

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567 West Lake Street
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April 17, 2014

Mr. Steve Hamer
Office of Realty & Environmental Planning, Division of Ecosystems & Environment
Illinois Department of Natural Resources
One Natural Resources Way
Springfield, IL 62702

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Mr. Hamer:

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April 17, 2014

Mr. John Fortman
Deputy Director, Region 1 Engineer
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Mr. Fortman:

The Federal Transit Administration (FTA) as lead agency, in cooperation with the Chicago Transit Authority (CTA) as a joint lead agency, has been working to prepare an Environmental Impact Statement (EIS) for the proposed Red Line Extension (RLE) project. The proposed project would extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street, subject to the availability of funding.

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April 17, 2014

Mr. Charles Abraham
Division of Public and Intermodal Transportation
Illinois Department of Transportation
100 W. Randolph
Suite 6-600
Chicago, IL 60601

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Mr. Abraham:

The Federal Transit Administration (FTA) as lead agency, in cooperation with the Chicago Transit Authority (CTA) as a joint lead agency, has been working to prepare an Environmental Impact Statement (EIS) for the proposed Red Line Extension (RLE) project. The proposed project would extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street, subject to the availability of funding.

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April 17, 2014

Mr. Joe Shacter
Director, Department of Public and Intermodal Transportation
Illinois Department of Transportation
100 W. Randolph
Suite 6-600
Chicago, IL 60601

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Mr. Shacter:

The Federal Transit Administration (FTA) as lead agency, in cooperation with the Chicago Transit Authority (CTA) as a joint lead agency, has been working to prepare an Environmental Impact Statement (EIS) for the proposed Red Line Extension (RLE) project. The proposed project would extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street, subject to the availability of funding.

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567 West Lake Street
Chicago, Illinois 60661-1498
TEL 312 664-7200
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April 17, 2014

Ms. John Baczek
Environmental Studies Section Chief
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Ms. Baczek:

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CHICAGO TRANSIT AUTHORITY

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Chicago, Illinois 60661-1498
TEL 312 664-7200
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April 17, 2014

Ms. Lisa Bonnett
Director
Illinois Environmental Protection Agency
500 Stratton Office Building
Springfield, IL 62076

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Ms. Bonnett:

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April 17, 2014

Ms. DiAnne Schuerman
Illinois Environmental Protection Agency
Deputy Director's Office/MC#1, P.O. Box 19276
Springfield, IL 0

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Ms. Schuerman:

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April 17, 2014

Mr. David Halpin
Cultural Resources Manager
Illinois Historic Preservation Agency
#1 Old State Capitol Plaza
Springfield, IL 62701

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

Dear Mr. Halpin:

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April 17, 2014

Ms. Anne Haacker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
#1 Old State Capitol Plaza
Springfield, IL 62701

Re: CTA Red Line Extension (RLE) Project Environmental Review Process Update

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sections of the document. This will be your opportunity to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, the anticipated impacts and proposed mitigation.

Your agency has previously agreed to be a participating agency for this project. At this time, we would like to reconfirm your involvement as a participating agency and your contact information. If you are not the right contact within your organization or would like to designate another person for future coordination efforts, please email me at standon@transitchicago.com with the contact's name, title, and email address. FTA and CTA will use this contact information to provide future updates about the project.

Additional information about the project is available at: transitchicago.com/RedEIS.

If you have any questions, please do not hesitate to contact me. Thank you for your participation on this project.

Sincerely,



Sonali Tandon
Project Manager
Strategic Planning and Policy
312.681.4246
standon@transitchicago.com

cc: Reginald Arkell, Federal Transit Administration

From: Fahrenwald, Peter [mailto:FahrenwaldP@RTACHICAGO.ORG]
Sent: Wednesday, April 23, 2014 11:06 AM
To: Tandon, Sonali
Subject: Red Line Extension Project Environmental Review Process

Sonali – thanks for your letter of April 17, 2014. Yes, RTA would like to continue to be a participating agency, and we appreciate the opportunity.

Regards,
Peter

Peter Fahrenwald
Manager, Regional and Corridor Planning
Regional Transportation Authority • 175 W. Jackson Blvd • Suite 1650 • Chicago, IL 60604-2705
312-913-3247 • fahrenwaldp@rtachicago.org
Securely send me files

From: Hernandez, Nancy [mailto:nancy.hernandez@chicagoparkdistrict.com]
Sent: Monday, April 21, 2014 12:51 PM
To: Tandon, Sonali
Subject: Revised Contact Information

Hi there,

The new contacts for the Chicago Park District are:

Rob Rejman
Director of Capital, Planning and Facilities

Doreen O'Donnell
Research and Planning Manager
Department of Planning and Development

Nancy J. Hernandez
Staff Assistant to:
Gia Biagi, Chief of Staff
Steve Lux, Chief Financial Officer
Chicago Park District Commissioners

CHICAGO PARK DISTRICT
541 N. Fairbanks Ct. | Chicago, IL 60611
(312) 742-4743 | fax (312) 742-6098
Nancy.hernandez@chicagoparkdistrict.com

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Illinois Department of Transportation
Division of Highways / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

May 21, 2014

Ms. Sonali Tandon
Project Manager
Strategic Planning and Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661

Dear Ms. Tandon:

Thank you for your letter to the Illinois Department of Transportation (Department) regarding the Chicago Transit Authority's (CTA's) Red Line Extension.

The Department would like to confirm our involvement as a participating agency in this project. We look forward to working with the CTA in the development of this project and we ask that any reports or other documents that require Department review be sent to our Bureau of Programming with an attention to John Baczek, Project and Environmental Studies Section Chief.

If you have any questions or need additional information, please contact me or John Baczek, Project and Environmental Studies Section Chief, at (847) 705-4104.

Very truly yours,

John Fortmann, P.E.
Deputy Director of Highways
Region One Engineer

cc: Reginald Arkell – Federal Transit Authority

From: McKay, Christopher [mailto:Christopher.McKay@tsa.dhs.gov]
Sent: Thursday, May 01, 2014 1:57 PM
To: reginald.arkell@dot.gov
Cc: Tandon, Sonali; Mitchell, Cindy; 'Chris McKay' (christopher.mckay@dhs.gov)
Subject: Red Line Extension Project

Dear Mr. Arkell,

On April 17, 2014, we received a letter from the Regional Administrator, Federal Transit Administration, inviting the Transportation Security Administration (TSA) to attend an open house on May 13, 2014 to receive an update on results of the environmental analysis to date and progress in regards to the red line extension project.

TSA will not be able to participate in this open house, however, we do maintain a compelling interest in all areas related to security and security related risk reduction activities in the design, development, construction and eventual operation of the project. I will serve as your point-of-contact and appreciate the opportunity to partner with you going forward.

Sincerely yours,
Chris

Christopher T. McKay
Industry Engagement Manager
Mass Transit and Passenger Rail
Transportation Security Administration
Office: 571-227-2160
Cell: 202-253-5029

From: McQuillen, Deirdre [mailto:Deirdre.McQuillen@Illinois.gov]
Sent: Wednesday, April 23, 2014 9:41 AM
To: Tandon, Sonali
Subject: Illinois EPA contact

DiAnne Schuerman is no longer with the Agency. I now coordinate the review and Agency's response to these requests, if you could please update your files.

If you need anything else please let me know.

Thank you.

Deirdre McQuillen
Illinois EPA/Illinois Partners for Clean Air
Outreach/Sponsorship Coordinator
phone: 217-558-0073
fax: 217-785-8346



Appendix D
Community Group Meeting Materials and Meeting Notes

RED AHEAD

Red Line Extension



Red Line Extension
2014

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RED AHEAD

Red Line Extension

- CTA plans to extend the Red Line 5.3 miles south from 95th Street to 130th Street
- CTA needs public input to move forward on the environmental analysis

RED AHEAD

Red Line Extension

RLE and the Red Ahead Program



Red Ahead is a comprehensive initiative for maintaining, modernizing, and expanding Chicago's most traveled rail line.

- **Red Line Extension (RLE)**
- Red North Station Interim Improvements (completed 2012)
- Red Line South (Dan Ryan) Reconstruction Project (completed 2013)
- Wilson Station Reconstruction Project (starting 2014)
- 95th Street Terminal Improvement Project (starting 2014)
- Red Purple Modernization (RPM)

RED AHEAD

Red Line Extension

CTA is continuing the public processes on two critical components of the Red Ahead Program in 2014

Red Line Extension (RLE)

- Pursuing New Starts federal funds
- New Starts projects expand rail service into an area that is not within the current transit footprint, therefore entail a relatively longer environmental and planning process
- CTA must compete with other New Starts projects from across the country that are already in line for funding
- Multiple alternatives and their impacts are being evaluated

Red and Purple Modernization (RPM)

- Pursuing Core Capacity federal funds
- Core Capacity projects are intended to increase capacity of existing rail lines within the current transit footprint, therefore entail a relatively shorter environmental and planning process
- RPM is the first and only Core Capacity project in the FTA's Project Development phase and is recommended for funding in the proposed FY2015 federal budget
- Phase One includes two main projects and a single alternative is proposed for each of these projects

RED AHEAD

Red Line Extension

Project Overview

- The end of the line for the CTA's Red Line South is currently the 95th/Dan Ryan Terminal.
- Later this year construction will begin on the 95th Street Terminal Improvement Project, which will expand and greatly improve the 95th/Dan Ryan Terminal.
- With the estimated $2.3B Red Line Extension (RLE) Project, CTA is proposing to extend service from south of 95th/Dan Ryan Terminal to the vicinity of 130th Street.



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RED AHEAD

Red Line Extension

Project History and Public Involvement

Alternatives Analysis (2006-2009)

- Project alternatives were presented at six public meetings
- Locally Preferred Alternative adopted by the CTA Board in 2009

Environmental Scoping (2009)

- Community members and public agencies assessed the range of project actions, alternatives and potential environmental impacts

Early Technical Work & Open House (2011)

Draft Environmental Impact Statement (2012 – present)

- Under preparation by CTA and the Federal Transit Administration (FTA)
- Public feedback on the preliminary impact of the alternatives is necessary to complete the Draft EIS





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RED AHEAD

Red Line Extension

RLE Means a Better Served Far South Side

The Red Line Extension project will:

- Serve a low-income, transit dependent area of the City that does not have direct CTA rail service
- Faster commute - provide a 20-minute time savings to downtown by providing one-seat service, as opposed to the current bus-rail trip from 130th.
- Include four new stations, a new rail yard, and bus and parking facilities at all stations.

RED AHEAD

Red Line Extension

Community & Economic Development Benefits

- **Increased transit access to affordable housing**
- **Encourages community investment and economic development**
- **Direct construction jobs created**

  Estimate: 2,600 – 4,100
- **Increased access to jobs**

  Newly accessible jobs within an hour commute of the proposed 111th Street station would increase by 56% (CMAP, 2012)



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RED AHEAD

Red Line Extension

Environmental Impact Statement (EIS)

To acquire future federal funding, an EIS study is required by the National Environmental Policy Act (NEPA)

The EIS allows the public to fully understand the potential environmental impacts and provide input before final decisions are made

The EIS includes:

- A description and comparison of alternatives
- An explanation of the existing environmental setting
- An analysis of potential positive and negative environmental impacts of construction and operation of each alternative
- Proposed mitigation measures to reduce or eliminate potential negative impacts

RED AHEAD

Red Line Extension

Project Alternatives

Union Pacific Railroad (UPRR) Rail Alternative

- East Option
- Right-of-Way (ROW) Option
- West Option

Halsted Rail Alternative

Bus Rapid Transit (BRT) Alternative

No Build Alternative

Based on the environmental analysis and public feedback during the Draft EIS process, a single alternative will be designated in the Final EIS



RED AHEAD

Red Line Extension

UPRR Rail Alternative

Chicago Transit Board Adopted Alternative

5.3-mile extension along the UPRR tracks

Three options

- East Option
- ROW Option (contingent upon the relocation of UPRR, significant cost and delay TBD)
- West Option

Four stations (103rd, 111th, Michigan, 130th)

- Park & ride facilities (up to 3,700 total parking spaces)
- Bus facilities

Elevated structure from 95th Street Terminal to 119th Street, then at-grade (ground level) tracks from 119th Street to 130th Street

120th Street Yard and Shop



RED AHEAD

Red Line Extension

Anticipated Project Impacts

Feedback required from the public on:

- Parks
- Property displacements
- Visual
- Noise
- Community character
- Wetlands
- Historic properties

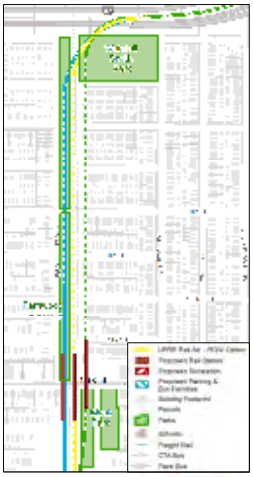
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RED AHEAD

Red Line Extension

Parks

Parklands Affected by UPRR Rail Alternative Options			
Parkland	East Option	ROW Option	West Option
Wendell Smith Park	0.4 acres	0.2 acres	0.2 acres
Fernwood Parkway	-	-	1.9 acres
Block Park	0.8 acres	-	-
Total	*1.2 acres*	*0.2 acres*	*2.1 acres*



Mitigation Strategies

Coordination with Chicago Park District is ongoing to identify mitigation including improvements to other parklands or replacement nearby if there are any displacements

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RED AHEAD

Red Line Extension

Property Displacements

Construction of the project would require the acquisition of private property

Potential Permanent Displacements by Alternative					
	UPRR			Halsted	BRT
	East Option	ROW Option	West Option		
Affected Parcels without Building Displacements	149	112	144	72	49
Affected Parcels with Building Displacements	110	22	51	38	3
(Residential Building Displacements)	*(95)*	*(17)*	*(30)*	*(17)*	*(1)*
Total Affected Parcels	259	134	195	110	52

Impacts presented are
- based on Conceptual Engineering and represent maximum impacts on all alternatives
- for the purposes of comparing alternatives and will be confirmed in the Final EIS following more detailed conceptual design of the single NEPA preferred alternative

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RED AHEAD

Red Line Extension

Property Displacements

All major transit construction projects have impacts:

- The Brown Line Expansion had 40 building displacements
- The RPM project (Phase 1) may displace 19 buildings

Mitigation Strategies

Property owners would be paid not less than fair market value for their land and buildings and may be eligible for compensation equal to the original purchase price of the property. They would also be assisted in relocating their businesses or dwellings, per the Federal Uniform Act on relocation assistance and property acquisition.

When a single option is chosen, CTA will work with the community and property owners (including the UPRR) to minimize property impacts.

RED AHEAD

Red Line Extension

Visualizations

UPRR Rail Alternative

Note that appearance of project elements (such as parking structures, beams, columns, etc.) in visualizations is intended to show scale of project elements. Actual construction appearance may differ based on design decisions for colors, textures, finishes, and choice of specific design features.

	UPRR West Option	UPRR East Option
Existing		
Visualization	 103rd Street Station	 117th and Prairie Ave

RED AHEAD

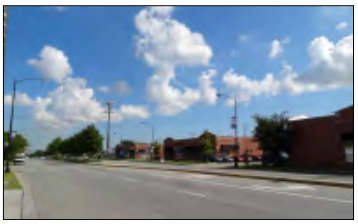
Red Line Extension

Visualizations

Halsted Rail Alternative

Note that appearance of project elements (such as parking structures, beams, columns, etc.) in visualizations is intended to show scale of project elements. Actual construction appearance may differ based on design decisions for colors, textures, finishes, and choice of specific design features.

Existing





Visualization



100th and Halsted Streets



Vermont Street Station

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RED AHEAD

Red Line Extension

Visual Impacts

Mitigation Strategies

- Provide new landscaping or other urban design amenities
- New structures would reflect the character of neighborhoods or communities to the extent feasible
- Careful placement of exterior lighting adjacent to residential communities
- Construction best management practices including maintaining vegetation and debris-free construction areas



Noise

Mitigation Strategies

- Continuous welded rail
  Fewer joints mean a smoother and quieter ride
- Closed deck structure
  Limits noise beneath the elevated tracks
- Noise barriers
  Absorb railway noise



Open versus Closed Deck



Jointed versus Welded Rail



Noise Barriers

Moderate noise impacts would remain along the Halsted Rail Alternative after mitigation.

RED AHEAD
Red Line Extension

Temporary Construction Impacts

Mitigation Strategies

- Notices of noise-generating activities would be posted
- Road closures would be announced
- Special advertising for affected businesses
- Limited idling of construction vehicles
- Alternative parking provisions



RED AHEAD

Red Line Extension

Where Minimal Impacts Would Occur

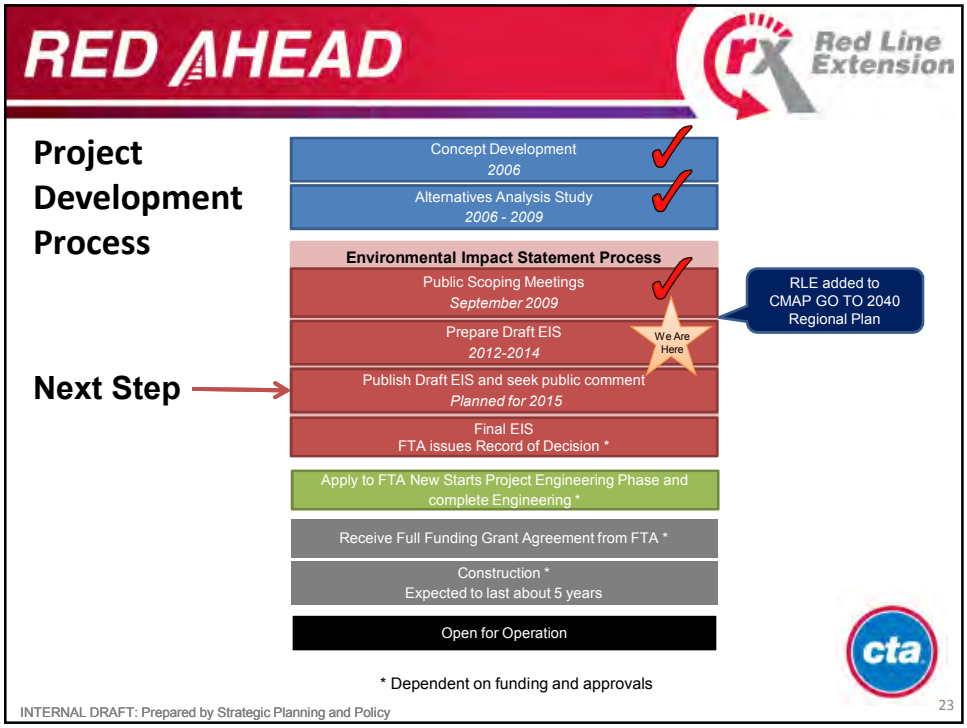
- Land use
- Safety & security
- Environmental justice
- Energy
- Transportation
- Water resources
- Biological resources
- Hazardous materials
- Air quality

RED AHEAD

Red Line Extension

Project Funding

- CTA will pursue a wide range of local, state and federal (New Starts) sources with the help and support of the community.
- The New Starts process is very competitive and funds are limited.


RED AHEAD
Red Line Extension
Project Development Process
Concept Development
2006
Alternatives Analysis Study
2006 - 2009
Environmental Impact Statement Process
Public Scoping Meetings
September 2009
Prepare Draft EIS
2012-2014
We Are Here
RLE added to CMAP GO TO 2040 Regional Plan
Next Step
Publish Draft EIS and seek public comment
Planned for 2015
Final EIS
FTA issues Record of Decision *
Apply to FTA New Starts Project Engineering Phase and complete Engineering *
Receive Full Funding Grant Agreement from FTA *
Construction *
Expected to last about 5 years
Open for Operation
* Dependent on funding and approvals
INTERNAL DRAFT: Prepared by Strategic Planning and Policy
23

Meeting Notes

Date: Tuesday, April 29, 2014

Meeting: CTA with Chicago Neighborhood Initiatives and Greater Roseland Chamber of Commerce

Meeting Purpose: CTA to share RLE Project updates

Present:
Andrea D. Reed, Greater Roseland Chamber of Commerce
Anthony Beckham, Office of Congresswoman Robin Kelly
Jason Swan, Chicago Neighborhood Initiatives
David Doig, Chicago Neighborhood Initiatives
Carole Morey, Chicago Transit Authority
Gerald Nichols, Chicago Transit Authority
Sonali Tandon, Chicago Transit Authority
Melissa Williams (note taker), CWC Transit Group

Time: 10:03 am to 10:52 am

Location: Chicago Neighborhood Initiatives, 1000 E. 111th St., Chicago, IL

Presentation Highlights
CTA staff delivered a presentation about the proposed Red Line Extension (RLE) Project that would extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street. Representatives from the CTA discussed:

- **Project Overview and Benefits**
  The RLE Project would mean a better served far south side, by providing direct CTA rail service and reducing commute times from the project area. The project would include four new stations, a new rail yard, and bus and parking facilities at all stations. The project would encourage economic development and benefit the community by adding construction jobs and increasing access to jobs.

- **CTA is preparing an Environmental Impact Statement (EIS)**
  CTA has been evaluating the project alternatives and is preparing a Draft EIS, which will analyze the potential positive and negative environmental impacts of construction and operation of each alternative and will propose mitigation measures to minimize potential negative impacts.

- **RLE Project Alternatives and Potential Impacts**
  CTA is evaluating three options for the Locally Preferred Alternative along the Union Pacific Railroad (UPRR) tracks including an option within the existing freight right-of-way (ROW Option), an East Option, and a West Option. CTA is also evaluating a rail alternative along Halsted Street, a bus rapid transit (BRT) alternative along Michigan Avenue, and the No Build Alternative. Potential project impacts include impacts to parks, property displacements, visual impacts, noise impacts, community character, wetlands, and historic properties.

- **Funding and Next Steps**
  The CTA will pursue a wide range of local, state and federal (New Starts) sources with the help and support of the community. Once the CTA completes the Draft EIS, a public hearing will be held to share the findings of the Draft EIS.

Questions and Comments from Meeting Participants

- **Anthony Beckham: An article in the Chicago Sun-Times stated that CTA will receive $2B in funding for this project. How accurate is that statement?**
  Carole Morey: The cost of the project has been estimated at approximately $2.3B. The cost depends on the actual route that will be selected. That estimate is based on the Locally Preferred Alternative which is the UPRR Rail Alternative.

- **Anthony Beckham: Will CTA seek funds from the TIGER grant?**
  Carole Morey: In order for CTA to become eligible for a full funding grant agreement from Federal Transit Administration (FTA), the NEPA process and preliminary engineering have to be completed and local funding has to be committed.

- **Jason Swan: Regarding the UPRR Alternative, it appears that the only viable route is the West Option? Is it possible to acquire part of a particular alternative?**
  Carole Morey: No, a specific option will have to be selected.

- **David Doig: What are the alternative options?**
  Carole Morey: The four alternatives are UPRR Rail Alternative, Halsted Rail Alternative, BRT Alternative, and No Build Alternative.

- **David Doig: What main streets are near the East Option?**
  Sonali Tandon: The East Option is between Wentworth and the Union Pacific railroad.

- **Anthony Beckham: With the line coming from the 130th Street area, has there been any communication with the Altgeld Gardens community?**
  Gerald Nichols: Yes, a meeting was held with the community group. Another meeting is scheduled for the near future.

- **Jason Swan: Will there be employment opportunities for the community during construction phase? One issue that will be posed is that most of the jobs are union. The people from the area are not part of the union.**
  Gerald Nichols: Yes. CTA will make sure that jobs are available to those in the community as it did for the Red Line South project. It is important for the community to be involved with the process because these concerns can be expressed to the unions.

- **Anthony Beckham: What other community groups have been engaged in this process?**
  Gerald Nichols: Developing Communities Project has been involved. CTA will be meeting with the group tomorrow.

- **Jason Swan: What church organizations if any have been engaged in this process?**
  Gerald Nichols: CTA is working on engaging the various community churches. It is CTA's understanding that Developing Communities Project has over 130 churches within its organization.

- **Jason Swan: What is the project construction process? Will the City be the general contractor and have subcontractors bidding on the various scopes?**
  Gerald Nichols: No. There will be a bidding process to select the general contractor. The project bidding process will be similar to that of the Red Line South project.

- **Anthony Beckham: What is the target date for construction?**
  Carole Morey: It is a challenge to put a date in place because there are other items that have to be completed before securing a funding grant agreement from FTA.

    Jason Swan and Anthony Beckham: CTA should have renderings for all alternative routes displaying before and after visuals. The drawings should also show bus routes and current and potential businesses.

    Jason Swan: CNI is available to help galvanize community support. It has extensive involvement with the community in building of the local Walmart in the Pullman community.

Follow Up

CTA will keep communication lines open and consider issues discussed during this meeting in the upcoming Draft EIS.

CTA RED LINE EXTENSION
04.29.2014
1000 E 111th Street, CHICAGO

NAME	ORGANIZATION	SIGN
Sonali Tandon	CTA	Sonali
Andrea D. Reed (773)785-4000	Greater Roseland Chamber of Commerce grccworking@1@yahoo.com	Andrea D. Reed
Melissa Williams	CDM Trivial	Melissa Williams
Anthony Beckham	Cong. Kelly office	
JASON SWAN	CHICAGO NEIGHBORHOOD INITIATIVES	
David Doig	CAI	

Meeting Notes

Date: Wednesday, April 30, 2014

Meeting: CTA with Developing Communities Projects (DCP)

Meeting Purpose: CTA to share RLE Project updates

Present:
Renett Arrington, I Have A Voice
Phyllis Johnson, 95th St. POD
Godfrey Lawson, Roseland Chamber of Commerce
Lillie Muhammad, Medical POD
Fred Jackson, 130th POD
Rev. Paul Brown, 103rd POD
Rev. J. Leon Thorn, 95th St. POD
Michael LaFargue, West Chesterfield Community Association (WCCA)
Mariann McGill, TCA Health Inc.
Cherneecia Muhammad, 95th St. POD
Tiffany D. Hightower, DCP
Katherine Thornton, DCP
Deborah L. Truss, DCP
Rev. Rayford Grady, DCP
Michael McLaughlin, Chicago Transit Authority
Gerald Nichols, Chicago Transit Authority
Sonali Tandon, Chicago Transit Authority
Melissa Williams (note taker), CWC Transit Group

Time: 11:23 am to 1:32 pm

Location: Developing Communities Project, 212 E. 95th Street, Chicago, IL

Presentation Highlights
CTA staff delivered a presentation about the proposed Red Line Extension (RLE) Project that would extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street. Representatives from the CTA discussed:

- **Project Overview and Benefits**
  The RLE Project would mean a better served far south side, by providing direct CTA rail service and reducing commute times from the project area. The project would include four new stations, a new rail yard, and bus and parking facilities at

all stations. The project would encourage economic development and benefit the community by adding construction jobs and increasing access to jobs.

- **CTA is preparing an Environmental Impact Statement (EIS)**
  CTA has been evaluating the project alternatives and is preparing a Draft EIS, which will analyze the potential positive and negative environmental impacts of construction and operation of each alternative and will propose mitigation measures to minimize potential negative impacts.

- **RLE Project Alternatives and Potential Impacts**
  CTA is evaluating three options for the Locally Preferred Alternative along the Union Pacific Railroad (UPRR) tracks including an option within the existing freight right-of-way (ROW Option), an East Option, and a West Option. CTA is also evaluating a rail alternative along Halsted Street, a bus rapid transit (BRT) alternative along Michigan Avenue, and the No Build Alternative. Potential project impacts include impacts to parks, property displacements, visual impacts, noise impacts, community character, wetlands, and historic properties.

- **Funding and Next Steps**
  The CTA will pursue a wide range of local, state and federal (New Starts) sources with the help and support of the community. Once the CTA completes the EIS, a public hearing will be held to share the findings of the EIS.

Questions and Comments from Developing Communities Project (DCP)

- **Rev. J. Leon Thorn: Where will the proposed rail yard will be located?**
  Michael McLaughlin: The yard and maintenance facility will be located at the south end around 120th Street to 127th Street. It is not a residential area and currently has industrial, railroad, and MWRD properties.

- **Phyllis Johnson: What is CMAP? What is the website address?**
  Michael McLaughlin: CMAP is the acronym for the Chicago Metropolitan Agency for Planning (CMAP). In short, the agency integrates planning and land use for the seven counties. The website is www.cmap.illinois.gov
  Sonali Tandon: RLE is the only fiscally constrained extension project in the CMAP 2040 regional plan.

- **Rev. Paul Brown: Is there a time limit on the completion and submission of the EIS? What is CTA's estimated timeframe?**
  Michael McLaughlin: Once CTA enters into the Project Development stage by submitting a letter to FTA, it has two years to complete the EIS. As of now, there is no time limit because the letter has not been submitted to FTA; the Draft EIS has to be completed first. The estimated timeframe is about 3 years to complete the Draft and Final EIS.
  Sonali Tandon: CTA plans to publish the Draft EIS next year. It typically takes 2 years to complete the final EIS with preliminary engineering.

- **Rev. Paul Brown: This project can not move forward until 3 to 5 years from now because the EIS has to be completed?**
  Michael McLaughlin: CTA is working to complete the Draft EIS and has biweekly coordination calls with Federal Transit Administration (FTA) on the project. EIS is FTA's document and requires coordinating with them. Once the environmental work and preliminary engineering (which involves 30% design) is finished, the Final EIS can be completed.

- **Phyllis Johnson: Why does 30% of design have to be completed in order to create the document?**
  Michael McLaughlin: You need to complete about 30% design to complete the Final EIS as some of the information is needed for the Final EIS.

- **Lillie Muhammad: Please clarify the purpose of this meeting.**
  Michael McLaughlin: The purpose of this meeting is two-fold. First, CTA wants to inform the group of items that will be discussed at the public meeting. Secondly, information and feedback from these types of meetings help inform the EIS. CTA has met and will meet with other groups to get feedback.

- **Michael LaFargue: Is money available and budgeted for costs related to the 30% design phase and the creation of the EIS?**
  Deborah L. Truss: Is this cost separate from the estimated project cost of $2.3B?
  Michael McLaughlin: The $2.3B is inclusive of soft costs that include engineering and consultant costs. A budget is being put in place for the extensive cost relative to the preliminary engineering. CTA will seek funding for this process.
  Sonali Tandon: There is prior funding available that will be used for costs associated with drafting the EIS which is planned to be published next year.

- **Deborah L. Truss: Is this project shown on CTA's budget?**
  Michael McLaughlin: DCP has raised this concern previously. The budget writers are taking it into consideration. As of today, the budget does not show projects that are in the planning process. That does not mean that the budget structure cannot be changed.

    Rev. Paul Brown: Please understand our concern. If these items are not shown, there is a great possibility that this project will be lost over the time period it will take to complete the EIS. The community feels that this project has been set aside while other projects in other communities are constantly being reported on in the newspapers as being completed. If this project is shown as a line item in the budget, it will not get lost. The community does not want to wait another 50 years before this project is done.

    Deborah L. Truss: CTA will display good faith if the project is shown as a line item even if the amount is $0.

    Fred Jackson: The project is not as transparent as it should be. The project should be shown as a line item in the budget.

- **Deborah L. Truss: Will the Metra – South Shore or Metra Electric tracks be used for the extension?**
  Michael McLaughlin: The Metra tracks will not be used but will be near the RLE tracks. CTA trains are different from those of Metra.

- **Lillie Muhammad: What parks would be affected? With the replacement of parks, has there been consideration as to where they will be relocated?**
  Michael McLaughlin: Wendell Smith Park, Fernwood Parkway, and Block Park would be affected depending on the alternative and option selected. Parks could be replaced if there are vacant parcels. The West Option will affect Fernwood Parkway and the East Option would impact Wendell Smith Park and Block Park.
  Sonali Tandon: A park would be replaced only if the entire park is affected. If only a small portion would be affected, other mitigation methods will be considered.

- **Rev. Paul Brown: Residents are concerned about displacements and how displacements would affect them as property owners, residents, and those who are leasing. Is there a process in place that assesses fair value and assist them with moving to an area that is conducive to their living?**
  Michael McLaughlin: When the NEPA preferred alternative route has been chosen and the affected parcels have been identified, property owners, renters, and business owners will be assisted in relocating. The Federal Uniform Relocation Act will be followed. If the property value has decreased, the fair value or purchase price could be granted.

- **Godfrey Lawson: Will future potential property value such as the Obama Library or the Chicago port system in the Altgeld Gardens area be factored into assessing property values relative to eminent domain?**
  Rev. Paul Brown: Will the mitigation strategies, relocation process, and means of assessing fair value be itemized in the Draft EIS?
  Michael McLaughlin: The Federal Uniform Relocation Act has to be followed for assessing fair value. This information is not included in the Draft EIS. Pamphlets will be made available at the public meeting regarding the Federal Uniform Relocation Act.
    Mike Lafarge: Land development and business development coordinators should look into the Uniform Act and do research because there is such a concern for those who are upside down with their mortgage. Also, a challenge has been posed to home owners who have paid their house off 10 to 20 year ago and now would have to relocate to something comparable.

- **Deborah L. Truss: Are there drawings available that show the proposed alternative routes with enough detail to display elevations and properties that would be affected?**
  Michael McLaughlin: Additional information, maps and visuals will be displayed during the public meeting

- **Rev. Paul Brown: How will the public meeting be set up? Will information be gathered through a survey where tabulations can be made? Will there be mailings?**
  Sonali Tandon: There will be no mailings. Information similar to what is being presented today but with more detail will be available at the public meeting. CTA staff will be available to answer specific questions and talk one-on-one. Additional maps and visuals will be available.
    Deborah L Truss: The PODS which are part of DCP should be the focus group for this project. The group should review the maps prior to being made available to the public. The PODS/DCP can help better prepare CTA for a town hall forum.

- **Lillie Muhammad: Has a strategy been put into place as to how the public will be addressed? Especially those who are affected by this transformation.**
  Michael McLaughlin: Feedback is welcome as the strategy is being formulated. Once the NEPA preferred alternative route is chosen, the affected parcels will be identified. Notification will then be released to affected persons. Relocation options and rights will be explained.

- **Rev. Paul Brown: Will the community have input in choosing the alternative route? What method has been put in place to evaluate the community's opinions?**
  Sonali Tandon: There will be comment cards at the open houses on which community can provide their feedback on alternatives. Results are documented and will be included in the EIS. Once the Draft EIS is published, there will be a formal hearing. A court reporter will be present at that hearing to record public comments. The route will be chosen based on public feedback and technical environmental analysis.
    Michael LaFargue: A real survey is a cost but can be beneficial. A questionnaire type of survey that can be documented needs to be done and analyzed by a real statistician.

- **Rev. J. Leon Thorn: Has the Halsted Street Route been eliminated?**
  Michael McLaughlin: The statement was misconstrued. The Halsted route has not been eliminated. The board chose the UPRR Rail Alternative as a Locally Preferred Alternative based on public opinion from 2006.

- **Rev. J. Leon Thorn: What is the durability of the system? The community does not want a system that has to be replaced every 20 years.**
  Michael McLaughlin: There are maintenance measures that are put into place so that the structure would not have to be replaced in a short period of time.

- **Deborah L Truss: Is there a benchmark system similar to Chicago's that is used to determine the longevity of this type of structure?**
  Michael McLaughlin: Philadelphia, Boston, and New York are similar in the category of wear and tear in usage.

- **Tiffany D. Hightower: Is there a budget for maintenance and upgrades?**
  Michael McLaughlin: FTA requires a budget for projected maintenance and upgrades in the financial analysis. FTA must be confident in CTA maintaining the structure. FTA considers this type of project as an investment and do not want to waste federal dollars.

- **Rev. J. Leon Thorn: What is the estimated number of people that will be serviced?**
  Michael McLaughlin: That information is being gathered and will be provided at the public meeting.

- **Deborah L Truss: Will the Project Development Process and Next Steps slides be placed on CTA's website?**
  Sonali Tandon: This information will be placed on the website after the public meeting.

- **Fred Jackson: When will the plan be put in place?**
  Michael McLaughlin: It all depends on the local funding. This group's assistance is needed in securing the local match. Once funding is in place, the sooner the project will begin.

- **Rev. Paul Brown: The local PODS are being tapped into by the county commissioner, aldermen, congressmen, and state senators regarding local community projects. The more CTA communicates with these groups, the more information can be relayed to officials.**
  Michael McLaughlin: On April 17th, public officials were briefed about the project. There are more meetings scheduled in the future. CTA will continue communication regarding the project and its efforts.

- **Phyllis Johnson: What is the process in determining historic properties and community characteristics?**
  Michael McLaughlin: Properties that are eligible to be listed on the National Register of Historic Places are deemed historic properties. Community characteristics are addressed by the composition of homes and businesses in the area.

- **Phyllis Johnson: What consideration is taken from the Department of Planning regarding building and developing areas around the alternate routes?**
  Michael McLaughlin: It is a challenge considering options for building and developing areas when the NEPA preferred alternative route has not been chosen.

- **Rev. J. Leon Thorn: Have Park and Ride facilities been addressed?**
  Michael McLaughlin: All four proposed stations will have park and ride facilities with up to 3,700 total parking spaces. The public will decide if they want them.

- **Rev. Paul Brown: The community feels as if there is no sense of urgency with the RLE but other lines are coming up in other communities.**
  Michael McLaughlin: Previous projects that have been completed did not require an EIS.
  Sonali Tandon: This is the first EIS that CTA is preparing.

- **Deborah L Truss: Has FTA given CTA a timeline to finish the EIS? How will businesses be assessed through eminent domain? Especially, strip malls.**
  Michael McLaughlin: CTA will work with the businesses in helping them find a suitable relocation. CTA will also work with the City of Chicago Planning Department for relocation of any strip malls.

- **Tiffany D. Hightower: DCP will support CTA in its efforts if it provides clarity, transparency, and integrity throughout the process. DCP is requesting:**
  1. **Hardcopy of the report that has all of the public comments**
  2. **FAQ from CTA regarding this project**
  3. **Updated timeline which may include "contingent upon funding"**
  4. **A comparison document of completed projects in Chicago which lists things that are needed to get the project completed**
  5. **A comparison of other mega projects in the USA noting timelines and requirements**

  Deborah L Truss: CTA should use the HUD HOME Investment Partnerships Program FAQ as a guideline for creating its own FAQ.
  Michael McLaughlin: DCP should submit a listing of all of its meetings to CTA.

Follow Up

CTA will keep communication lines open and consider issues discussed during this meeting in the upcoming Draft EIS.

Red Line Extension Draft EIS
CTA – DCP Meeting
DCP headquarters - 212 E 95th St.
April 30, 2014 at 10AM

Sign-In Sheet

Name	Organization	Signature
SONALI TANDON	CTA	
Renett Arrington	I HAVE A VOICE, NFP	
Phyllis Johnson	95TH St POD	
GODFREY LAWSON	ROSELAND C.C.	
Melissa Williams	TDM / Tribal	
Lillie Muhammad	Medical POD	
FRED JACKSON	130th POD	
REV PAUL BROWN	103RD ST POD	
Rev. J. Leon Thorn	St. James 95th St Pod	
Michael E. Hogan	WCCA	
Mariann McGill	TCA Health	MMcgill@tcahealth.org
Cherneecia Muhammad	95th sb. POD	
Tiffany D. Hightower	DCP, Inc.	
Katherine Thornton	DCP	
DEBORAH L. TRUSS	DCP/CTA RLEP BUS. DEVELOPMENT PROJECT MGR	
Rev. Payton J Grad	DCP - Pres.	
Gerald Nichols	CTA	
Michael Mclaughlin	CTA	

Meeting Notes

Date: Tuesday, May 6, 2014

Meeting: CTA with Golden Gate Homeowners Association, People for Community Recovery, and Altgeld Local Advisory Council

Meeting Purpose: CTA to share RLE Project updates

Present:
Gwenda Hoskins, People for Community Recovery
Georgia Curtis, People for Community Recovery
Marguerite Jacobs, People for Community Recovery
Naomi Allen, Altgeld Local Advisory Council
Sharon Davis, Altgeld Local Advisory Council
Doris Martin, Golden Gate Homeowners Association
Cheryl Johnson, People for Community Recovery
Deloris Lucas, Golden Gate Homeowners Association
Regina Scott
Christian Strachan, People for Community Recovery
Kevin O'Malley, Chicago Transit Authority
Gerald Nichols, Chicago Transit Authority
Sonali Tandon, Chicago Transit Authority
Melissa Williams (note taker), CWC Transit Group

Time: 12:41 pm to 1:50 pm

Location: Chicago Youth Center, 951 East 132nd Place, Chicago, IL

Presentation Highlights

CTA staff delivered a presentation about the proposed Red Line Extension (RLE) Project that would extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street. Representatives from the CTA discussed:

- **Project Overview and Benefits**
  The RLE Project would mean a better served far south side, by providing direct CTA rail service and reducing commute times from the project area. The project would include four new stations, a new rail yard, and bus and parking facilities at all stations. The project would encourage economic development and benefit the community by adding construction jobs and increasing access to jobs.

- **CTA is preparing an Environmental Impact Statement (EIS)**
  CTA has been evaluating the project alternatives and is preparing a Draft EIS, which will analyze the potential positive and negative environmental impacts of construction and operation of each alternative and will propose mitigation measures to minimize potential negative impacts.

- **RLE Project Alternatives and Potential Impacts**
  CTA is evaluating three options for the Locally Preferred Alternative along the Union Pacific Railroad (UPRR) tracks including an option within the existing freight right-of-way (ROW Option), an East Option, and a West Option. CTA is also evaluating a rail alternative along Halsted Street, a Bus Rapid Transit (BRT) Alternative along Michigan Avenue, and the No Build Alternative. Potential project impacts include impacts to parks, property displacements, visual impacts, noise impacts, community character, wetlands, and historic properties.

- **Funding and Next Steps**
  The CTA will pursue a wide range of local, state and federal (New Starts) sources with the help and support of the community. Once the CTA completes the Draft EIS, a public hearing will be held to share the findings of the Draft EIS.

Questions and Comments from Meeting Participants

- **Deloris Lucas: What are the names of the streets associated with the 130th Street Station options?**
  Sonali Tandon: South Station Option – Ellis Avenue; West Station Option – MWRD property.
  Doris Martin: It would be best if the station could be placed in a location where bus routes wouldn't be disturbed, preferably on the side of Altgeld Gardens.

- **Marguerite Jacobs: Have any of the alternatives changed since previous discussions?**
  Sonali Tandon: No, the alternative routes are the same.

- **Marguerite Jacobs: What is the low cost alternative?**
  Sonali Tandon: The Bus Rapid Transit Alternative is the low cost alternative.

- **Georgia Curtis: What parks would be affected if the West Option is selected?**
  Sonali Tandon: Fernwood Parkway and Wendell Smith Park would be affected. Only the jogging area of Wendell Smith Park would be affected.

- **Deloris Curtis: Where are the affected parks located?**
  Sonali Tandon: Block Park is located near the Roseland pumping station; Fernwood Parkway is located between 103rd and 99th Street, next to Eggleston Avenue; Wendell Smith Park is located just south of I-57.

- **Marguerite Jacobs: Will parking be available?**
  Sonali Tandon: Yes, parking would be available at the four designated stations.

- **Gwenda Hoskins: How many homes will be affected along the East Option? A visual should be provided.**
  Sonali Tandon: Approximately 95 residential buildings would be displaced by the East Option.

- **Marguerite Jacobs: Are the homes that will be affected vacant? Will newly built structures be affected? Will CTA pay homeowners for their property?**
  Sonali Tandon: Approximately 95 residential buildings would be displaced by the East Options, which includes vacant homes. The number of vacant homes is not available. CTA is required to follow the Federal Relocation Act - homeowners will be compensated for their property.
  Doris Martin: Most of the buildings along this route are abandoned. There do not appear to be any newly built structures along this path.

- **Cheryl Johnson: Will the project be completed before 2016?**
  Sonali Tandon: The Final EIS and Preliminary Engineering have to be completed and funding has to be secured in order for construction to begin.

- **Cheryl Johnson: Could this project have both public and private funding?**
  Sonali Tandon: That is an option at this time.

- **Christian Strachan: How many people would ride between 130th and 95th Street?**
  Sonali Tandon: There will be approximately 13 million rides annually, both ways, on the new segment.

- **Marguerite Jacobs: Will bus and train fares increase?**
  Gerald Nichols: CTA does not use fares to fund capital projects; this is a capital project.

- **Christian Strachan: How is CTA coordinating with bus routes to avoid long waiting periods?**
  Kevin O'Malley: Logistics will be planned once the route is selected. CTA is too early in the process to work out those details.

- **Cheryl Johnson: What is CTA's preferred route?**
  Sonali Tandon: Based on the community feedback, the CTA Board adopted the UPRR Alternative as the Locally Preferred Alternative.

- **Cheryl Johnson: What can constituents do to voice their opinions? With which political officials have CTA spoken?**
  Gerald Nichols: CTA has briefed Aldermen from the 6th, 8th, 9th, 21st and 34th wards. CTA has also spoken to congressmen. We need the people to come to the public meeting to express their concerns. Comment cards will be available.

Follow Up

CTA will keep communication lines open and consider issues discussed during this meeting in the upcoming Draft EIS.

Red Line Extension Meeting

Sign-in Sheet.

05.06.14
951 East 132 Place, CYC

Name	Organization	Signature
Gwenda Hoskins	P.C.R.	Gwenda Hoskins
Georgia Curtis	PCR	Georgia Curtis
Marguerite Jacobs		Marguerite Jacobs
Naomi Allen		Naomi Allen
Sharon Davis		Sharon Davis
Doris Martin	GGHOA	Doris Martin
Melissa Williams	Resident	Melissa Williams
Cheryl Johnson	PCR	Cheryl Johnson
Deloris Lucas	GGHA	Deloris Lucas
Kevin O'Malley	CTA	Kevin O'Malley
Regina Scott		Regina Scott
Christian Strachan	PCR	
Sonali Tandon	CTA	Sonali
Gerald Nichols	CTA	

Meeting Notes

Date: Wednesday, May 7, 2014

Meeting: CTA with Rosemoor Community Association (RCA)

Meeting Purpose: CTA to share RLE Project updates

Present:
Nancy Wimberly, Concerned Community Defenders
Eleanor Banks, RCA
Joyce A. Dunmore, RCA
Godfrey Lawson, RCA
Arnold Pugh, RCA
Lola Davis, RCA
Vernetta Rucker, RCA
Angela Ware, RCA
Gloria Cosey, RCA
Janet Poole, RCA
Pat Hight, RCA
Gerald Nichols, Chicago Transit Authority
Sonali Tandon, Chicago Transit Authority
Melissa Williams (note taker), CWC Transit Group

Time: 10:04 am to 11:14 am

Location: St. John De La Salle, 10205 S. King Drive, Chicago, IL

Presentation Highlights
CTA staff delivered a presentation about the proposed Red Line Extension (RLE) Project that would extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street. Representatives from the CTA discussed:

- **Project Overview and Benefits**
  The RLE Project would mean a better served far south side, by providing direct CTA rail service and reducing commute times from the project area. The project would include four new stations, a new rail yard, and bus and parking facilities at all stations. The project would encourage economic development and benefit the community by adding construction jobs and increasing access to jobs.

- **CTA is preparing an Environmental Impact Statement (EIS)**
  CTA has been evaluating the project alternatives and is preparing a Draft EIS, which will analyze the potential positive and negative environmental impacts of construction and operation of each alternative and will propose mitigation measures to minimize potential negative impacts.

- **RLE Project Alternatives and Potential Impacts**
  CTA is evaluating three options for the Locally Preferred Alternative along the Union Pacific Railroad (UPRR) tracks including an option within the existing freight right-of-way (ROW Option), an East Option, and a West Option. CTA is also evaluating a rail alternative along Halsted Street, a bus rapid transit (BRT) alternative along Michigan Avenue, and the No Build Alternative. Potential project impacts include impacts to parks, property displacements, visual impacts, noise impacts, community character, wetlands, and historic properties.

- **Funding and Next Steps**
  The CTA will pursue a wide range of local, state and federal (New Starts) sources with the help and support of the community. Once the CTA completes the Draft EIS, a public hearing will be held to share the findings of the Draft EIS.

Questions and Comments from Meeting Participants

- **Arnold Pugh: Would the structure along Halsted Street be elevated?**
  Sonali Tandon: Yes. The tracks would be positioned on elevated structures. Columns would be placed to avoid interfering with traffic lanes.

- **Godfrey Lawson: What types of businesses are located near the proposed Halsted Street structure that would be affected?**
  Arnold Pugh: This route is a positive for business because they would have exposure to more visitors.

- **Vernetta Rucker: Where would parking be located for the surrounding businesses?**
  Sonali Tandon: Street parking would remain available between the columns.

- **Arnold Pugh: Moving forward it would be beneficial to have the addresses of the affected parks.**
  Sonali Tandon: Yes, that will be included in the Draft EIS.

- **Godfrey Lawson: There are plans for economic development on the south side of Chicago. Relative to eminent domain, would future value be considered when acquiring property to build the RLE?**
  Sonali Tandon: CTA is required to follow the Federal Relocation Act when compensating property owners.
  Janet Poole: Property owners might not be at an advantage with fair market value. Owners might be able to yield more from selling the property on their own.

Arnold Pugh: Property owners are concerned that they would not receive the same value in property and community once they have been relocated.

- **Nancy Wimberly: Does the CTA have a list of all addresses of homes and businesses that would be affected? Regarding CTA's Relocation Consultant, Melody Carvajal: What is her job description? What is her salary? What are her credentials? Why isn't her voicemail box set-up?**
  Sonali Tandon: The CTA does not have a relocation consultant for this project because it is still early in the process.
  Nancy Wimberly: CTA should engage someone now to help the community with relocating. Owners need to prepare themselves for losing their homes.
  Sonali Tandon: There are four alternatives that have been presented and one must be selected. Once the preferred alternative has been selected, CTA would contact the property owners to discuss next steps. CTA is trying to be judicious in its communication with the community.

- **Gloria Cosey: When would the route be selected?**
  Sonali Tandon: The Draft EIS is expected to be published in 2015. CTA will then prepare the Final EIS on a single route. The Final EIS is expected to take two years from start to completion.
  Nancy Wimberly: CTA should engage someone now to help the community with relocating. Owners need to prepare themselves for losing their homes.

- **Nancy Wimberly: CTA should release names of all contractors with contract amounts and the demographics of the workforce.**
  Gerald Nichols: This information isn't available for the RLE because construction has not started.
  Godfrey Lawson: This organization will be contacting the black contractors now so that they can be in alignment when the time comes.

- **Janet Poole: Will contractors that have only held $500,000 contracts be afforded opportunities to bid on a $1M+ contract?**
  Gerald Nichols: Yes, CTA engages small contractors in working on its projects.

- **Angela Ware: How far in advance will the RFP be released?**
  Gerald Nichols: Contractors will have ample amount of time to bid. Contractors can go online now and see a listing of all jobs that are available now. It is called JOC.

Follow Up

CTA will keep communication lines open and consider issues discussed during this meeting in the upcoming Draft EIS.

Red Line Extension Project
Community Group Meeting – Rosemoor Community Association
DATE: 05/07/2014
LOCATION: 10205 S. King Drive

Name	Organization	Email Address
Melissa Williams	CDm/ Trinal	mwilliams@trinalinc.com
Sonali Tandon	CTA	
Nancy Wimberly	Concerned Community Defenders	9137psnw@sbcglobal.net
ELEANOR BANKS,	10505 S. Cal	773-785-2704
Joyce A. Dunmore	10321 So. Calumet Ave	Jdunmore@wowway.com
Godfrey Lawson	10019 Eberhart	lawsong411.real
Arnold Pugh	12257 S. Perry Ave	Appugh@Ameritech.net
Lola Davis	10137 S. Eberhart	davis_lola@sbcglobal.net
Vernetta Rucker	10228 S. Calumet	
Angela Ware	Rosemoor C A	rosemoorchicago@yahoo.com
Gloria Cosey	RCA	" "
Janet Poole	RCA	none
Pat Hight	RCA	pathight@yahoo.com

Meeting Notes

Date: Thursday, May 8, 2014

Meeting: CTA with Chicago Park District and Friends of the Parks

Meeting Purpose: CTA to share RLE Project Updates and Parks Impacts

Present:
Erika Sellke, Chicago Park District
Cassandra Francis, Friends of the Parks
Sylvia Jones, Friends of the Parks
Sonali Tandon, Chicago Transit Authority
Virginia Jackson, CWC Transit Group
Jenifer Palmer, CWC Transit Group

Time: 1:00 pm to 2:00 pm

Location: CTA Headquarters, 567 West Lake Street, 10th Floor, Chicago, IL

Presentation Highlights
CTA staff delivered a presentation about the proposed Red Line Extension (RLE) Project that would extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street. Representatives from the CTA discussed:

- **Project Overview and Benefits**
  The RLE Project would mean a better served far south side, by providing direct CTA rail service and reducing commute times from the project area. The project would include four new stations, a new rail yard, and bus and parking facilities at all stations. The project would encourage economic development and benefit the community by adding construction jobs and increasing access to jobs.

- **CTA is preparing an Environmental Impact Statement (EIS)**
  CTA has been evaluating the project alternatives and is preparing a Draft EIS, which will analyze the potential positive and negative environmental impacts of construction and operation of each alternative and will propose mitigation measures to minimize potential negative impacts.

- **CTA is preparing an Environmental Impact Statement (EIS)**
  CTA has been evaluating the project alternatives and has begun to prepare a Draft EIS which will analyze the potential positive and negative environmental

impacts of construction and operation of each alternative and will propose mitigation measures to reduce or eliminated potential negative impacts. Once the CTA completes the Draft EIS, a public hearing will be held to share the findings of the Draft EIS.

- **Parks Impacts**
  CTA has been analyzing the potential impacts of the project from a number of different perspectives, including potential for displacements, noise and vibration, effects on historic properties and others, and will mainly discuss findings with respect to parks in the meeting. Based on the analysis, the No Build, BRT, and Halsted Rail Alternative have no associated potential park impacts. All UPRR Rail Alternative options would impact Wendell Smith Park due to the overlap with the park and elevated structure/vertical clearances. There would be temporary occupancy of a small portion of the park during construction, but the area underneath the elevated structure would remain open after construction. Depending upon the UPRR Alternative option selected, the acreage impacted varies.

  In addition to potential temporary impacts to Wendell Smith Park from all UPRR Alternative options, the UPRR Alternative East Option would impact Block Park. The affected area includes an isolated portion of the park's open space and a communications tower, which is in an area of the park that does not currently serve a recreational use. The key recreational features of the park, walking trails and benches, are on the other side of Harvard Avenue in the eastern half of the park. While there would be some temporary construction impacts, no permanent incorporation is needed as the area underneath the elevated track structure would remain open after construction.

  In addition to potential temporary impacts to Wendell Smith Park from all UPRR Alternative options, the UPRR Alternative West Option would impact Fernwood Parkway. The West Option alignment would run through two of the four parcels that make up Fernwood Parkway between 101st and 103rd Streets and would affect about 1.9 acres of the park. Temporary closure of the section of the park overlapped by the elevated structure would be necessary during construction. Public use of the park could resume after construction, as long as the area underneath the elevated structure is reopened. However, much of the park between 101st and 103rd Streets would be permanently overlapped and shaded by the structure. Concrete aerial supports would be placed permanently in the park space. The West Option would result in a permanent incorporation of the park space and if this option is selected, CTA would work with the Chicago Park District on appropriate mitigation. Some options have already been discussed with the City, including creating replacement park space nearby and/or adding enhanced recreational features to improve Fernwood Parkway's functionality as a park. The end result would potentially be a net benefit for park users.

Questions and Comments from Meeting Participants

- Discussion followed regarding appropriated funds for project development and Sylvia Jones noted that it was her understanding that $1.5 Billion was to be appropriated in 2009 for the Red Line Extension. CTA stated that funding for the EIS planning study had been received and was used to fund this portion of the project. Once the Final EIS is submitted and a Record of Decision is determined by the Federal Transit Administration (FTA), the project would become eligible under the federally competitive New Starts grant funding. Local and state funding would be needed to secure federal funding.

- Sylvia Jones asked about the future parking fee for the proposed park and ride facility. This has not yet been determined by CTA and would be dependent upon the alternative and option selected to move forward. As the project advances, CTA will further evaluate the size and scale needed for the park and ride facilities.

- CTA asked about any areas of community concern with regard to the potential for park impacts of proposed alternatives. Discussion followed regarding specific parks in the surrounding community. Sylvia Jones asked about impacts to Princeton Park and Trinity Church. Based on review of study area mapping, these facilities are located near 95th Street, east of Eggleston. CTA noted that these areas are outside of the proposed alternatives alignments and study area. Similarly, CTA was asked whether the study reviewed potential impacts to Kensington Park. CTA noted that this had been reviewed but was outside of the area of potential effect.

- Sylvia Jones noted that Carver Park in Altgeld Gardens is a good example park in the area.

- Cassandra Francis asked that Major Taylor Bike Trail be added to the park impacts mapping, as appropriate. Major Taylor Bike Trail is not impacted by the project, but should be shown for reference purposes.

- Discussion followed regarding potential impacts from all UPRR Alternative options on Wendell Smith Park. It is understood that this is not a permanent incorporation and that only a small portion of parkland is affected. However, Ms. Francis noted that leaving the area of overlap between the park and elevated structure afterwards does change the nature of the park use.

- Cassandra Francis had concerns about impacts to parks from the UPRR Alternative options and noted that replacement of parks should be considered as part of the mitigation efforts for Block Park as well as Fernwood Parkway. CTA explained that the portion of Block Park that would be impacted is not used for recreational activity currently and does not contain any amenities. If the UPRR West Option is selected and Fernwood Parkway is impacted, CTA would work with the Chicago Park Department on appropriate mitigation, including creating replacement park area nearby and other amenities.

- Ms. Francis noted that she would like to work with Erika Sellke at the Chicago Park Department to conduct a field visit of the potentially impacted parks and determine ways to enhance compact, integrated park areas within the project study area.

Follow Up

CTA Government and Community Relations staff will provide Ms. Jones with a copy of the Section 106 (Historic) Effects Report.

Friends of the Parks and Chicago Park Department staff will further coordinate a field visit to discuss the potential impacts on parks and appropriate mitigation. CTA offered to coordinate and be part of these field visits if desired.

Friends of the Parks will look for other properties in the area that could be used for parkland mitigation.

Red Line Extension Project
Community Group Meeting
DATE: 05/08/2014
LOCATION: CTA HQ - 567 W Lake Street

Name	Organization	Email Address
Sonali Tandon	CTA	standon@transitchicago.com
Sylvia Y. Jones	Friends of the Parks	elohimINC@SBCglobal.Net
ERIKA SELLKE	Chicago Park District	erika.sellke@chicagoparkdistrict.com
CASSANDRA FRANCIS	FRIENDS OF THE PARKS	FRANCISC@FOTP.ORG
JENNIFER PALMER	CWC	palmerjs@cdmsmith.com
Virginia Jackson	CWC	

Meeting Notes

Date: Tuesday, May 13, 2014

Meeting: CTA with Roseland Manor

Meeting Purpose: CTA to share RLE Project updates

Present:
Idamae McKinney, Roseland Manor
Blythe Wood
Frank Thomas, Roseland Manor
Diane Elem
Roberta Walker
Paula Evans, Roseland Manor, All Saints
Frankie A. Parker
Dorothy White
L. Williams
Roberta Harmon
Gerald Nichols, Chicago Transit Authority
Sonali Tandon, Chicago Transit Authority
Tammi Davis (note taker), CWC Transit Group

Time: 10:35 am to 11:15 am

Location: Roseland Manor, 11717 S. State Street, Chicago

Presentation Highlights
CTA staff delivered a presentation about the proposed Red Line Extension (RLE) Project that would extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street. Representatives from the CTA discussed:

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impacts of construction and operation of each alternative and will propose mitigation measures to minimize potential negative impacts.

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  CTA is evaluating three options for the Locally Preferred Alternative along the Union Pacific Railroad (UPRR) tracks including an option within the existing freight right-of-way (ROW Option), an East Option, and a West Option. CTA is also evaluating a rail alternative along Halsted Street, a bus rapid transit (BRT) alternative along Michigan Avenue, and the No Build Alternative. Potential project impacts include impacts to parks, property displacements, visual impacts, noise impacts, community character, wetlands, and historic properties.

- **Funding and Next Steps**
  The CTA will pursue a wide range of local, state and federal (New Starts) sources with the help and support of the community. Once the CTA completes the Draft EIS, a public hearing will be held to share the findings of the Draft EIS.

Questions and Comments from Meeting Participants

- **How will the best option be determined?**
  Sonali Tandon: CTA is hosting a public Open House in Pullman Park tonight. Based upon the Environmental Analysis and public feedback, CTA will be designating a single alternative in the next step. Your feedback is very important at this point.

- **Are all the alternative options possible at this point?**
  Sonali Tandon: Yes. They are all possible alternatives. The community has shown preference for the option along the Union Pacific Railroad tracks in the past. We are studying all of them currently.

- **Are they going to take a poll? How are they going to determine which option is best?**
  Sonali Tandon: We are doing outreach and getting comments from the public. We'll review those comments from the public. We'll also look at the environmental analysis and impacts of the project. Then, we'll decide on the best alternative based on our analysis and the feedback that we get during this outreach.

- **What is the first stop after 95th Street?**
  Sonali Tandon: 103rd Street is the first stop after 95th Street.

- **There are high schools and houses that have been here for 50 years. What's going to happen?**
  Sonali Tandon: The Union Pacific Railroad tracks are there. We are looking at several options where we can either go to the east or west of the

Union Pacific tracks. We are required to be 50 feet away from the UP tracks for safety considerations which would require some displacements.

- **Mr. Williams: You have been doing this for five years. People are saying that the government does not have the money. How is the community going to get this focused?**
  Sonali Tandon: CTA is currently in the planning phase. We will be pursuing federal and local money for this project. This is a huge project. We estimate the cost to be $2.3 billion. A project of this scale requires intensive planning and time.

- **Mr. Williams: For the money that was just spent on the Red Line, was that used for rehabilitation?**
  Sonali Tandon: That was a very crucial project for CTA because we needed to fix what we already had first before extending. If we build an extension but don't fix the really slow Red Line, then the extension won't work that well.

- **Mr. Williams: How will you get the funding?**
  Sonali Tandon: CTA will be working with the New Starts Program of the federal government that funds such projects. It is very competitive. Different projects from the nation apply for the funding. CTA will be submitting its application for that funding. It only funds up to 50 percent of the project costs. The rest has to come from local and state sources. We will be working with local aldermen and state officials to acquire that funding so that we can apply for federal funding to get the rest of the match.

- **Why won't they extend the line? It would create more jobs.**
  Sonali Tandon: We need to acquire the right-of-way which is why we have all these impacts. We are required to do this study and to identify those impacts. Projects of this scale take time. I understand your concern that it's been on the table for a while.

- **Ms. Harmon: What about the historical value and background of the buildings?**
  Sonali Tandon: As part of the environmental document, we are required to look at historic buildings and if there are any effects on the historic buildings. We are working with the Federal Transit Authority, State Historic Preservation Officer, and local community organizations that specifically work on historic buildings to identify the risk effects. We look at the proposed alignment to see if there are any historic buildings that have already been identified or if there are buildings that could be historic. There is specific guidance on that from the federal government on what could be historic. We then look at the projects effects on those resources. There will be more information at tonight's Open House on historic buildings specifically and historians will be there if you have additional questions.

- **Where is tonight's meeting?**
  Sonali Tandon: The meeting is at Pullman Park. Most of the information provided will be similar to what we presented today. There will be some additional information given and an opportunity to talk one-on-one with CTA staff. If you have more specific questions, we'll have comment cards there for you to provide your feedback.

- **Mr. Thomas: Do you have the land already checked out that you are trying to use?**
  No, we don't have the land currently because we can't go on the railroad right-of-way. We need to acquire properties for the right-of-way.

- **Mr. Thomas: You need permission to do it, right?**
  Sonali Tandon: We need to complete this environmental document first. Then we'll have permission to acquire that land. South of 119th street, there are some old railroad tracks that we may be able to use.

- **Mr. Thomas: You can tie into those railroad tracks?**
  Sonali Tandon: Exactly.

Follow Up

CTA will keep communication lines open and consider issues discussed during this meeting in the upcoming Draft EIS.

Red Line Extension Project
Community Group Meeting
DATE: 05.13.14
LOCATION: ROSELAND MANOR

Name	Organization	~~Signature~~ EMAIL.
SONALI TANDON	CTA	~~[illegible]~~ . standon@transitchicago.com
Tammi Davis	CWC ~~CDM/TRINAL~~	tdavis@trinalinc.com
Idamae M[illegible]	Roseland Manor	
[illegible]		
[illegible]	ROSELAND MANOR	
[illegible]	11722 So. State	
Roberta Walker	11701 S. State	robertawalker2@yahoo.com
PAULA EVANS	Roseland Manor/ALL SAINTS	Paula Evans - Service Coord.
FRANKIE A. PARKER	11717 S. STATE ST APT 509	FAP1816@GMAIL.COM
[illegible]	11717 S. State Apt 111	
[illegible]		
[illegible]	11701 S. State 401	

Meeting Notes

Date: Wednesday, May 14, 2014

Meeting: CTA with Far South Community Development Corp.

Meeting Purpose: CTA to share RLE Project updates

Present:
Abraham Lacy, Far South Community Development Corp.
Leroy Chalmers, Far South Community Development Corp.
Eric Thompson, Pullman Bank & Trust
Tina Sanders, Phalanx Family Services
Nikiesha Emery, Far South Community Development Corp.
Gerald Nichols, Chicago Transit Authority
Sonali Tandon, Chicago Transit Authority
Tammi Davis (note taker), CWC Transit Group

Time: 10:08 am to 11:00 am

Location: Kroc Center, 1250 West 119th Street, Chicago

Presentation Highlights
CTA staff delivered a presentation about the proposed Red Line Extension (RLE) Project that would extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street. Representatives from the CTA discussed:

- **Project Overview and Benefits**
  The RLE Project would mean a better served far south side, by providing direct CTA rail service and reducing commute times from the project area. The project would include four new stations, a new rail yard, and bus and parking facilities at all stations. The project would encourage economic development and benefit the community by adding construction jobs and increasing access to jobs.

- **CTA is preparing an Environmental Impact Statement (EIS)**
  CTA has been evaluating the project alternatives and is preparing a Draft EIS, which will analyze the potential positive and negative environmental impacts of construction and operation of each alternative and will propose mitigation measures to minimize potential negative impacts.

- **RLE Project Alternatives and Potential Impacts**
  CTA is evaluating three options for the Locally Preferred Alternative along the Union Pacific Railroad (UPRR) tracks including an option within the existing freight right-of-way (ROW Option), an East Option, and a West Option. CTA is also evaluating a rail alternative along Halsted Street, a bus rapid transit (BRT) alternative along Michigan Avenue, and the No Build Alternative. Potential project impacts include impacts to parks, property displacements, visual impacts, noise impacts, community character, wetlands, and historic properties.

- **Funding and Next Steps**
  The CTA will pursue a wide range of local, state and federal (New Starts) sources with the help and support of the community. Once the CTA completes the EIS, a public hearing will be held to share the findings of the EIS.

Questions and Comments from Meeting Participants

- **Leroy Jones: How lengthy is the environmental process?**
  Sonali Tandon: We started the environmental analysis in 2012 and are preparing a Draft EIS. We hope to publish it next year. After the Draft EIS is published, we'll have a public hearing to get public feedback and comments. We currently have several alternatives that we are analyzing in the Draft EIS. The Final EIS will present a single alternative with additional engineering, which could take two years for a project of this scale.

- **Abraham Lacy: Relative to the Union Pacific Railroad Alternatives, are all of these alternatives going to be elevated? What conversations have happened relative to proximity to freight trains?**
  Sonali Tandon: The elevated structure, rather than at-grade, is proposed in the median of Halsted Street due to safety implications. For the Union Pacific Railroad, we are looking at an elevated structure from 99th to 119th Street. It would be at-grade (ground) level after that. There are also existing unused tracks that we can potentially use. We have had conversations with UPRR. They would like a 50-foot separation from the tracks because of safety reasons.

- **Abraham Lacy: Would you have to build a new track?**
  Sonali Tandon: We would have to acquire right-of-way and would not be able to use the existing UPRR right-of-way. Acquiring right-of-way means taking some property either east or west of the UPRR tracks. The yellow line shown on the presentation is based on the CDOT study that looked at moving UPRR out of this corridor into a separate area. The ROW Option does not look very feasible at this point because of the significant costs and time delays.

- **Abraham Lacy: Regarding Halsted, you mentioned that it wouldn't be at grade level because of safety concerns.**
  Sonali Tandon: Yes, because of the third (electrified) rail being at street level.

- **Abraham Lacy: I've seen it by the Orange Line, on the other side like on the West side, where you have it at grade level, which is a different type of safety precaution.**
  Sonali Tandon: We always get community concerns on the Yellow Line as there is a safety hazard there. We are not looking at building at grade even though it would be cheaper. There are other technologies like light rail. But the concern with that is that if you have a different type of service then it would not be connected to the Red Line. So people would still need to transfer, which defeats the purpose of the project.

- **Leroy Jones: Where is the proposed yard?**
  Sonali Tandon: With the UPRR Alternative, the yard would be north of 130th Street at the MWRD property. With the Halsted Alternative, we are proposing for the yard to be just south of 119th Street. There is a shopping mall there that would be impacted.

- **Abraham Lacy: At 119th Street, you have intermodal opportunities because it connects to the Metra. It's close to shopping and is a busy corridor.**
  Sonali Tandon: We are here to get your feedback and comments. Most of the comments we've gotten are for the UPRR. There has not been a strong preference from the community for Halsted.

- **Leroy Jones: Most people think that the option is going to be elevated on Halsted. I think that that's what turned a lot of people off because they don't want any type of structure in their neighborhood. I think that if something was presented at grade level to them, then they may say "ok." It might even attract businesses to the area.**
  Sonali Tandon: This would be a modern structure. We have some visuals but they are not the final designs. They are just there to help us see what it could look like.

- **Leroy Jones: What were some of the things that people brought up as to why they preferred the UPRR Alternative as opposed to Halsted?**
  Sonali Tandon: Some people felt that it would be more connected to the community and could connect to Altgeld Gardens, which is the public housing development in that area.

- **Abraham Lacy: Are the impacts only for the Union Pacific Railroad Alternative?**
  Sonali Tandon: No, there are impacts for all alternatives. We are coordinating with the State Historic Preservation Officer and community organizations that concentrate on historic buildings. There are historic

properties along Halsted that would be impacted and historic buildings along UPRR that might be impacted. That has been a big concern that has come out of this EIS process. Currently, we have identified four historic properties which would be impacted but they would not be displaced. I encourage you to go to our website for more information.

- **Abraham Lacy: During conversations with the community, what were some of the comments regarding noise, especially around 103rd Street?**
  Sonali Tandon: That could definitely be a concern and was brought up at the Open House yesterday. We haven't analyzed those comments yet. We have heard concerns about the noise in the past. With the mitigation strategies, our analysis shows that there would not be noise impacts along the UPRR Alternative because of the existing train line. Someone from Green Street did express a concern about the noise at the Open House. Green Street has been identified as a Historic District.

- **Leroy Jones: I understand that there was a recommendation for the CTA and the RTA to coordinate their efforts. Is that something that you're looking at or is the CTA going after the funds by themselves?**
  Sonali Tandon: We are coordinated at every level with RTA. For this project, we will apply for federal funds. To apply for federal funds, we will be in a very good position if are able to identify local funds. The federal government will not even look at our application if we do not have a local funds match. That local match will essentially come from state resources.

- **Leroy Jones: Are bonds being considered for the additional funding?**
  Sonali Tandon: CTA and RTA already have bonds to meet state of good repair needs. We'll be looking at all potential sources. The cost is $2.3 billion and we need at least half of that. One additional point, we have done ridership analysis and modeling for this. The modeling shows that it will be mostly existing bus riders that will benefit from and use the new rail line.

- **Abraham Lacy: What will be the outreach regarding construction jobs for local contractors participating in this project? And is there a certain type of certification that they are supposed to have?**
  Gerald Nichols: We'll do the same thing that we did on the Red Line Reconstruction project. The Chicago Urban League was the filtering house for getting young folks in that neighborhood employed on that project. We'll try to filter all of the young folks or individuals from the community to actually work on the project. We'll provide training beforehand as well. A lot of that is going on at the Urban League right now.

- **Abraham Lacy: Are some of the dollars earmarked to go to business in the community and not some large construction firm in the suburbs?**
  Gerald Nichols: Whoever the contractor is, we'll work with the community to ensure that. We set up meet and greets for local businesses with either the prime or subcontractors.

- **Abraham Lacy: But is there a percentage that will be set aside for construction**
  Gerald Nichols: Yes, we don't call it a set aside but we do have goals just like on Red Line South. Like on the station work, the contractor said he would bid 40%. On the track work, it was 28%. They exceeded that number.

- **Abraham Lacy: Was that a local contractor?**
  Gerald Nichols: That was with DBEs. Yes.

- **Abraham Lacy: Were the DBEs from local communities or statewide?**
  Gerald Nichols: That was with African-American firms.

- **Abraham Lacy: Not just African-American firms but this impacts the East Side as well. Just want to make sure that minority interests are involved.**
  Gerald Nichols: Yes.

- **Abraham Lacy: Are you coordinating your efforts with other prospective projects as well? For instance, a developer is trying to open a store at 115th and Michigan. Are you coordinating with developers in that area?**
  Sonali Tandon: We are working with the City. You mentioned 115th & Michigan; an Aldi's was trying to come there.

- **Abraham Lacy: Yes. Aldi's is there. They moved across the street. So another developer is trying to put a store there.**
  Sonali Tandon: We coordinate with the City of Chicago and whatever plans they have will be shared with us for that project.

- **Abraham Lacy: You work with DCP right? UIC?**
  Gerald Nichols: Yes. They had a separate project with UIC years back. They did something with the Chicago Metropolitan Agency for Planning. Last year, CMAP prepared this video which we showed in our open house yesterday. They are one of the many community organizations with whom we work.

- **Abraham Lacy: I think that 111th and 103rd are going to be heavily impacted. I think the DCP is counting on those stations being at 111th and 103rd. What did the coordination look like on your end as far as keeping up to date with them?**
  Gerald Nichols: We're at the table. They consider themselves a partner with us.

- **Abraham Lacy: I read the article that Ald. Beale put out about Halsted that was in the Sun-Times where it said that it was not going to happen having an elevated track on Halsted, which is understandable. I think it would obscure the business corridor. But I think that if there was a visual showing more of a grade level to show people the potential impact, and then it**

would help financially and with attracting new business to the corridor. I think that should be shown as an alternative as opposed to it just being an elevated track in the middle of a community.

- **Leroy Jones: Why would we not consider light rail assuming that at some point the CTA will eventually have to move to light rail?**
  Sonali Tandon: Light rail is not compatible with the rail system that we have now.

- **Abraham Lacy: What impact will there be on the Metra stations?**
  Sonali Tandon: Metra is a participating agency on this project, which means that we coordinate with them in every step of the process. Metra's market is a different market. People who take CTA are still taking the bus to the CTA and not taking Metra from existing different Metra stations. They want frequent service and access to CTA. It's a different market that Metra is trying to serve than what CTA serves. There is a lot of coordination with Metra and Pace. We had Metra and Pace representatives at our meeting yesterday.

- **Abraham Lacy: Regarding the safety aspect and security, we noticed that at a couple of CTA and Metra stations that they are poorly lit. Has it been discussed as to the level of security and coordination with local police departments to enforce a safer environment, especially with people getting off late from work?**
  Sonali Tandon: In this planning process, we look at safety and security and how that can be improved. It will be a section in the Draft EIS, which will be published next year, as well as in the Final EIS. When we get to the Final EIS, we'll solidify the mitigations, which include additional lighting and cameras. Those are the kind of elements that we are analyzing and proposing for the project in this planning phase. As it moves along to the engineering and future phases, those recommendations will get solidified. So, again, all the feedback that we get from the community is very helpful and insightful because the more you speak, the more it will count.

- **Abraham Lacy: When it comes to the nearby stops, there are abandoned buildings near the right-of-way. The last thing residents want to see coming off a stop is an abandoned house. Are you looking at the surrounding radius? What does that radius look like?**
  Sonali Tandon: We anticipate with the urban design and landscaping features that it will be an attractive stop. It will encourage more community activity and more interest for people to move in rather than move out. We have seen increased development and growth along the Brown Line.

- **Abraham Lacy: How many permanent jobs would be created?**
  Sonali Tandon: We haven't looked at the operations jobs, but there will be some once the project is complete.
  Gerald Nichols: On the Dan Ryan/Red Line, about 775 CTA jobs were created. That doesn't include the construction jobs.

- **Leroy Jones: How long will the actual construction project take?**
  Sonali Tandon: We are planning to publish the draft document in 2015. The final document can take up to two years after that. Everything is dependent upon federal funding and approval. If everything goes great, it may take about five years to build it. Before that, we will have the engineering phase, acquiring the right-of-way, which will take about two to three years prior to the five years.

- **Leroy Jones: So, we're looking at about eight years?**
  Sonali Tandon: Yes.
  Gerald Nichols: That's about average for a brand new railroad being built whether the project is here, Baltimore, or New York. That's about average.

- **Eric Thompson: Does CTA have some type of barometer on how the state feels about the project?**
  Gerald Nichols: The state funded the entire Red Line South Project. The entire $425 million was State money.

- **Eric Thompson: How long did it take to get the money from the state?**
  Gerald Nichols: I don't know.

- **Tina Sanders: What percentage is the state bringing to the table for this project?**
  Sonali Tandon: The maximum that that federal government would provide is 50%, but typically they provide 30%. The other 70% – 50% would be needed from local resources.

- **Eric Thompson: Has there been any indication as to what the state or the city is willing to give as far as financial commitments?**
  Gerald Nichols: This project has to be done, so we'll find the money. It's the only line that doesn't extend to the city limits.

- **Abraham Lacy: Is this coordinated with Olive Harvey and the Mayor's Transportation & Logistics Center, which is opening in the fall of this year?**
  Sonali Tandon: We were not aware of it. Do you have any contact information on it?

- **Leroy Jones: I have it.**
- **Abraham Lacy: The Mayor is definitely pushing that.**
  Sonali Tandon: Ok. Thanks.

Follow Up

CTA will keep communication lines open and consider issues discussed during this meeting in the upcoming Draft EIS.

Red Line Extension Project
Community Group Meeting
DATE: 05/14/2014
LOCATION: Kroc Center, 1250 West 119th Street, 10:00am

Name	Organization	Email Address
LEROY CHALMERS	FAR SOUTH CDC	LCHALMERS@GRWPFOODNETWORK.ORG
Abraham Lacy	Far South CDC	lacy@farsouthcdc.org
Nimesha Emery	far south cdc	Nimesha@farsouthcdc.org
ERIC THompson	PULLMAN BANK	ETHOMPSON@BANKPULLMAN.com
TAMMI DAVIS	CUC	tdavis@trinalinc.com
Tina Sanders	Phalanx Family Servi	TSANDERS@PHALANXFAMILYSERVICES.org
Sonali Tandon	CTA	standon@transitchicago.com
Gerald Nichols	CTA	

Meeting Notes

Date: Thursday, May 15, 2014

Meeting: CTA with Agape Community Center

Meeting Purpose: CTA to share RLE Project updates

Present:
Benjamin Sutton, Resident
Brad Harry, Agape Community Center
Tonya Easter, Agape Community Center
Marc Henkel, Agape Community Center
Linda Cotton, Agape Community Center
Laverne Horne, BNCO & Roseland Neighborhood Community Organization
Marcus Kellum, Resident
Gerald Nichols, Chicago Transit Authority
Sonali Tandon, Chicago Transit Authority
Tammi Davis (note taker), CWC Transit Group

Time: 10:45 am to 11:37 am

Location: Agape Community Center, 342 West 111th Street, Chicago

Presentation Highlights
CTA staff delivered a presentation about the proposed Red Line Extension (RLE) Project that would extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street. Representatives from the CTA discussed:

- **Project Overview and Benefits**
  The RLE Project would mean a better served far south side, by providing direct CTA rail service and reducing commute times from the project area. The project would include four new stations, a new rail yard, and bus and parking facilities at all stations. The project would encourage economic development and benefit the community by adding construction jobs and increasing access to jobs.

- **CTA is preparing an Environmental Impact Statement (EIS)**
  CTA has been evaluating the project alternatives and is preparing a Draft EIS, which will analyze the potential positive and negative environmental impacts of construction and operation of each alternative and will propose mitigation measures to minimize potential negative impacts.

- **RLE Project Alternatives and Potential Impacts**
  CTA is evaluating three options for the Locally Preferred Alternative along the Union Pacific Railroad (UPRR) tracks including an option within the existing freight right-of-way (ROW Option), an East Option, and a West Option. CTA is also evaluating a rail alternative along Halsted Street, a bus rapid transit (BRT) alternative along Michigan Avenue, and the No Build Alternative. Potential project impacts include impacts to parks, property displacements, visual impacts, noise impacts, community character, wetlands, and historic properties.

- **Funding and Next Steps**
  The CTA will pursue a wide range of local, state and federal (New Starts) sources with the help and support of the community. Once the CTA completes the Draft EIS, a public hearing will be held to share the findings of the Draft EIS.

Questions and Comments from Meeting Participants

- **Marc Henkel: There was an open house meeting on Tuesday. Is this similar to that meeting or is this completely different? How does this compare to the Tuesday meeting?**
  Sonali Tandon: This is a preview of what we presented at that meeting. We don't have all the boards that we shared at the meeting; all the boards are available online. Today we'll provide the big picture of what was shared. We asked people in the community to provide feedback. Today, we are also here to get your feedback. You can also provide your feedback later by mail or email.

- **Linda Cotton: Why wouldn't CTA use the UPRR tracks?**
  Sonali Tandon: The CTA doesn't have right-of-way for those tracks. Those tracks are Union Pacific Railroad tracks. It's their right-of-way. They want us to be 50 feet away from their tracks.

- **Marc Henkel: Is there a projected end date?**
  Sonali Tandon: We have almost completed the analysis internally. We are here to present our findings. After this, we will be coordinating with the Federal Transit Administration because this is their project and document. We will publish the Draft EIS sometime next year.

- **Laverne Horne: And that allows you to pursue funding?**
  Sonali Tandon: Yes. This whole EIS process allows us to pursue funding. But that will be just a Draft EIS. The Final EIS will be prepared on one single alternative. In this Draft EIS, we are evaluating three different alternatives. In the Final EIS there will be just one alternative. Then, we'll do additional engineering to ensure that whatever impacts we are presenting are accurate. We will also have more negotiations on mitigations with different partners.

- **Laverne Horne: Regarding access to affordable housing, how will the housing be affected?**
  Sonali Tandon: This project will provide increased transit access to affordable housing and general housing stock. By bringing transit to the area, people will be able to utilize transit more.

- **Marc Henkel: Will the RLE be elevated? From where to where?**
  Sonali Tandon: Yes, it will be elevated from 99th Street to 119th Street.

- **Marc Henkel: Do you mean overhead?**
  Sonali Tandon: Yes, overhead. The structure will be like what's on the Orange Line. Some of our structures downtown are older, like 100 years old; this will be a more modern structure.

- **Marc Henkel: Do any of these options include a subway underground?**
  Sonali Tandon: No, subway is very expensive. One example is the 2nd Avenue Subway in New York. CTA is not looking at subway options.

- **Marc Henkel: I see the end of the orange line on the slide. Is the orange one of the alternatives?**
  Sonali Tandon: All of these options will continue on the same segment. It differs just where we are relative to the Union Pacific Railroad.

- **Brad Harry: You say it's elevated, but it's not necessarily elevated over the existing railroad track?**
  Sonali Tandon: No, it won't be elevated over the existing railroad track. It can't be for safety reasons. We have to be 50 feet away from the existing UPRR tracks.

- **Marc Henkel: Are you going to zoom in on these three options?**
  Sonali Tandon: Yes. I have another slide about the UPRR Alternative. The Halsted Alternative would be elevated and in the median of Halsted Street. We have a few visuals here and more are on our website.

- **Marc Henkel: Will this extension only have four stations?**
  Sonali Tandon: Right.

- **Marc Henkel: Will all the Bus Rapid Transit stops be along Michigan Avenue?**
  Sonali Tandon: Yes. Then, the BRT route will run along Michigan Avenue and then it will continue into Altgeld Gardens just like our #34 Bus Route but with BRT elements in it.

- **Marc Henkel: Will there be any traffic impacts? If there's a stop at 111th Street, will traffic be stopped every time?**
  Sonali Tandon: The tracks will be elevated so traffic will not be stopped. People will be trying to access the CTA and also crossing the railroad with

freight trains passing. There could be safety concerns; to mitigate the safety concerns we could put quad-gates, which are basically two gates on each side, and a pedestrian gate to discourage crossing.

- **Brad Harry: Not Fernwood Park but Fernwood Parkway? I don't know where that is.**
  Sonali Tandon: Fernwood Park is separate. There is just green land with some trees at Fernwood Parkway. It's just next to the UPRR right-of-way.

- **Brad Harry: On this slide, you're showing the East Option, Right-of-Way Option, and West Option. But, the ROW Option is not really an option because of the safety concerns. So it's going to be either East or West?**
  Sonali Tandon: The ROW Option assumes that Union Pacific would no longer be in their current right-of-way and that they would move somewhere else. There was a study conducted that looked at moving them.

- **Brad Harry: They said no?**
  Sonali Tandon: It would have unlimited delays and cost implications.

- **Marc Henkel: Have you thought about putting something above them?**
  Sonali Tandon: No, because we would still need to be 50 feet away.

- **Linda Cotton: Would this building be a displacement?**
  Sonali Tandon: What we are evaluating at this stage are not defined engineering plans; we are looking at what could be impacted. As the process proceeds, displacements will be minimized.

- **Linda Cotton: But you have identified 110 properties that could be displaced.**
  Sonali Tandon: Yes.

- **Brad Harry: Trains blow horns because there aren't quad gates that come down. Ald.Carrie Austin says that we can't get money for quad gates because it's a federal thing. But we could have quad gates with this option?**
  Sonali Tandon: Yes. That is one of the mitigation measures that we are looking at because we don't want people crossing freight to get to a CTA train. It would be a safety concern.

- **Brad Harry: Some of these impacts are negative and some are positive?**
  Sonali Tandon: Yes. But the negatives are not adverse. There will be some impact but not to the level that it would be a concern to the community.

- **Laverne Horne: What's the difference between the type of noise that the Metra train that runs through Beverly makes and the type of noise that this track will make?**
  Sonali Tandon: Our findings show that moderate impact will be defined as something people will be concerned about. Our analysis did show that the impacts would be moderate along the Union Pacific after we adopt all those mitigation measures. But in terms of the decibel noise of the Metra trains versus the decibel noise of the CTA trains, I will have to get back to you.

- **Marc Henkel: It seems to me that the CTA has less noise than the Union Pacific but more noise than the Metra. When you're on the North side or downtown and hear the "L", you can definitely know it's there.**
  Sonali Tandon: These structures would be new structures and quieter than some of the structures downtown. As the trains come to the station, the speed really reduces, so there won't be much noise from the trains but will be from the station itself such as, "doors closing" type of announcements. We also have noise maps on the exhibit boards online that designate moderate and severe noise levels. They show at what distance the noise will be moderate and at what distance it will be severe.

- **Marc Henkel: Have you done anything with the safety and security?**
  Sonali Tandon: We are looking at additional lighting and cameras around the stations. That has come up as a concern, so obviously it will be a part of the mitigation. We will work with the City of Chicago and the OEMC to identify who will be maintaining and monitoring those cameras as well as their exact distance. Is that a concern that you have for the station here?

- **Marc Henkel: I don't take the Red Line often. Sometimes when I go by the 95th Street Station, I see additional police officers and there are occasional incidences there. I was wondering if that's going to increase incidences here or at the other stops.**
  Sonali Tandon: Our analysis didn't show that bringing the stations would increase crime, but it is definitely a concern from the community. We will be addressing it in the project design so that the design is more open and includes more lighting and cameras.

- **Marc Henkel: Will there be additional security at the different stations?**
  Sonali Tandon: It is too early to say. We are still in the planning phase. As some of the things get decided and built, we'll see how the community reacts. There will obviously be security.

- **Brad Harry: You need local funding first before you get federal funding?**
  Sonali Tandon: Yes. It is a very competitive process. Different states have different projects that they are funding. The federal government would want to know what local match we have. But there are other criteria including the ridership, cost of the project, how many transit-dependent

people will use it, etc. There are several different criteria that the federal government reviews, but local funding is one of the major items.

- **Brad Harry: Let's say it takes five or ten years to get the funding. How long do you have to wait before you have to do another EIS?**
  Sonali Tandon: An EIS has a short shelf life. We would have to look at the EIS again. At some point, if the wait gets really long, then we'd have to redo the whole EIS. But if it's not that long, then we'd just have to redo some of the work but not all of it.

- **Marc Henkel: What's the soonest that everything will fall into place and things will start getting built - estimated?**
  Sonali Tandon: It all depends on funding and approvals. We currently have funding to finish the Draft EIS. We also need funding to do the Final EIS and the engineering. If we had all the funding and approvals, then the Final EIS could take two to three years. The engineering step could take another two to three years. Then construction would take about five years. So, to clarify, the ten years that I mentioned earlier was when the construction would start and not when it would end.

- **Marc Henkel: So it could take six years before you get funding to start construction?**
  Sonali Tandon: Right, to start construction.

- **Brad Harry: Construction is expected to last about five years?**
  Sonali Tandon: Yes.

- **Brad Harry: Our initial concern is if you choose that East Option, our business would be one of the businesses that would be displaced. To my knowledge, we have not been contacted by CTA. I spoke with residents on the west side of the tracks that stated that they had been contacted by CTA about exploring whether or not they would be willing to sell their property.**
  Sonali Tandon: We have not contacted anyone regarding that. So if someone had been contacted, then that's not from CTA. We just sent postcards to inform people about this meeting. We have not contacted anyone. We have these alternatives. We have not finalized on any of them and have not identified specific properties. The numbers that I have presented are just based on the maximum envelope.

- **Brad Harry: So even after the Final EIS, there's no guarantee that you'll get funding in time to go forward with this.**
  Sonali Tandon: Acquisition will not start until we have the funding and approval from FTA. The EIS gives us approval to start that acquisition, but it doesn't mean that we will start. We'll only start when we have the funding.

- **Brad Harry: Acquisition happens when you receive full funding?**
  Sonali Tandon: Yes.

- **Marc Henkel: Who's the person or entity that will determine which alternatives will be chosen?**
  Sonali Tandon: It would be CTA and FTA, based on the comments we have been getting through the public comment process, and based on our analysis. There are park impacts, historic property impacts, displacements on east versus west, and also further discussions with FTA.

- **Marc Henkel: Would aldermen be involved?**
  Sonali Tandon: We have been briefing aldermen and getting their feedback as well.

- **Brad Harry: We know that CTA has the Alderman's voice in their ear.**
  Gerald Nichols: Some years ago, we came out this way to discuss the West Option. We've spoken with Ald. Carrie Austin. She wants to go back out to the community to see if they still want that option.

- **Marc Henkel: So with the Halsted Alternative available, they still chose the West Option?**
  Gerald Nichols: Yes. We're still going to discuss all of the options to see if their minds have changed. They might want the Halsted Alternative.

- **Marc Henkel: Was there a 25 feet restriction then or was the 50 feet restriction presented at that time?**
  Sonali Tandon: Previously when we presented, it was not at this level of detail. It was a single Union Pacific Railroad option. We didn't discuss East Option versus West Option. This time around, we are discussing it in greater detail with displacements and impacts.

- **Marc Henkel: You mentioned your website a couple of times. What is the exact website where we can access this?**
  Sonali Tandon: transitchicago.com/redeis

- **Linda Cotton: You talked about the West Option. But even then, it sounds like if there is going to be a parking area, that it could be on the east side and that's the whole issue/area surrounding safety. So, could that be an impact and would it be an impact no matter what?**
  Sonali Tandon: It could be. But we are trying to identify vacant parcels for parking locations because it's more flexible. Second, we are also looking at if it's on that side and the parking is also on that side, then people would not have to cross as much. But some people who live on the East side will have to cross if they parked there. There will be more in-depth studies on the traffic movement. We've already coordinated with CDOT, IDOT, and Cook County on the traffic studies and impacts. There will be more studies conducted.

- **Brad Harry: If the East Option is chosen and this building is demolished for the project or if the West Option is chosen and this building is demolished for the project, it would be a great loss to this neighborhood. We've been here 35 years servicing the neighborhood and the city. I think the neighborhood would feel the loss of the Agape Community Center.**

- **Marc Henkel: Could there be something in the plan where the building can be relocated?**
  Sonali Tandon: In the EIS, we are also looking at community facilities that could be impacted. We would look at the potential locations for them to be relocated. We would be paying the owners the fair market value and help with relocation and costs of relocation. There are a lot of vacant parcels within the community so it should be possible to relocate them within the community.

- **Brad Harry: Great.**
  Sonali Tandon: Any other comments or questions?
  Gerald Nichols: You can also go online and put comments in there. We'll still take them.

- **Marc Henkel: Is that last slide on the website?**
  Sonali Tandon: We have this on the website.

- **Marc Henkel: Is the whole slideshow on the website?**
  Sonali Tandon: It's not exactly this slideshow. This slide is on the website. But it has additional information than what was presented today. It's called Boards. So look for Boards from the open house.

Follow Up

CTA will keep communication lines open and consider issues discussed during this meeting in the upcoming Draft EIS.

Red Line Extension Project
Community Group Meeting
DATE: 05/15/2014
LOCATION: Agape Community Center, 342 WEST 111TH STREET, 11:00am

Name	Organization	Email Address
LaVerne Horne	RNCO-Barbara Green Pres. Roseland Neighborhood Community Org	laverne1110@sbcglobal.net
Linda Cotton	Agape Center	linda.cotton@cru.org
Marc Henkel	Agape Center	marc.henkel@cru.org
Brad Harry	Agape Center	brad.harry@cru.org
Benjamin Sutton	Agape Center	bensutton73@yahoo.com
Tonya Castle	Agape Center	tdeLOVESjesus@yahoo.com
Marco Edwards	Agape Center	edwardsmarco@yahoo.

Meeting Notes

Date: Thursday, June 19, 2014

Meeting: CTA with Alderman Carrie M. Austin and 34th Ward Residents

Meeting Purpose: CTA to share RLE Project updates

Present:
Alderman Carrie M. Austin
Reverend Leonardo Gilbert
34th Ward Residents
Gerald Nichols, Chicago Transit Authority
Carole Morey, Chicago Transit Authority
Melissa Williams (note taker), CWC Transit Group

Time: 6:07 pm to 7:13 pm

Location: Sheldon Heights Church of Christ, 11325 S. Halsted Street, Chicago

Presentation Highlights
CTA staff delivered a presentation about the proposed Red Line Extension (RLE) Project that would extend the Red Line from the existing 95th Street Terminal to the vicinity of 130th Street. Representatives from the CTA discussed:

- **Project Overview and Benefits**
  The RLE Project would mean a better served far south side, by providing direct CTA rail service and reducing commute times from the project area. The project would include four new stations, a new rail yard, and bus and parking facilities at all stations. The project would encourage economic development and benefit the community by adding construction jobs and increasing access to jobs.

- **CTA is preparing an Environmental Impact Statement (EIS)**
  CTA has been evaluating the project alternatives and is preparing a Draft EIS, which will analyze the potential positive and negative environmental impacts of construction and operation of each alternative and will propose mitigation measures to minimize potential negative impacts.

- **RLE Project Alternatives and Potential Impacts**
  CTA is evaluating three options for the Locally Preferred Alternative along the Union Pacific Railroad (UPRR) tracks including an option within the existing freight right-of-way (ROW Option), an East Option, and a West

Option. CTA is also evaluating a rail alternative along Halsted Street, a bus rapid transit (BRT) alternative along Michigan Avenue, and the No Build Alternative. Potential project impacts include impacts to parks, property displacements, visual impacts, noise impacts, community character, wetlands, and historic properties.

- **Funding and Next Steps**
  The CTA will pursue a wide range of local, state and federal (New Starts) sources with the help and support of the community. Once the CTA completes the Draft EIS, a public hearing will be held to share the findings of the Draft EIS.

Questions and Comments from Meeting Participants

- **34th Ward Resident: What part of Halsted Street would be affected?**
  Carole Morey: Halsted Street would be impacted from the I-57 alignment around 99th Street on Halsted Street down to Vermont Avenue.

- **34th Ward Resident: How many parcels would be affected along Halsted Street?**
  Carole Morey: The Halsted Alternative would impact 38 total parcels. A total of 17 are homes and the remaining 21 would be commercial and industrial properties.

- **34th Ward Resident: How many streets with homes from east and west of Halsted Street would be affected?**
  Carole Morey: The structure would be elevated; therefore only parcels that are along Halsted Street would be affected. This land would be used for parking.

- **34th Ward Resident: Would the remaining properties on Halsted Street be facing the train tracks as they do along Lake Street?**
  Carole Morey: Yes.

- **34th Ward Resident: Can a portion of the Union Pacific Right-of-Way be taken?**
  Carole Morey: The Union Pacific Railroad evaluated potentially relocating but based on a study they will not be relocating. Therefore, we were left with the East and West Options.

- **34th Ward Resident: Does the Union Pacific Railroad Alternative require taking more homes?**
  Carole Morey: Yes, this alternative has the most displaced homes.

- **34th Ward Resident: What about the Michigan Avenue Bus Rapid Transit Alternative? Would you have to widen Michigan Avenue and take more properties?**
  Carole Morey: No we would not need to widen Michigan Avenue.

- **34th Ward Resident: Is the number of affected parcels based on occupied or vacant properties?**
  Carole Morey: The count includes both occupied and vacant properties. When we go back out to survey the land we would determine how many people would be displaced since that is important.

- **34th Ward Resident: Regarding noise mitigation, would considerations be taken similar to O'Hare?**
  Carol Morey: CTA is required to meet FTA's minimal noise level. CTA would try to minimize noise by using a specific type of structure. If that does not meet the requirement, then CTA may assist residents with getting the proper home insulation.

- **34th Ward Resident: Can the community impose a quiet zone; would CTA assist the community in getting it?**
  Carol Morey: I don't know the answer to that question.

- **34th Ward Resident: Would structure be at street level? Would traffic be affected?**
  Carol Morey: The structure would be elevated. Traffic would not be affected because the train would run above the street.

- **34th Ward Resident: Would there be parking available at the stations?**
  Carole Morey: Yes there would be park and rides available at the stations totaling around 3,100 parking spot.

- **34th Ward Resident: How many homes would be affected along 111th Street because of the park and ride? The main concern is safety. There could be an increase in break-ins.**
  Carole Morey: Please place all your concerns on the comment cards. We will take it into consideration.

- **34th Ward Resident: To avoid homes and businesses being affected, why the train can't go down I-57?**
  Carole Morey: The route has to go through the community in order to have a positive economic impact.

- **34th Ward Resident: Look at how long the train has been going through Englewood with no economic impacts.**
  Carole Morey: We are noting the concern.

- **34th Ward Resident: What types of business would come into the area because of the RLE Project?**
  Alderman Austin: Small businesses are encouraged to come to the area. I would rather see a multitude of smaller businesses rather than a big box business. This would be great for us to create business.

- **34th Ward Resident: Would the Halsted Alternative and the East/West Options be the only options?**
  Carole Morey: So far they are our primary options. If you feel like there is an alternative we are not considering, I encourage you to fill out a comment card.

- **34th Ward Resident: Has CTA considered placing the line down the Bishop Ford?**
  Carole Morey: In order to have an economic impact, it has to be brought through the community.

- **34th Ward Resident: Time Frame – When would an alternative be chosen?**
  Carole Morey: Hopefully in 2015. Further engineering would have to take place.

- **34th Ward Resident: How would the alternative be chosen?**
  Carole Morey: After the FTA approves the document to be published, CTA has 30 days in which people can comment through a public hearing.

- **34th Ward Resident: Would there be permanent jobs with CTA? How many jobs overall?**
  Carole Morey: There would be 2,600 to 4,600 construction jobs and there would be permanent jobs with CTA.
  Gerald Nichols: CTA is currently hiring. Please visit www.transitchicago.com

- **34th Ward Resident: Would federal and private funding be able to cover the project?**
  Carole Morey: Federal and private funding won't cover the entire cost of the project. State funding is also needed.

- **34th Ward Resident: How would the private consumers be affected? Would bus fares increase?**
  Carole Morey: CTA does not use fares to fund capital projects; this is a capital project.

Follow Up

CTA will keep communication lines open and consider issues discussed during this meeting in the upcoming Draft EIS.

Town Hall Meeting Sign -In -Sheet June 19, 2014

	Name/ Tittle	Home / Business Address	PHONE	E-Mail
1.	Mary Alma	11558 So Morgan	773 468-0667	
2.	Roosevelt + Cynthia Green	10505 S. Green St.	773 429 0471	bxerswife@sbcglobal.net
3.	Mordecai Funches, Jr	11321 So. Stewart Ave	773.468.5466	-
4.	Gary Mines	10857 S. Normal	773-744-4561	GMines71@yahoo.com
5.	Wendy Scott	12035 S. Justine	773 909 8641	savanahwm@yahoo
6.	Willie Porter	10755 S. Halsted	708-372-0057	
7.	Ellen Dotson	11201 S Peoria	773-568-2340	
8.	Martha Burchett	11442 S. Emerald Ave	773-995-0726	
9.	Daisy Reese	11429 S. Emerald Ave	773 928 0350	
10.	Rose Shutter	11346 Peoria St	773-568-9747	
11.	Lena Lee	12837 S. Peoria	773-995-5021	lenalee@att.net
12.	Leslie Harris	2456 W. Marquette Rd	773-558 6578	LHarris1074@gmail.com
13.	Connie Tinnar		773-468-7476	
14.	Tanya Hicks	10119 S. Green	773-771-3431	
15.	William Jones	10783 S. Peoria	773 675-0707	willyr483@yahoo.com
16.	Continuing on sheet	1027 W. 108 Pl	773-957-8238	

Town Hall Meeting Sign -In -Sheet June 19, 2014

Name/ Tittle	Home / Business Address	PHONE	E-Mail
1. Steve Loveless	10501 Normal		
2. Muriel Stansberry	10846 S. Union	773 785 4572	
3. Shelby Hamilton	11355 S. Racine	773-468-1613	
4. Dawn D. Colar	10641 S. Racine Ave	773 416-5397	
5. Willie Hatchett	11330 So. Green St	773 660 3915	
6. Laura Williams	956 W. 115th St.	773-821-8404	
7. BJ Gunn	10818 S. Normal	223-568-8986	
8. Doris McKinney	11313 So Peoria	773-568-0828	
9. Dominique Davis	15859 LeClaire Ave Apt C211	(773) 732-0105	
10. Reginald Jackson-Rang	10159 S. Halsted St.	(773) 239-3032	
11. PO.			
12. Carolyn Shelby	10040 S. Eberhart	773 556-5636	
13. Julie Fair	10816 S. Parnell	77-264-8394	
14. Ramona James	10736 S. Normal	773.616.9338	
15. Rev. Gwendolyn Payton	The Christian Life MBC 914 W. 119th St. Chgo. 60643	773-568-5532	Mattisonivory1@hotmail.com
16. Kenya Cason	10952 S. Emerald 60628	773-552-5819	mrscason0305@sbcglobal.net

Town Hall Meeting Sign -In -Sheet June 19, 2014

Name/ Tittle	Home / Business Address	PHONE	E-Mail
1. Celester Burton	10500 S. Normal Ave		
2. BEVERLY MARTIN	10605 S. PEORIA	(773)881-3120	
3. Emma Dixson Brow	10824 S Halsted	773 9284318	ed k sanleq 2@sbcglobal.net
4. Melissa Williams	Teinal, Inc 320 W 18th St Chicago, IL 60616	312-738-0500	mwilliams@trinalinc.com
5. Brenda morgan	10635 So. Racine	773-575-1139	
6. LARRY ANDERSON	11026 S EMERALD		
7. Jim Murrell	12231 So. Normal	773-785-7334	
8. BRENDA PRICE	12107 S Eggleston	773-468-5667	
9. Sgt. Alvin Jones	727 E. 111th Area South	773-507-3711	
10. Andrea Anderson	11439 So. May	773-991-0522	
11. Kevin McDonald	10901 S. Normal	773-568-1869	
12. Joann Curtis	12230 S. Carpenter	773 573-4489	
13. Johnson	149 WEST 115th St	773)785-6007	
14. Evelyn Woodard	946 W 115th St	773-928-7145	
15. Marie Gueller	209 W 109 Pl	773-785-7546	
16. Vanessa Griffin	12005 S. Stewart	773-676-6235	nessag27@yahoo.com

Town Hall Meeting Sign -In -Sheet June 19, 2014

Name/ Tittle	Home / Business Address	PHONE	E-Mail
1. Tony & Virginia Harvey	9814 S. Green St	773-445-4481	djr12@att.net
2. Daisy Kim	512 W. 115 St	773-995-5061	
3. Jessie Peterson	516 W. 115th St	773-785-9860	
4. Alfredo Peacock	10431 So Parnell	773-233-9387	
5. Joyce Kelley	10708 S. Sangamon	773-995-03[illegible]	
6. Alfred Broadway	11031 S Morgan	773/821-5369	
7. Ms. Marie Jeffries	11629 S. Harvard	773-732-5941	
8. Arthur Mitchum	10947 S. Normal	773-468-4903	
9. V Matthews	112th Emerald	7736009337	
10. Patricia McCain	11806 So. LaSalle	TT	
11. R+A Horne	521 W. 111th St.	7734688776	
12. Elmer Horne	" "	" "	
13. C Landis Stewart	11412 morgan	773-785-2828	
14. Ricco Coleman	11819 S. Normal	773 995-8650	
15. Eamon Davis	11610 So. Ada St	773-677-1519	
16. Neal Coleman	1238 W. 102nd Pl	773-445-0978	

Town Hall Meeting Sign -In -Sheet June 19, 2014

Name/ Tittle	Home / Business Address	PHONE	E-Mail
1. Rosie Henderson	12225 Carpenter St	7082283483	
2. Brandon Moore	4225 w. 177th	773-732-8982	
3. Antoinette Mangum	11705 So. Elizabeth	773) 928-5220	
4. Laverta Viola Shaw	10640 S Eggleston	773-785-5447	
5. Robert S. Moore	11649 So. Peoria	773-416-8487	
6. Edward Tarver	350 w. 109th St	773-264-5096	
7. PERRY JONES	10615 SO HALSTED	7732945850	
8. Eunice WALKER	11701 S. Justine	708 227-7095	
9. Annette Cain	727 W. Vermont	773-370-1116	
10. Deraine Davis	143 W. 104th St	7739285239	
11. DK Angela Scott	137 w 104 St	773 919-5727	
12. Lyretta Jones	10456 S. Normal	773-505-0571	
13. Constance Coleman Robertson	11406 S. Parnell Ave	7739955143	
14. Terence N. Johnson	337 W. 113th St.	312-678-9107	
15.			
16.			

Town Hall Meeting Sign -In -Sheet June 19, 2014

Name/ Tittle	Home / Business Address	PHONE	E-Mail
1. Clifton Holliday	11036 S. Parnell	773 764 3517	
2. V. Washington	10820 S. Parnell	773-785-2087	
3. C Cavanese	11157 S Peoria	708-846-3188	cupcake153@sbc global.net
4. Regina Kent	11437 S. Emerald	773-660-8571	R0K1948@wowway
5. Jo Ann Ashley	341 West 116th Street	773 386-1556	
6. Lynette M Roberts	11441 So May	(773)468-2889	Lynette-from IC @sbcglobal.net
7. Al Tom Logan	12016 Ind 8.0K 57	773-629-2294	al Tom L[illegible]@hotmail.com
8. Jessie mcgee vp	825 E 99th St	773-417-0313	@Global. Net Linda construction@sbc
9.			
10.			
11.			
12.			
13.			
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16.			

Appendix E
Open House Sign-in Sheets

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

Palmer Park Gymnasium
Tuesday, May 13, 2014

cta

PLEASE SIGN IN FOR THE RED LINE EXTENSION PROJECT OPEN HOUSE (PLEASE PRINT)

	NAME	ORGANIZATION	ADDRESS CITY, STATE ZIP	PHONE	E-MAIL	CHECK HERE TO ALSO RECEIVE UPDATES ABOUT OTHER RED LINE PROJECTS
1	STEVEN BARRETT	BLACK CONSTRUCTION ALLIANCE	340 NASSAU ST. PARK FOREST IL 60466	815-596-0900	STEVEBARRETT.CEO@gmail.com	✓
2	JACOB E. PETERS		2722 W. BELDEN AVE #1F CHICAGO, IL 60647	773 870-1987	jacob.e.peters@gmail.com	✓
3	ANTOINE INGRAM		143-151 E. 112th STREET	(773) 620-0585	TONEJAM@YAHOO.COM	✓
4	Lillie Muhammad	111th-112th VERNON AVE BLOCK CLUB	11220 S. VERNON 60628	773 821-8412	lillie muhammad	✓
5	JoANN WALKER	100 place	348 W. 100th PL 60628	773)228-320		✓
6	C LEWIS	/	10659 S. Normal Ave			
7	Mike Moore	clark Construction			mike moore @ clarkchicago.com	
8	LATONYA MICKENS		11311 S Eggleston	773-971-7296	lmickens8135@yahoo.com	✓
9	Sharon Pincham	West Chesterfield Comm Org	9313 S Wabash	773-264-9801	sharonpincham@gmail.com	✓
10	HERMAN ROSS		11119 S. VERNON			
11	Alonzo Anderson	West Chesterfield Comm. Org.	9336 So. Michigan Av 60619	(773) 995-9686	alonzoma7@yahoo.com	✓
12	Eugene Rogers		10763 So. SANGAMON	773-881-8824		

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Tuesday, May 13, 2014

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	NAME	ORGANIZATION	ADDRESS CITY, STATE ZIP	PHONE	E-MAIL	CHECK HERE TO ALSO RECEIVE UPDATES ABOUT OTHER RED LINE PROJECTS
1	Jasha Hardy		10214 S. Eggleston	7732383462		
2	RENNEL BLACK SR		2306 ORCHARD	708-388-4725		
3	B. Wheeler		1310 W 110th St	773-434-9453		
4	Paula Pearson	TYLIN	200 S. WACKER	3127772848		
5	DAWREW	TYLI	200 S. Wacker	3127772956		
6	Cheryl Johnson	P.C.D.	13330 S. Corliss Chgo IL 60827	773-846-4618		
7	Anand Patel	IDOT		847-705-4677	anand.patel@illinois.gov	
8	Shirley M. Evans	Resident	9242 S. Wabash	773 568-1326	shirleyevans@sbcglobal.net	
9	ANTOINETTE MCALISTER	SEEDS CENTER	11705 So. ELIZABETH	(773) 928-5220	Theseedscenter@gmail.com	
10	T Colbert		1515 RACINE			
11	Samantha Donald		251 W. 106th St Chicago IL 60628	773-864-0563	Sampetties@gmail.com	✓
12	HENRY TAYLOR	MEDIA ONE CHICAGO CITIZEN NEWS	~~1525~~ 1525 E 84TH ST CHGO IL	773-221-2512	HTAYLOR@HATAYLORANDCO.COM HATAYLOR AND CO.COM	✓

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Tuesday, May 13, 2014

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	NAME	ORGANIZATION	ADDRESS CITY, STATE ZIP	PHONE	E-MAIL	CHECK HERE TO ALSO RECEIVE UPDATES ABOUT OTHER RED LINE PROJECTS
1	Marine Eggleston	Resident	735 W 115th St IL 60628			✓
2	David Kralik	Metra	547 W. Jackson Blvd 60661		dkralik@metrarr.com	
3	George Krupa	Parsons	10 South Riverside 60606		george.krupa@parsons.com	✓
4	Kendra Smith	CMAP	233 S Wacker Dr. #800 60606		KSmith@cmapillinois.gov	✓
5	Carolyn Drummond	Resident	9412 S Perry			
6	Shawn Gowder		7533 S Winchester	773 757-9709		
7	Delecta Wilmington	Resident 7 Yrs	11543 S. Yhroop		dwilmington@sbcglobal.net	✓
8	Beth Eckerty	Resident	13208 S. Exchange		betheckerty@hotmail.com	✓
9	Renata Gulbeza-Kyles	WCCA / 95th PHO	9230 So. Indiana		MSNADA@comcast.net	✓
10	ELGIN TOWNSEND	RESIDENT	111 W 111th St.		SONNY30120@YAHOO.COM	✓
11	CHEENA CREDIT	RESIDENT	1022 W 108th St		Cheenac@aol.com	✓
12	Delores Harris	RESIDA	11731 S YALE		Delores.DH@gmail.com	

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Red Line Extension

Palmer Park Gymnasium
Tuesday, May 13, 2014

cta

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	NAME	ORGANIZATION	ADDRESS CITY, STATE ZIP	PHONE	E-MAIL	CHECK HERE TO ALSO RECEIVE UPDATES ABOUT OTHER RED LINE PROJECTS
1	GERALD DOLES	WESTBROOK CAPITAL.	P.O. Box 657 LAGRANGE, IL 60525	708 579-9696	G DOLES @ WESTBROOK CAPITAL.com	
2	JOHNNY CAVERS		10837 S NORMAL CHICAGO IL 60628			
3	Alesia Hushaw/Anna Williams		349 W. 99th Place Chicago, IL 60628	773-568 2087	ash2@sbcglobal.net	
4	Roe Hardy Jr	USOC	4455 S. King Dr.	773.285.4705	AHARDY1015@yahoo.com	
5	Vanessa Adams	FTA	200 W. Adams St	312 886 0309		
6	Marguerite Jacobs	PCR/ATTACHED FARMER/LAC/MARKET	755 E 130 PLACE	708 510 8677	MARGUERITE1955@yahoo.com	YES
7	Wayland Johnson Jr.	9th Ward Republican Committeeman	11340 S Prairie Av. 2ND FL	773 416 1503	waylandj2@sbcglobal.net	✓
8	B. EARL AGNEW		10505 S CALUMET	773-785-2714	BARNEYEARL93@AOL.COM	✓
9	Robyn Grange	Office of Cong. Bobby Rush	700 E. 79th St. Chicago 60619	773 224-6500	robyn.wheelergrange@mail.house.gov	
10	Clarence D. Williams		34 W. 115 ST. Chicago IL 60628	773-621-1350	Clarence66@wowway.com	✓
11	MICHAEL LA FARGUE	WEST CHESTERFIELD COMMUNITY ASSOC	9327 S. MICHIGAN AVE CHICAGO, IL 60619	773-251-0760	MLAFARGUE1@GMAIL.COM	✓
12	L WINFIELD		5413 ELLIS	(773)374-2665		

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	NAME	ORGANIZATION	ADDRESS CITY, STATE ZIP	PHONE	E-MAIL	CHECK HERE TO ALSO RECEIVE UPDATES ABOUT OTHER RED LINE PROJECTS
1	Donell Randle		10812 S. State St Chicago IL 60628	928 2149	don.roe44@gmail.com	
2	Edward Tarver		350 W. 109th St. Chicago IL 60628	773-412-3773	edtarver@hotmail.com	✓
3	Cedric Bell		1250 W. 112th Place, Chgo. IL 60643	773-239-2331	ceds1972@gmail.com	✓
4	Sharon Bell		〃	〃	sharonbell1250@comcast.net	✓
5	Patrick McGee		9433 S. Indiana Ave, Chi, IL 60619	773 264-1176	~	✓
6	Donald Millen		733 E 84 Pl	773 454 6458	[illegible]	✓
7	Samuel Strachan	DCP	212 E. 95th Chi.	773 928-7026	sstrachan4@cs6cglobal.net	✓
8	Cristl Simmons		10851 S. Green Chgo IL 60643	773 568 4608	cristl.simmons@cityofchicago.org	
9	Mark Assam	FTA			mark.assam@dot.gov	
10	MICHAEL SHERLEY		347 W 99th PL Chgo IL 60628	(773) 418 2545	MIKE-SHERLEY@SBCGLOBAL.NET	
11	BRENDA TAYLOR		12229 S. Lafayette Ave 60628			✓
12	Robert E. Wordlaw	Chgo Jobs Council	29 E. Madison Street	312 252-0469 ext 331	bob@cjc.net	✓

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1	JT THOMAS		10220 S. MICH	773 616-5560	JTTHOMAS1585 @ YAHOO.COM	
2	M. Elem					
3	Jerome Fleming		122 E 104th pl	773 633 8132		
4	James Northern	150	117 Pheasant rd	312 343-0923		
5	Kelli Simmons		11362 S. Bishop	—	Kelli.88@yahoo.com	
6	Erika Sellke	Chicago Park District	451 N Fairbanks Ct	312 742 5389	erika.sellke@chicagoparkdistrict.com	
7	Greg Osborne		1846 W. Superior		gosborne@epsteinglobal.com	
8	Lou Turner	UIUC	1201 W. Nevada Champaign 61801	217/972-2447	loturner@illinois.edu	✓
9	Cornelius Bailey		1110 SINdiana			
10	Carlos Estes	Prologue	134 TH Vernon	312-804-3741	carlosestes@gmail.com	
11	GWEN McCURDY		10338 S. PRAIRIE	773-203-5522	GYM1211@ATT.NET	✓
12	Arron Washington	Citizen	109th & Lowe		aarronwashington@gmail	✓

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1	Igor Sobolenker		6165 N. Winthrop Ave #21 Chicago, IL		igorst3@hotmail.com	✓
2	Jackie McDonald		9906 S State Street Chicago, IL 60628		Mack27_2000@yahoo.com	✓
3	Miranda Morgan	L.A.C	13022 S. Drexel Ave Chg IL 60827	708-201 7959	whitEmmorgan53@gmail.com	✓
4	Carlos Nelson	Greater Auburn-Gresham Development Corp	7901 So. Racine Chgo IL 60620	773 483 3696	cnelson@g2gdc.org	✓
5	CHRISTINE DUNBAR		9758 So. EGGleston	773-239-5983		✓
6	T Johnson		149 WEST 115th St		TAMJohnsonAKA@gmail.com	✓
7	Chester Wilson VI	Alderman 34th Ward	507 West 111th St	773 928 6961	CWILSON@cityofchicago	✓
8	Marita Fowler		10210 S. Eggleston	773-707-1131	MFowler128@yahoo.com	✓
9	Michael Scott		18 E. 91st Street	773 948 5545	Michael.MichaelF500@gmail.com	✓
10	Brendan Hope		7339 S. Chappel Ave	(708) 710-4997	BLHope7339@gmail.com	
11	Rev Alice Harper-Jones	Block Club	PO Box 208791	773 568-0195	alicehj19@gmail.com	✓
12	TOMMIE MEDIOUS		11834 S. PRAIRIE AVE	773 821-5537		

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	NAME	ORGANIZATION	ADDRESS CITY, STATE ZIP	PHONE	E-MAIL	CHECK HERE TO ALSO RECEIVE UPDATES ABOUT OTHER RED LINE PROJECTS
1	Eli Washington	Chesterfield Community Council	501 E 90th Pl. 19	773-651-3958	@chesterfieldinterfaith.net	✓
2	Lois Lance		10513 S. Calumet			
3	Nancy Lyles		10501 S Vernon	—	—	—
4	Roberta Walker	Citizen	11701 S. State #209 Chicago IL 60628-5301	847-800-4523		
5	Deborah Bates	citizen	9750 S. Eggleston			
6	Zach Goldhammer	South Side Weekly	1210 Hyde Park Blvd.	617-460-1765	Zgoldhammer@uchicago.edu	✓
7	Rachel Schastok	South Side Weekly			rschastok@uchicago.edu	
8	Pamela M Burden		132 E 117th Place	773 750-5694	nurseptb1996@yahoo.com	
9	Patricia Smith	DCP	212 E 95th St	7733982500	pgsmith@dcpchicago.org	✓
10	GENA SANTA	—	312 E. 111TH ST	—	—	—
11	Edith Shaw	—	110335 Parnell	773 264-4301	E_shaw@att.net	✓
12	Robert Barclay	West Chesterfield	9193 S. Burnside	7735683321		

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	NAME	ORGANIZATION	ADDRESS CITY, STATE ZIP	PHONE	E-MAIL	CHECK HERE TO ALSO RECEIVE UPDATES ABOUT OTHER RED LINE PROJECTS
1	Rosemary Wyche	Concerned Citizen Resident	322 W 101st 40628			
2	Leslie Bruce	TCA	1029 E. 130th	995-6300		
3	James Washington	President	9936 Yale	568.6188		
4	Lillian Braggs	Citizen	9635 S. Yale	773 821-1095		
5	John Kent	J. Kent Construction	8025 S Laflin	773-994-8884	JOHNKENT1028@AOL.COM	✓
6	Matthew Walker	Citizen	11163 S Vernon	(312) 731-0773	MATWALKER8@aol.com	✓
7	Annette Cain	United Neighbor	727 W. Vermont 11116	773-370-	annettecain2@yagil.com	✓
8	Geraldine Baldwin	concerned citizen	11118 So Peoria	(773) 928-3741	N/A	✓
9	William Cook	C&C Const. Co.	429 E. 91st Place	773-339-1001	WILLIAMCOOK5234@SBCGLOBAL.NET	✓
10	Willie McKenzie	citizen	10608 S. Wabash	773-928-0972	willrdmckn2@yahoo	✓
11	Melvin Thompson	The Endeleo Institute	1947 W. 95th Street	312-545-6765	mrthompson@trinitychicago.org	✓
12	Leon Jackson		10540 S. LaSalle	773-928-1120		

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	NAME	ORGANIZATION	ADDRESS CITY, STATE ZIP	PHONE	E-MAIL	CHECK HERE TO ALSO RECEIVE UPDATES ABOUT OTHER RED LINE PROJECTS
1	Martin Wilson	CSS	10825 S. Parnell	928-5377		✓
2	Dolores Chestnut	Greater Roseland (RCA) Block Club Coalition	10522 S. Vernon Av	773 928-0971		✓
3	Margaret McDonald	WCC	9405 S. Calumet Ave	773-468-3528		
4	Arlene Echols		11329 S. St. Lawrence	773-821-1637	AEchols1979@gmail.com	✓
5	Mose Bragg		9635 S Yale Ave	773-82-1095		
6	[illegible]	Friends of the Parks/DEP		773-368-8871		
7	Kevin Irvine	CTA Board	3113 W. Lawrence Ave. #B462 Chic. 60625	773-368-7713	KIrvine@transitchicago.com	✓
8	Rosemary Dean	TCA Health	11139 Sicing Dr	7735102565		
9	Amelia Taylor		341 W 99th Place Chicago, IL 60628	773-408-5960	amelia.taylor415@yahoo.com	
10	Macy Johnson		346 W. 101st Street 60628	773-264-5984		✓
11	Joseph Johnson		346 W. 101st Street 60628	773-264-5984		✓
12	Delois Coleman		134 E. 117 PL 60628	773-464-6055	C	C

DANTE SAWYER
DISTRICT REPRESENTATIVE & CHICAGO OFFICE MANAGER
CONGRESSWOMAN ROBIN L. KELLY, IL02
2419 RAYBURN BUILDING
WASHINGTON, DC 20515
(202) 225-0773
1000 E. 111TH STREET
11TH FLOOR
CHICAGO, IL 60628
(773) 568-2623
DANTE.SAWYER@MAIL.HOUSE.GOV

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	NAME	ORGANIZATION	ADDRESS CITY, STATE ZIP	PHONE	E-MAIL	CHECK HERE TO ALSO RECEIVE UPDATES ABOUT OTHER RED LINE PROJECTS
1	CARL JOSSELL		10744 WALLACE CHICAGO 60628	773 785 5784	CARL_JOSSELL AT AHEC.COM	✓
2	Lisa Granados	WGBO TV	541 N. Fairbanks	312-494 6483	lgranados@univision.net	
3	CYNTHIA ANDERSON	West Chesterfield Community	9336 S. Michigan	773 995-9686	celaine108@aol.com	✓
4	GWENDOLYN RICE		8600 S. PRAIRIE AVE	773 488-0570	gmrich-@AOL.com	✓
5	Peter Taylor	Friend of the Major Taylor RCHA	9600 S. Prairie Ave		pbtaylor27@Comcast.net	
6	MIKE OVITZ	Friends of Mike Ovitz	62 E. 91st Street	312-880-7520	INFO@MIKEOVITZ.ORG	
7	EVERETT RICE		212 E. 109th	7739928-0324	E109PRD@ACL.COM	
8	Jonathan Samuel		7245 S. Phillips #3W	(773) 536-7560	jonsamuel32@yahoo.com	✓
9	Alva Earsery		11021 VERNON 3			
10	Chrishna Horde		1520 W. 99th St		cmhorde@aol.com	
11	[illegible]				DESTA20@AOL.COM	
12	Jenny LaFargue	Westchesterfield Comm Assn	9327 S. Michigan	773-255 9164	jlafargue81@gmail.com	

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	NAME	ORGANIZATION	ADDRESS CITY, STATE ZIP	PHONE	E-MAIL	CHECK HERE TO ALSO RECEIVE UPDATES ABOUT OTHER RED LINE PROJECTS
1	Lettye W. Campbell	WCCA	9428 S. Michigan Ave	773/264-0126		
2	Willie Carter	CARTERS EXC	235 E 157 ST HAVEY LL	7735191181		
3	Tommie Lindsey JR		56 west 99th St. Chgo IL 60628			
4	Nancy Wimberly	NAACP PUSH	10531 S. Calumet Ave.	(773) 568-7900	concernedcommunitydefenders@gmail.com	
5	Georgia Bonner	104th & Green St	10423 S. Green St			
6	Eleanor Banks	10509 S. Calumet		773 785 2706		
7	Ike E Floyd	355 W 99th Pl.	~~355 W 99th Pl.~~	773 468-2932		
8	James L Floyd	355 W 99th Pl	~~355 W 99th Pl.~~	773 468-2932		
9	Willie + Arleen McGee		10424 S. Forest 60628	773 785-6893		
10	Qwanchaize Edwards	9th Ward Alderman	34 E 112th Pl	(773) 785-1100	qwanchaize.edwards@cityofchicago.org	
11	Phyllis Johnson	WCCA	9400 S Calumet	773-610-2056	PJ9400@GMAIL.COM	
12	J. Ostarello					

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	NAME	ORGANIZATION	ADDRESS CITY, STATE ZIP	PHONE	E-MAIL	CHECK HERE TO ALSO RECEIVE UPDATES ABOUT OTHER RED LINE PROJECTS
1	TERESA BARBOSA	Alderman John Pope	3522 E 106th St	773/721-1949	barbosatp@sbcglobal.net	✓
2	JONATHAN SUMMONS		10731 S. Eggleston	773(615-4946)	Jonathan.Summons1956@yahoo	
3	Hulda Swan		310 East 107 St	773)568-5595		
4	Toni Stith	None	1829 S. Bishop	773/940 6888		
5	Anita Bridge	community resident	10418 S. Eggleston	773) 580-1121	abridge1121@gmail.com	
6	DORA Engram	Lily dale First Church	12230 S. PERRY Ave	773-928-1823	d.engram@sbcglobal.net	
7	DAVID HALEY	VILLAGE OF RIVERDALE	157 W. 144th	(708) 841-2200	dhaley@villageofriverdale.net	
8	LOURDES SOLORZANO	HACIA	8236 HIGHGATE COURT ORLAND PARK IL 60462	(773)447-5559	Cadillactie@gmail.com ~~Cadillac Transportation~~	
9	Ora Floyd		9746 S Eggleston Ave Chicago, IL	773-881-4181	Orafloyd@ameritech.net	
10	ANGELA CONNER		10018 S. EBERHART CHICAGO, IL 60628	(773)568-8218	ANCONNER@SBCGLOBAL.NET	
11	Dr. Carmen Palmer	9th Ward Greater Rosedale Community Coalition	10552 S. Vernon Chgo, IL. 60628	773-785-8532		
12	C. HUNT		9947 So WENTWORTH	773-468-6114		

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	NAME	ORGANIZATION	ADDRESS CITY, STATE ZIP	PHONE	E-MAIL	CHECK HERE TO ALSO RECEIVE UPDATES ABOUT OTHER RED LINE PROJECTS
1	Bettie Lewis		9252 S Eggleston Chicago, IL. 60620	773-238-5251		
2	Tony D. Lewis Jr		1328 W 109th Chgo IL	773 340-0971		
3	Adam Eichenberger	Pace	550 W. Algonquin Rd Arlington Hts	847-228-2471	Adam.eichenberger@Pace.bus.com	✓
4	Zetta A. White	WCCA West Chester Child Dev	9440 S. Michigan Ave Chicago, IL 60619	773-264-8950		
5	Alexander Wikstrom		5122 S. University Ave Chicago, IL 60615	(917) 664-6724	awikstrom@uchicago.edu	✓
6	Deborah Pierce	CTA	11 East 103rd Pl. Chgo IL 60628	773-468-4771		
7	Betty JONES	99th Block Club.	9921 S. Yale	773-468-4019		
8	Charlean Preston	11201 So. Sangamon	11201 So. Sangamon	773-291-0931	raspberryweather647@yahoo.com	
9	Alzonia ESTES	10437 S. Green				✓
10	Siller Coleman	4350 110th ST →	60628	773-568-7718		
11	WILLIAM BAXTER	250 W 106th ST	60628	773.564.2009		
12	Rev. Alvin Love	Lilydale First Baptist	649 W 113th Chgo, IL 60628	773-785-8623	Revluv@MSN	

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	NAME	ORGANIZATION	ADDRESS CITY, STATE ZIP	PHONE	E-MAIL	CHECK HERE TO ALSO RECEIVE UPDATES ABOUT OTHER RED LINE PROJECTS
1	SAM FORD		11518 So. LASALLE		Sammiezz@yahoo.com	
2	Jeanette Slone	None			jslone6@sbcglobal.net	✓
3	Jon Evans	Rank & File Member Active Transportation Alliance	11936 South Princeton Avenue Chicago, IL 60628-6014	773-821-8142 773-844-0568	JKEJIT963827@sbcglobal.net jke.neworleans49@sbcglobal.net JKEJIT960@hotmail.com	✓
4	Charles & Stella BROWN	Resident	12 WEST 115th ST	773 928-6950 773 213-6185	creolestubbie@yahoo.com	✓
5	VICTOR JACKSON	RESIDENT	9912 So. YALE AVE	773 568 1763	VicJac2001@GMAIL.com	
6	Edward Durant	" "	310 E 107th ST	773 568 5576		
7	Jackie Jones	Jackie's CDE Service	3070 E 79th ST	773 612 4391	Jackie Jones 3070 3070 @gmail	✓
8	Mildred A. Murry	Resident	12426 S. LaSalle	773-821-8056		
9	Marlene Harper	Resident	441 W. 110th St	773-264-1690		
10	PEARLIE SPELLS	RESIDENT	10527 S. KING DR	773-660-1994		
11	ROSIE BAXTER	RESIDENT	250 W. 106th ST	773-568-3009	RB76184@gmail.com	—
12	Tyler Harris	Resident	10919 S. Eberhart St 60628	773-995-8951	tayleyc@hotmail.com	✓

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1	Erma Williams		318 W. 112th Street Chgo IL. 60628	773. 264.7860	egw @ att. net	✓
2	Mary Mott		11837 S Indiana			
3	Hanif Shakir	118th St Indiana Block Club	11837 S Indiana	773-821-4283	hshakir45@att.net	✓
4	Doris Martin	Golden Gate Homeowner Assc	13207 S. Rhodes	(773) 821-6874		
5	Ernestine Alexander	108th Parnell Block Club	10845 So. Parnell Ave	773 995-5771		
6	Beverly Martin		10605 S. Peoria St	773 881-3120		
7	Rhychell Barnes	Progress Center for Independent Living	7521 Madison St Forest Park, IL 60130	708-689-1381	RBarnes@ProgressCil.org	✓
8	Julie A. Pate	[redacted]	345 W 99 Pl	7735683760	ladyjulieann1@yahoo.com	✓
9	Daniel Pate	RETIRED CTA	345 W. 99 Pl.	773-568-3760		
10	Donald M. Branch		11607 S. Peoria St. Chicago, IL 60643	773-568-1984		
11	Rosa Pledger		12443 S. Perry Ave Chgo, IL 60628	773-568-7301		
12	Barbara Lee	99th St. Block Club	40 West 99th St Chgo 60628	773-468-8241		✓

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1	R. E. C. Richard Jones	REC	15 E 112 PL	708.862.2549	R.c.Jones@ameritech.net	
2	Karen W Jones		10314 S. Vernon	773 454-1954	KJones7208@gmail.com	
3	Carolyn L. Beasley		11315 So. Green St.	708 259-2788	cljackson1122@hotmail.com	
4	Janice Foney		9430 S. Calumet	773-264-7085		
5	Nicholas Foney		"	"		
6	* Rossi	Sun Times		3123212553	rossi@suntimes	
7	Sharon Cook	—	79E 89th ST, Chgo, IL 60619	773-846-8859		
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1	Julius McKinne	REC	Chicago 10826 S. Edbrooke 60628	773 440 9912	Julius 4 Service@aol.com	
2	Velvetta Young	DCP	400 E. 111th St. 60628	708 612-8417	y7val@aol.com	
3	Kent Merritt		8153 So. Rhodes 60619		Kmerritt29@yahoo.com	
4	Regena Jones / Wendy Jones	Youth Peace Corps	430 W. 111th Street		Rw commit equal.com Yfc 430 equal.com	
5	Deanna Burrell	WVON	1000 E. 87th St	773 336.3427	deanna@wvon.com	✓
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1	Michael Scott		18 E. 91st Street	773 949 5545	Michael Michael 950 @ gmail.com	
2	Vincent Holt		122-E-109-PL			
3	Bryan Lynch		734 N. Wells St.; 60654	312 573. 2727	bpl@blynchlaw.com	✓
4	Lawrence Moore		P.O. Box 87288, Chgo IL. 60680	—	lawrencemoore2@yahoo.com	✓
5	David E Ransburg		9228 S Main	773 457 7664		
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1	Debra Murphy		Chicago IL 60628	312 405 1584	bongold@yahoo.com	
2	DARRYL Gibson	South-Side Education Economic Development Sistems (SEEDS)	11143 S Emerald Chicago IL 60628	773 443-6925	darryl.gibson25@yahoo.com	
3						
4						
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Appendix F
Open House Meeting Photos

Red Line Extension (RLE) Project Open House Photos

Tuesday, May 13, 2014; 5:30 to 7:30 p.m.
Palmer Park Gymnasium
201 E. 111th Street, Chicago, IL 60628














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Project Alternatives:
UPRR Rail Alternative

Appendix G
Open House Meeting Materials

Comment Card

Project Factsheet

Glossary

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WE WANT YOUR INPUT

on the Red Line Extension Project

This project is one part of the Red Ahead Program, CTA's comprehensive initiative for maintaining, modernizing, and expanding Chicago's most-traveled rail line. CTA is interested in hearing your thoughts on the project. Please PRINT.

Name _____

Address _____

City _____ State _____ Zip _____

Email Address _____

☐ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

_____

_____

_____

_____

_____

_____

_____

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☐
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☐
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☐

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Additional Comments:

Thank you for attending this CTA Red Line Extension Project open house.

Comments may also be submitted via mail or e-mail to:
Chicago Transit Authority, Strategic Planning, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465

RedExtension@transitchicago.com
transitchicago.com/redeis
facebook.com/thecta
@cta

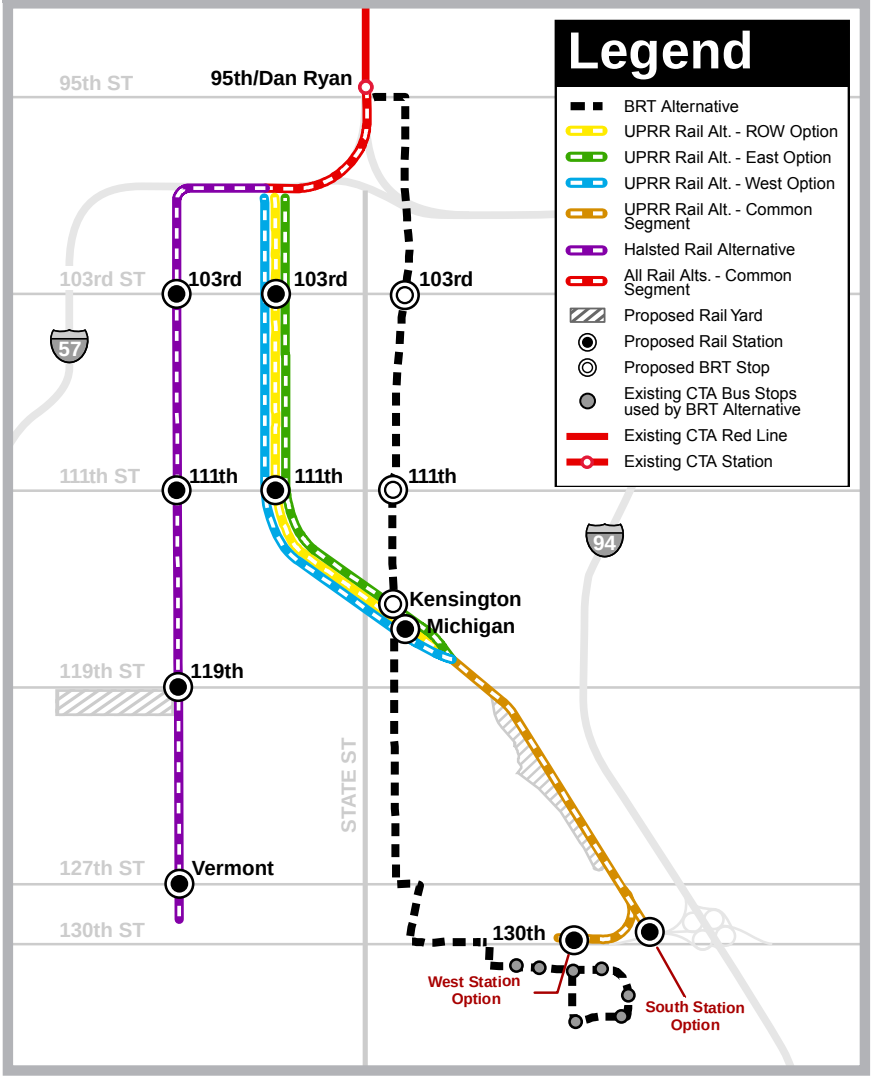
Para informacion en Espanol, llame al (312) 681-2807
Customer Information: (888) YOUR-CTA (888 968-7282)

Red Line Extension

Red Line Extension: Expanding Transit Access on Chicago's Far South Side

The Chicago Transit Authority (CTA) is proposing to add major new transit service on Chicago's South Side by extending its busiest rail line, the Red Line, south from the 95th Street Terminal to the vicinity of 130th Street. The proposed 5.3-mile extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue/116th Street, and 130th Street – each new station would include bus and parking facilities. CTA is evaluating the environmental impacts of three options for the Locally Preferred Alternative along the Union Pacific Railroad (UPRR) tracks including an option within the existing freight right-of-way (ROW Option), an East Option, and a West Option. A rail alternative along Halsted Street and a bus rapid transit (BRT) alternative along Michigan Avenue are also under evaluation.

Red Line Extension Alternatives



Why is the Red Line Extension Project important?

- ***Expanded access and service improvements*** – The Red Line Extension would improve service and transit accessibility for Far South Side neighborhoods where transit-dependent residents currently lack direct access to rail service.
- ***Reduced commute times*** – Between 2005 and 2010, commute times were, on average, 20 percent longer for those that currently live in the area that would be served by the Red Line Extension, than for other commuters in the Chicago region. The Red Line Extension would save the average commuter in the communities affected by this project 87 hours per year.
- ***Catalyst for economic growth*** – CTA estimates between 2,600 and 4,100 jobs would be created during Red Line Extension construction. In addition, new stations may serve as catalysts for neighborhood revitalization and help reverse decades of disinvestment in local business districts.
- ***Enhanced livability*** – The improvements would also provide linkages to affordable housing, jobs, services, and educational opportunities – enhancing livability and neighborhood vitality.

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Red Line Extension

Red Line Extension: Project Update

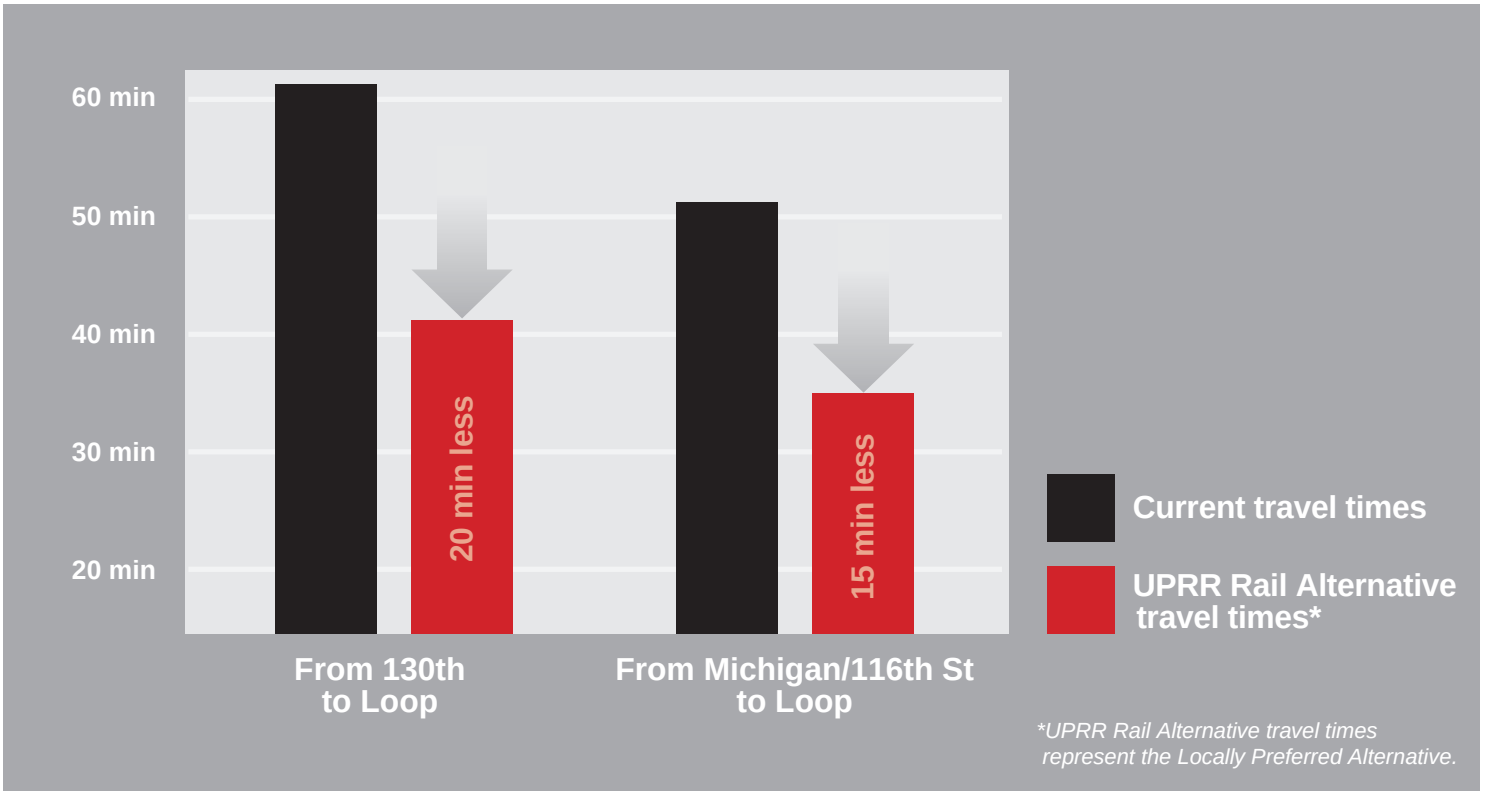
CTA is progressing on what is a multi-step federal process to secure project approval and funding. CTA has been conducting the technical environmental analysis of the project alternatives, and is preparing a Draft Environmental Impact Statement (EIS), expected to be published in early 2015. The Draft EIS will describe each alternative, explain the existing environmental setting and community context for the proposed route, and review potential positive/negative effects of construction and operation.

Following approval of the EIS, CTA can apply to the Federal Transit Administration (FTA) for entry into the Engineering Phase of this project and pursue federal funding under the competitive federal "New Starts" program. There will be future opportunities for public input as this process progresses.

Red Ahead

The Red Line Extension is part of the CTA's Red Ahead program, a comprehensive initiative for maintaining, modernizing, and expanding Chicago's most-traveled rail line. The Red Ahead program also includes the Red Line South Reconstruction Project (completed 2013), the 95th Street Terminal Project (beginning in summer 2014), the Wilson Station Reconstruction Project (beginning in fall 2014), and the Red and Purple Modernization program (currently in planning).

Estimated Travel Time Savings



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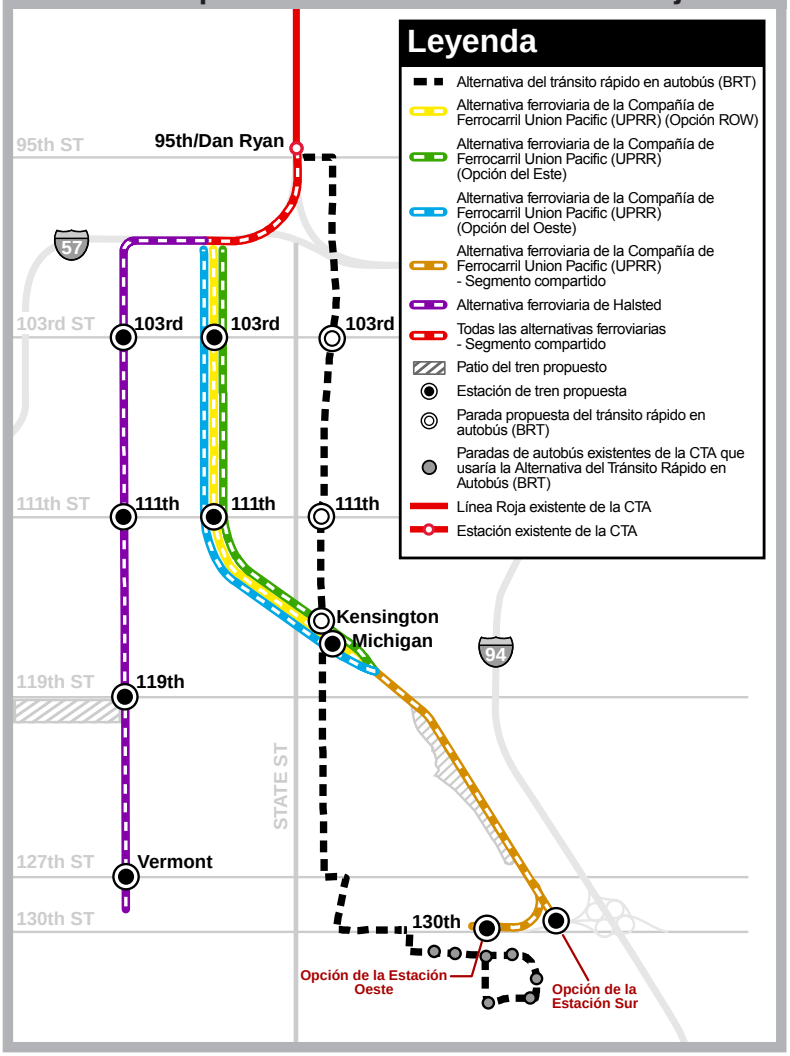
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Red Line Extension

Extensión de la Línea Roja: Extender el acceso al tránsito hasta el lado del sur lejano de Chicago

La Chicago Transit Authority (CTA) se propone agregar nuevo servicio mayor de tránsito al lado del sur de Chicago al extender la línea ferroviaria más transitada, la Línea Roja, hasta el sur desde la Terminal de la calle 95 Street hasta las proximidades de la calle 130. La extensión propuesta de 5.3 millas incluiría cuatro nuevas estaciones cerca de las calles 103, y 111, la avenida Michigan/calle 116, y la calle 130 – cada nueva estación incluiría instalaciones para autobuses y estacionamiento. La CTA está en vías de evaluar los efectos ambientales de tres opciones para la Alternativa Localmente Preferida a lo largo de la red ferroviaria de la Compañía de Ferrocarril Union Pacific ("UPRR", por sus siglas en inglés), lo cual incluiría una opción dentro de la servidumbre de cargo existente ("Opción ROW", por sus siglas en inglés), una Opción del Este, y una Opción del Oeste. Está considerándose también una alternativa ferroviaria por Halsted Street y una alternativa de tránsito rápido en autobús ("BRT", por sus siglas en inglés) a lo largo de la avenida Michigan.

Alternativas para la extensión de la Línea Roja



¿Por qué es el Proyecto de Extensión de la Línea Roja importante?

- ***Acceso ampliado y mejoras en el servicio*** – La Extensión de la Línea Roja mejoraría el servicio y la accesibilidad al tránsito para los vecindarios del lado del sur lejano donde los residentes que dependen del tránsito actualmente carecen de acceso directo al servicio ferroviario.
- ***Tiempos reducidos del desplazamiento al trabajo*** – Entre 2005 y 2010, el tiempo del desplazamiento al trabajo eran, en promedio, 20 por ciento más largo para las personas que actualmente viven en el área a que brindaría servicio la Extensión de la Línea Roja que para los otros viajeros en la región de Chicago. La Extensión de la Línea Roja ahorraría al viajero pro medio en las comunidades a quienes beneficiaría este pr yecto 87 horas por año.
- ***Catalizador para el crecimiento económico*** – La CTA calcula que se crearían entre 2,600 y 4,100 trabajos durante la construcción de la Extensión de la Línea Roja. Además, las nuevas estaciones pueden servir de catalizador para la revitalización de vecindarios y ayudaría a revertir décadas de desinversión en los distritos comerciales locales.
- ***Habitabilidad aumentada*** – Las mejoras también brindarán enlaces a la viviend asequible, trabajos, servicios, y oportunidades educativas – con el fi de potenciar la habitabilidad y la vitalidad de los vecindarios.

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Red Line Extension

Extensión de la Línea Roja: Últimas noticias sobre el Proyecto

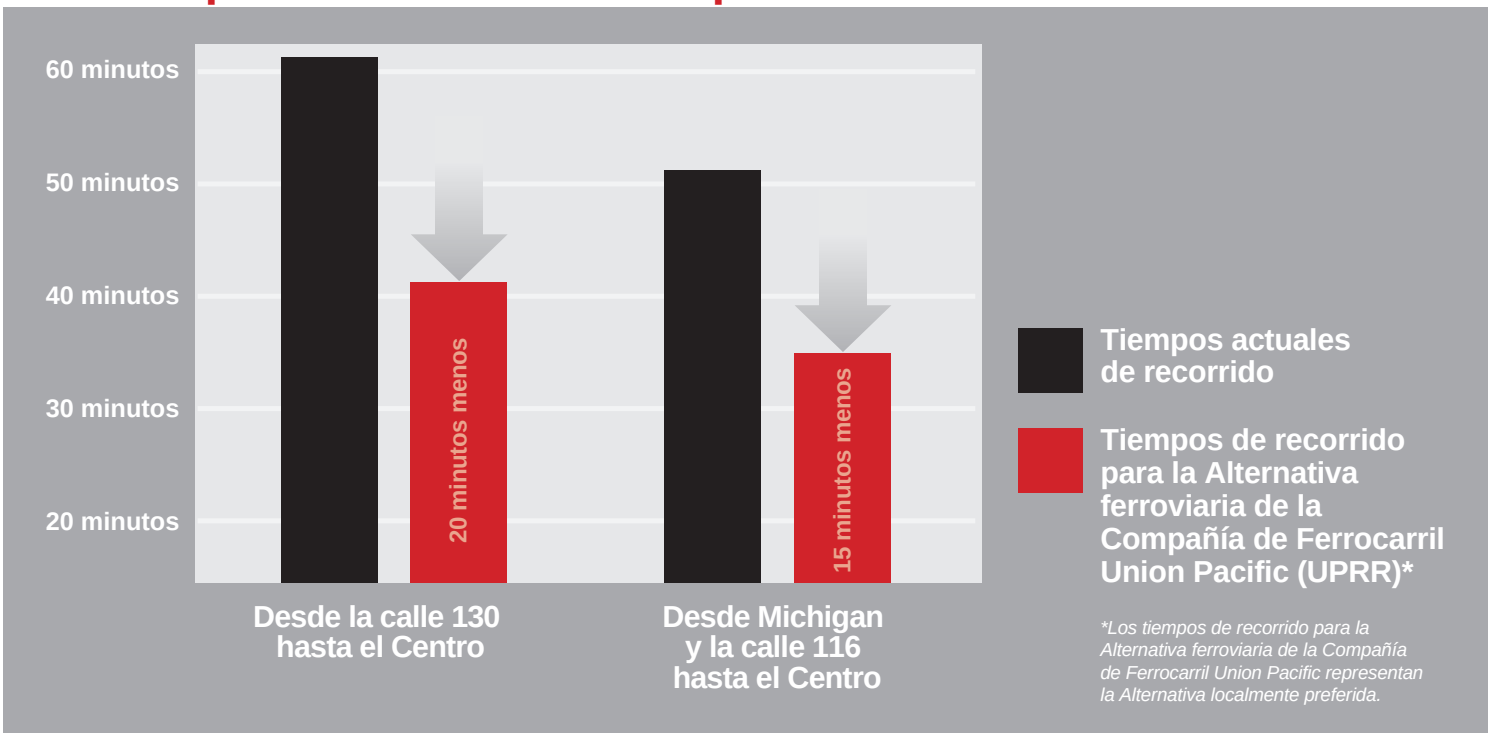
La CTA está progresando en lo que es un proceso federal de múltiples etapas para conseguir la aprobación y el financiamiento para el proyecto. La CTA está en vías de llevar un análisis ambiental técnico de las alternativas del proyecto y está elaborando una Declaración de los Efectos Ambientales en borrador ("EIS", por sus siglas en inglés), la cual se espera que sea publicada a principios del 2015. La Declaración de Efectos Ambientales (EIS) en borrador describiría cada alternativa, explicaría el marco ambiental existente y el contexto comunitario para la ruta propuesta, y repasaría los efectos positivos/negativos potenciales de las obras y las operaciones.

A partir de la aprobación de la Declaración de Efectos Ambientales (EIS), la CTA puede solicitar a la Federal Transit Administration ("FTA", por sus siglas en inglés) permiso para entrar en la Fase de Ingeniería de este proyecto y perseguiría el financiamiento federal bajo un programa federal competitivo llamado "Nuevos Comienzos". Habrá oportunidades futuras para las aportaciones por parte del público a medida que va progresando este proceso.

El Programa Red Ahead

La Extensión de la Línea Roja forma parte del Programa de Red Ahead de la CTA, una iniciativa global para el mantenimiento, la modernización y la extensión de la línea ferroviaria más transitada de Chicago. El programa de Red Ahead también incluye el Proyecto de Reconstrucción de la Línea Roja al Sur (terminado en 2013), el Proyecto de la Terminal de 95th Street (de próximo inicio en el verano de 2014), el Proyecto de Reconstrucción de la Estación de Wilson (de próximo inicio en el otoño de 2014), y el Programa de Modernización de las Líneas Roja y Púrpura (actualmente en etapa de planificación)

Ahorro aproximado de los tiempos de recorrido



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Glossary of Terms

The following are definitions of terms used as part of the Environmental Impact Statement process.

Affected Environment: The physical, biological, social, and economic setting potentially affected by one or more of the alternatives under consideration.

Alternative: One of a number of specific transportation improvement proposals or options.

Bus Rapid Transit (BRT): BRT is a bus service which provides faster, more efficient, and more reliable service than an ordinary bus line. Often this is achieved by making improvements to existing street and traffic infrastructure. Typically high-capacity, uniquely-identified buses are used.

Chicago Department of Transportation (CDOT): CDOT is the City of Chicago agency responsible for transportation.

Chicago Metropolitan Agency for Planning (CMAP): The planning organization for the Chicago region. CMAP has prepared the GO TO 2040 comprehensive regional plan that provides strategies for the regional transportation network.

Chicago Transit Authority (CTA): The CTA is an independent governmental agency created by state legislation. It operates the nation's second largest public transportation system and covers the City of Chicago and 35 surrounding suburbs. CTA is the local lead agency on the RLE Project.

Core Capacity: A new federal program to fund substantial improvements to existing transit lines that are currently (or expected to be in the next five years) at or over capacity. This means that trains and/or stations are overcrowded and additional service cannot be added without the proposed improvements. To be eligible, these projects must increase passenger carrying capacity by at least 10 percent.

Cumulative Impact: The incremental environmental impact or effect of the project when added to the impacts of other separate past, present, and reasonably foreseeable future actions.

Environmental Impact Statement (EIS): An EIS is a document that evaluates the economic, social, and environmental effects of a major proposed project. The National Environmental Policy Act (NEPA) requires an EIS to be prepared when federal funds are being sought to fund all or part of a project.

Environmental Justice: Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to transportation planning and decision-making processes, per Executive Order 12898.

Federal Transit Administration (FTA): The FTA is a division of the U.S. Department of Transportation that funds transit planning and programs. FTA is the federal lead agency on the RLE Project.

Impact: An impact is a change in the condition or function of an environmental resource that occurs as a result of the proposed alternative. An impact can be adverse (negative) or beneficial (positive), permanent or temporary.

Lead Agency: The agency or agencies responsible for preparing the EIS in compliance with the NEPA. The FTA and CTA are the lead agencies for the RLE Project.

Locally Preferred Alternative (LPA): The Union Pacific Railroad (UPRR) Rail Alternative was selected by the Chicago Transit Board as the LPA in August 2009, indicating that it is the alternative that best meets the purpose and need of the project while addressing potential impacts and other potential constraints

Mitigation: Action or measure taken to minimize, reduce, eliminate, or rectify the adverse impacts of a project, practice, action, or activity.

National Environmental Policy Act (NEPA): Requires all agencies to examine and disclose the environmental impacts of their actions, incorporate environmental information into project decisions, and use public participation in the planning and implementation of all actions.

National Register of Historic Places (NRHP): The national list of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, or culture. It is maintained by the Secretary of the Interior under authority of Section 101(2)(1)(A) of the National Historic Preservation Act, as amended.

NEPA Preferred Alternative: The NEPA Preferred Alternative will be designated following circulation of the Draft EIS and consideration of all comments received in accordance with NEPA.

New Starts: FTA's primary grand program for funding major transit capital investments, including rapid rail, light rail, bus rapid transit, commuter rail, and ferries.

No Build Alternative: The No Build Alternative refers to an alternative under which no action would be taken (no infrastructure would be built and no new management or operational practices would be instituted).

Option: One of the several possibilities for an alternative. The UPRR Rail Alternative has three options: ROW Option, East Option, and West Option, each along the same general alignment but slightly different.

Right-of-Way (ROW): In transit usage, the corridor along a railway that is controlled by a transit or transportation agency/authority.

Scoping: An early and open process for identifying the extent, variety, and significance of issues related to a proposed action in the EIS. Scoping for RLE was held in the form of public open house meetings in 2009 and the scoping report is available on CTA's website.

Section 4(f): Section 4(f) of the Department of Transportation Act of 1966 states that no transportation project should be approved which requires the use of land from a public park, recreation area, wildlife and waterfowl refuge, or historic site unless there is no feasible or prudent alternative to the use of such land.

Section 106: Section 106 of the National Historic Preservation Act deals with project effects on historic properties. It requires consultation with parties with expertise and interest in historic resources.

State Historic Preservation Office (SHPO): The official appointed or designated, pursuant to Section 101(b)(1) of the National Historic Preservation Act, to administer the State historic preservation program. The SHPO consults with state and federal agencies during the Section 106 process review. The SHPO administers the national historic preservation program at the State level, reviews National Register nominations, and maintains file data on historic properties that have been identified but not yet nominated. Agencies seek the view of the SHPO in the identification of historic properties and the assessment of the effects of a project on historic properties.

Travel Time: The time spent traveling from a place of origin to a place of destination.

Union Pacific Railroad (UPRR): The UPRR owns and operates tracks and trains that run through the project corridor along Eggleston Avenue.

Stay Involved

visit: transitchicago.com/RedEIS email: RedExtension@transitchicago.com
mail: Chicago Transit Authority, Strategic Planning, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465

More Relocation Information



Business

A business that is relocated as a result of the project may be entitled to benefits such as:

1. *Moving and Related Costs*
2. *Reestablishment Costs*
3. *Fixed Payment*

Statements applicable to all categories and benefits listed

Please keep in mind that there are specific benefit requirements that must be met to receive any of the funds mentioned above. Your assigned relocation agent will assist you to fully understand the payments and requirements.

No one may be displaced until adequate housing has been made available to them.

All persons required to move personal property, their home, or business must be given at least 90 days to vacate.

Your Local Transit Agency will establish an appeal process should you be aggrieved by a denial of benefits or if you feel the benefits are inadequate.

A message from the FTA and your local transit agency

It is sometimes necessary to acquire private property and displace persons and businesses in order to build a transit facility that will benefit the entire community. However, we will work with you to minimize the inevitable disruption that this causes. Please feel free to contact the agency and person listed below should you have any further questions.

Revised rules for the Uniform Act were published in the Federal Register on January 4, 2005. The rules are reprinted each year in the Code of Federal Regulations, Title 49, Part 24. All Federal, State and local government agencies, as well as others receiving Federal financial assistance for public programs and projects, that require the acquisition of real property, must comply with the policies and provisions set forth in the Uniform Act and the regulation.

For further information, please contact:

FEDERAL TRANSIT ADMINISTRATION



GENERAL ACQUISITION & RELOCATION INFORMATION

FTA U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL TRANSIT ADMINISTRATION

SEE THE BACK PANEL OF THIS BROCHURE FOR INFORMATION ON CONTACTING YOUR LOCAL AGENCY.



GENERAL INFORMATION

Your local transit agency may need to purchase property from you with funding from the Federal Transit Administration (FTA) in order to benefit the general public. To assure fair and consistent treatment of all persons, the FTA will require your local transit agency to follow the Uniform Relocation Assistance and Real Property Policies Act of 1970, as amended. The Uniform Act is a law passed by Congress to promote uniformity and fairness when a local transit agency must acquire property or displace persons. There are two main parts of this process:



1. *Acquisition, which is the purchase of your real estate.*
2. *Relocation which offers additional benefits should you or your business be displaced.*

Acquisition of Real Property

The purchase of real estate by a transit agency begins with the appraisal of your property. An appraiser will inspect your property to determine the value. The property owner should accompany the appraiser while making this inspection. A second appraiser will then review and approve the work of the first appraiser and will recommend a value to the local transit agency.

You should then receive a written offer to purchase your property. You will have sufficient time to consider the offer or make any counter offers that you believe is fair.

If you elect to sell your property to the local transit agency, you will be paid the full amount less any encumbrances (mortgage, lien, etc.) owed on that property. Possession of vacant property may be taken the day of closing by the local transit agency; possession of occupied property will be at an agreed future date.



Relocation



Advisory Assistance will be offered to every displaced person. A Relocation Agent will visit you to explain all of the benefits and services that you may be eligible to receive.

Below is a very brief outline of the various types of financial benefits available if you or your business are required to move.

Residential Homeowner Occupants, are those that have owned and occupied their home for at least 180 days. Typical benefits include:

1. *Moving Costs*
2. *Price Differential Payment*
3. *Increased Mortgage Interest*
4. *Incidental Closing Costs*

90 day Occupant or Tenant, is either a tenant or a homeowner that has occupied their home for less than 180 days but at least 90 days. Relocation benefits include:

1. *Moving Costs*
2. *Rental Assistance Payment/Down Payment*

Appendix H
Open House Exhibit Boards

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

Welcome to the Red Line Extension (RLE) Open House

The purpose of this meeting is to:

- Provide information on the RLE Project
- Share findings regarding anticipated project benefits and impacts
- Hear and gather your feedback and suggestions
- Discuss next steps and additional opportunities to be involved

If you have questions, feel free to ask the representatives stationed around the boards.



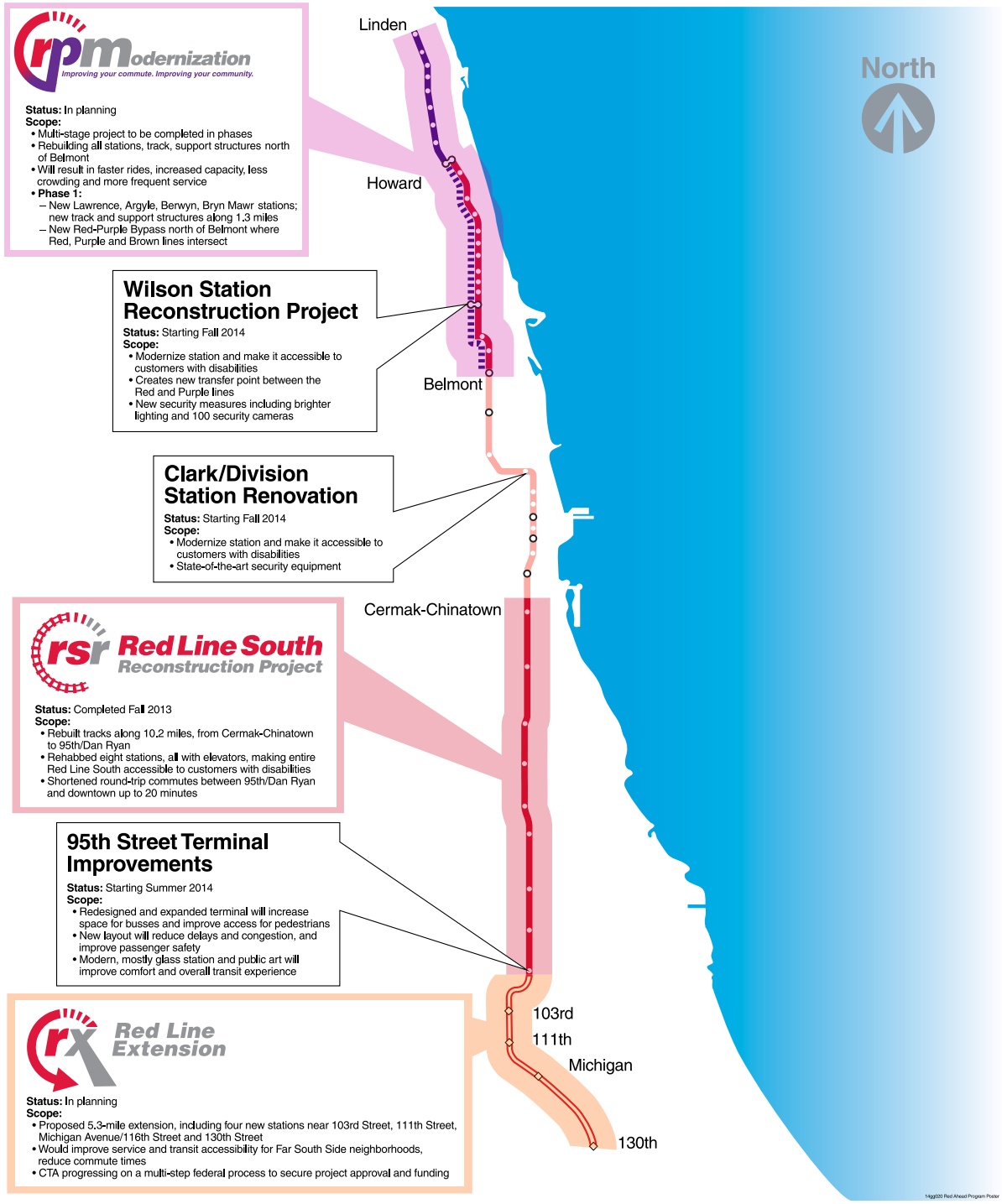
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Red Line Extension

The Red Ahead Program

Improving the Red Line from End to End



rpm Modernization
Improving your commute. Improving your community.

Status: In planning
Scope:
- Multi-stage project to be completed in phases
- Rebuilding all stations, track, support structures north of Belmont
- Will result in faster rides, increased capacity, less crowding and more frequent service
- **Phase 1:**
  - New Lawrence, Argyle, Berwyn, Bryn Mawr stations; new track and support structures along 1.3 miles
  - New Red-Purple Bypass north of Belmont where Red, Purple and Brown lines intersect

Wilson Station Reconstruction Project

Status: Starting Fall 2014
Scope:
- Modernize station and make it accessible to customers with disabilities
- Creates new transfer point between the Red and Purple lines
- New security measures including brighter lighting and 100 security cameras

Clark/Division Station Renovation

Status: Starting Fall 2014
Scope:
- Modernize station and make it accessible to customers with disabilities
- State-of-the-art security equipment

rsr Red Line South Reconstruction Project

Status: Completed Fall 2013
Scope:
- Rebuilt tracks along 10.2 miles, from Cermak-Chinatown to 95th/Dan Ryan
- Rehabbed eight stations, all with elevators, making entire Red Line South accessible to customers with disabilities
- Shortened round-trip commutes between 95th/Dan Ryan and downtown up to 20 minutes

95th Street Terminal Improvements

Status: Starting Summer 2014
Scope:
- Redesigned and expanded terminal will increase space for busses and improve access for pedestrians
- New layout will reduce delays and congestion, and improve passenger safety
- Modern, mostly glass station and public art will improve comfort and overall transit experience

rx Red Line Extension

Status: In planning
Scope:
- Proposed 5.3-mile extension, including four new stations near 103rd Street, 111th Street, Michigan Avenue/116th Street and 130th Street
- Would improve service and transit accessibility for Far South Side neighborhoods, reduce commute times
- CTA progressing on a multi-step federal process to secure project approval and funding

1-tgg020 Red Ahead Program Poster

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Red Line Extension

What is the RLE Project?

The end of the line for the CTA's Red Line South is currently the 95th/Dan Ryan Terminal.

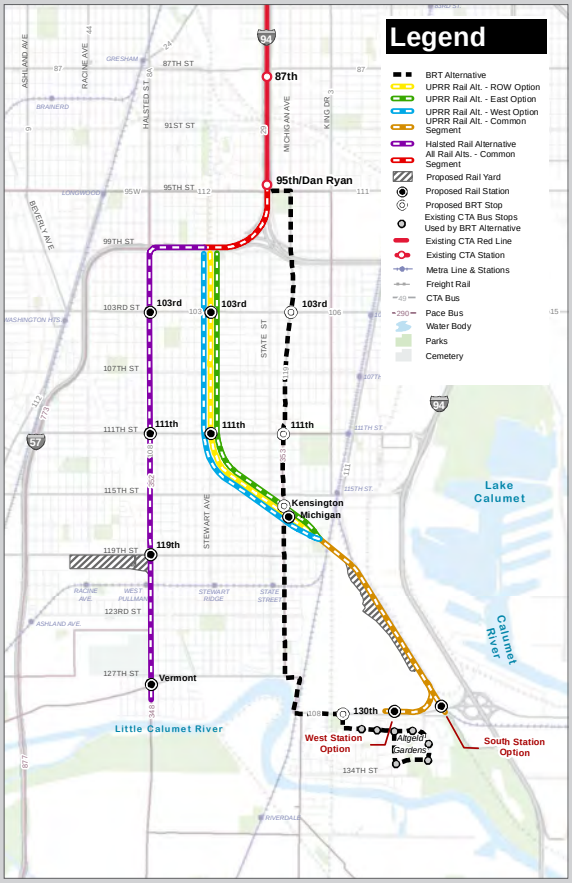
This year, construction will begin on the 95th Street Terminal Improvement Project, which will expand and greatly improve the 95th/Dan Ryan Terminal.

With the estimated $2.3B Red Line Extension (RLE) Project, CTA is proposing to extend service from south of 95th/Dan Ryan Terminal to the vicinity of 130th Street.

RLE Means a Better Served Far South Side

The Red Line Extension Project would:

- Serve a transit dependent area of the City that does not have direct CTA rail service.
- Provide a faster commute. The RLE would offer a 20-minute time savings by providing one-seat service, as opposed to the current bus-rail trip from 130th Street to downtown.
- Include four new stations, a new rail yard, plus bus and parking facilities at all stations.



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Red Line Extension

Why are we preparing an Environmental Impact Statement (EIS)?

An EIS allows the public to fully understand the potential environmental impacts and provide input before final decisions are made.

Transportation projects seeking Federal funding are required to conduct environmental analysis. An EIS is being prepared for the RLE Project by CTA and Federal Transit Administration (FTA).

Public feedback on the preliminary impacts of the alternatives is necessary to complete the Draft EIS.

The EIS includes:

- A description and comparison of alternatives
- An explanation of the existing environmental setting
- An analysis of potential positive and negative environmental impacts of construction and operation of each alternative
- Proposed mitigation measures to reduce or eliminate potential negative impacts





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Red Line Extension

Project Alternatives:
UPRR Rail Alternative

Chicago Transit Board Adopted Alternative

5.3-mile extension along the UPRR tracks

Three options:

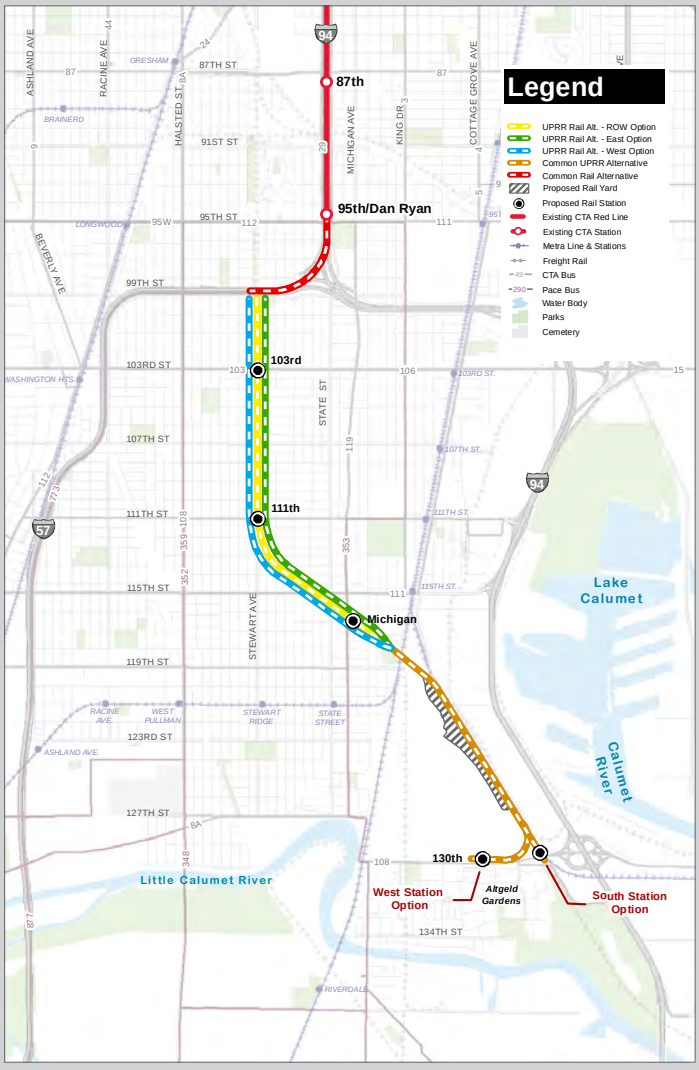
- East Option
- Right-of-Way (ROW) Option (contingent upon the relocation of UPRR, significant cost and delay TBD)
- West Option

Four stations (103rd, 111th, Michigan, 130th)

- Park & ride facilities (up to 3,700 total parking spaces)
- Bus facilities

Elevated structure from 95th Street Terminal to 119th Street, then at-grade (ground level) tracks from 119th Street to 130th Street

120th Street Yard and Shop



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Red Line Extension

Project Alternatives:
UPRR Rail Alternative

Visualizations

Existing - 115th Street and UPRR Tracks



ROW Option



East Option



West Option



Note that appearance of project elements (such as parking structures, beams, columns, etc.) in visualizations is intended to show scale of project elements. Actual construction appearance may differ based on design decisions for colors, textures, finishes, and choice of specific design features.

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Red Line Extension

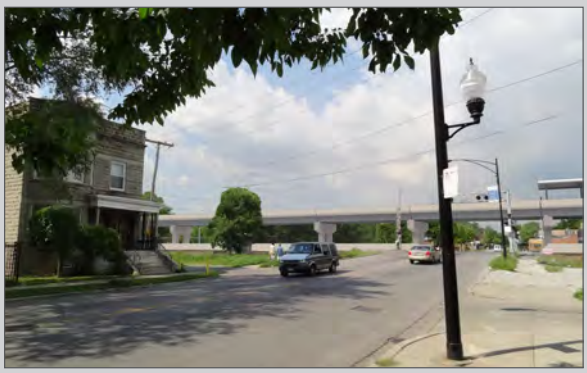
Project Alternatives:
UPRR Rail Alternative

Visualizations

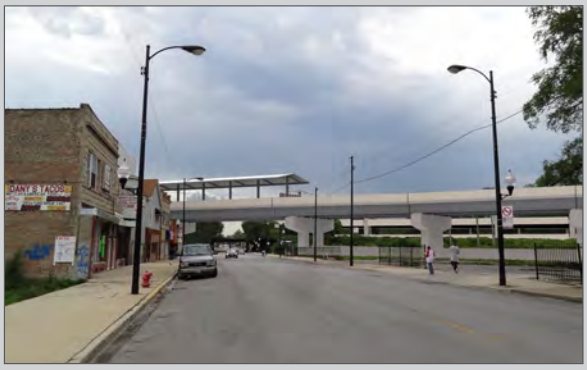
East Option - 103rd Street Station
103rd Street and Harvard Avenue



East Option - 111th Street Station
111th Street and UPRR Tracks



East Option - Michigan Avenue Station
115th Street and Michigan Avenue



130th Street Station - South Station Option



Note that appearance of project elements (such as parking structures, beams, columns, etc.) in visualizations is intended to show scale of project elements. Actual construction appearance may differ based on design decisions for colors, textures, finishes, and choice of specific design features.

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Red Line Extension

Project Alternatives:
Halsted Rail Alternative

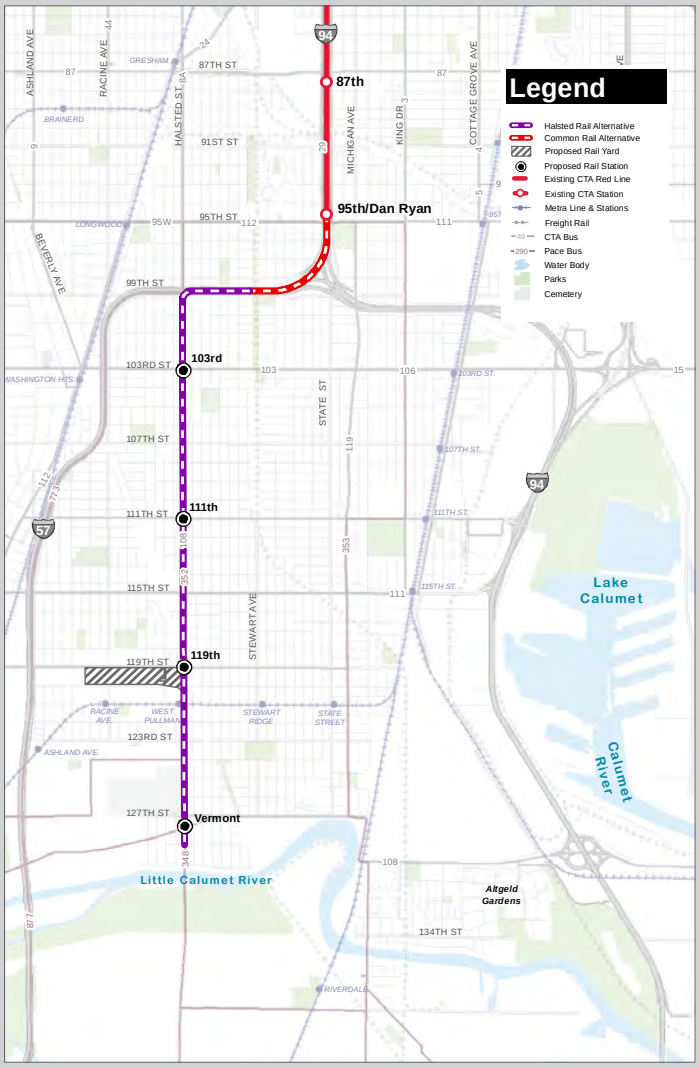
5-mile extension above Halsted Street

Four stations (103rd, 111th, 119th, Vermont)

- Park & ride facilities (up to 3,700 total parking spaces)
- Bus facilities

Elevated structure

119th Street Yard and Shop



RED AHEAD
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Red Line Extension

Project Alternatives:
Halsted Rail Alternative

Visualizations

103rd Street Station
103rd Street and Emerald Avenue



111th Street Station
111th Street and Halsted Street



119th Street Station
118th Street and Halsted Street



Vermont Avenue Station
128th Street and Halsted Street



Note that appearance of project elements (such as parking structures, beams, columns, etc.) in visualizations is intended to show scale of project elements. Actual construction appearance may differ based on design decisions for colors, textures, finishes, and choice of specific design features.

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Red Line Extension

Project Alternatives:
BRT Alternative

5.5-mile long Bus Rapid Transit (BRT) Route along Michigan Avenue

The BRT Alternative is a "low cost" alternative. It would run along Michigan Avenue, which has one of the CTA's busiest bus routes.

Four BRT stops

- Improved bus shelters (103rd, 111th, Kensington, and 130th)
- Park & ride facilities (up to 2,800 total parking spaces)

Bus route would continue through Altgeld Gardens making existing stops

No dedicated bus lanes; parking lanes would be removed in some locations



No Build Alternative

The No Build Alternative is used to compare the other alternatives to the current state and existing service. No new infrastructure would be built.

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Red Line Extension

Potential Impacts to Parks

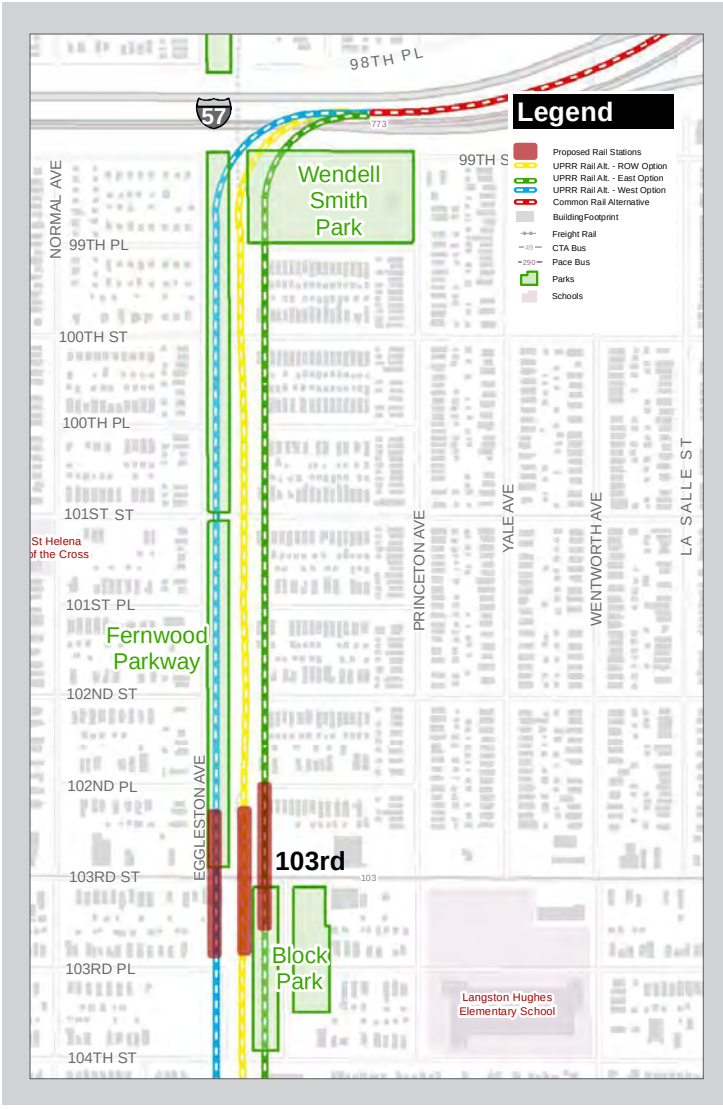
Only the UPRR Rail Alternative would impact parks.

Parklands Affected by UPRR Rail Alternative Options

Parkland	East Option	ROW Option	West Option
Wendell Smith Park	0.4 acres	0.2 acres	0.2 acres
Fernwood Parkway	-	-	1.9 acres
Block Park	0.8 acres	-	-
Total	*1.2 acres*	*0.2 acres*	*2.1 acres*

Preliminary Mitigation Strategies

Coordination with Chicago Park District is ongoing to identify mitigation including improvements to other parklands or replacement parklands nearby.



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Red Line Extension

Potential Property Displacements

Construction of the project would require the acquisition of property.

Permanent Displacements by Alternative

	UPRR East Option	UPRR ROW Option	UPRR West Option	Halsted	BRT
Affected Parcels without Building Displacements	149	112	144	72	49
Affected Parcels with Building Displacements	110	22	51	38	3
(Residential Building Displacements)	(95)	(17)	(30)	(17)	(1)
Total Affected Parcels	*259*	*134*	*195*	*110*	*52*

Impacts presented are:

- Based on Conceptual Engineering and represent maximum impacts on all alternatives
- For the purposes of comparing alternatives and will be confirmed in the Final EIS following more detailed conceptual design of the single NEPA preferred alternative

All major transit construction projects have impacts:

- The Brown Line Expansion had 40 building displacements
- The RPM Program (Phase One) may displace 19 buildings

Preliminary Mitigation Strategies

Property owners would be paid not less than fair market value for their land and buildings, and may be eligible for compensation equal to the original purchase price of the property. They would also be assisted in relocating their businesses or dwellings, per the Federal Uniform Act on relocation assistance and property acquisition.

When a single alternative or option is chosen, CTA will work with the community and property owners to minimize property impacts.

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Potential Noise Impacts

Noise Impacts by Alternative

	UPRR East Option	UPRR ROW Option	UPRR West Option	Halsted	BRT
Moderate and Severe Noise Impacts	None	None	None	Moderate impacts would remain after mitigation	Moderate impacts south of 120th Street
Vibration Impacts	None	None	None	None	None

Moderate Noise Impacts: The change in noise would be noticeable but might not be sufficient to cause a strong, adverse community reaction
Severe Noise Impacts: A significant percentage of the population would be highly annoyed by the change in noise

Preliminary Mitigation Strategies

Continuous welded rail

- Fewer joints mean a smoother and quieter ride



Jointed Rail versus Welded Rail

Closed deck structure

- Limits noise beneath the elevated tracks



Open Deck versus Closed Deck

Noise barriers

- Absorb railway noise

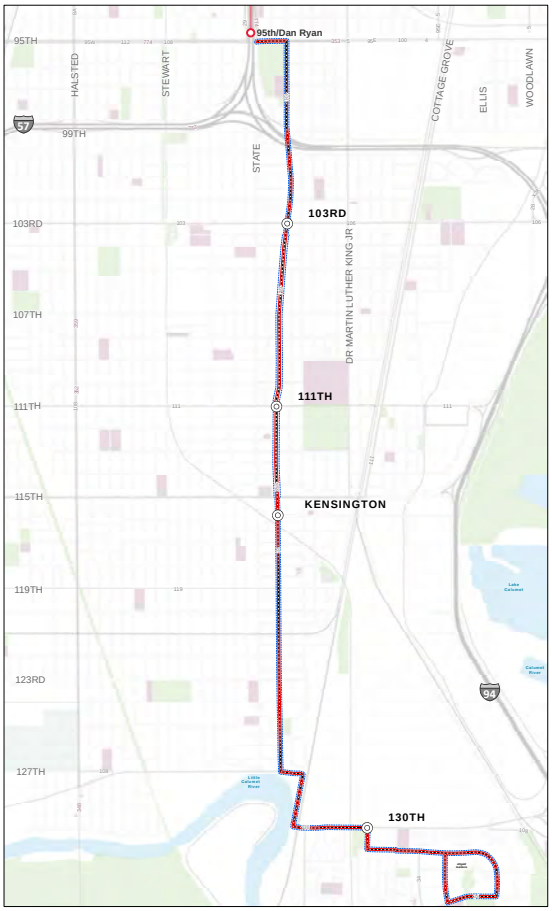


Noise Barriers

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Potential Noise Impacts and Mitigations

BRT Alternative



UPRR Rail Alternative East Option



Legend

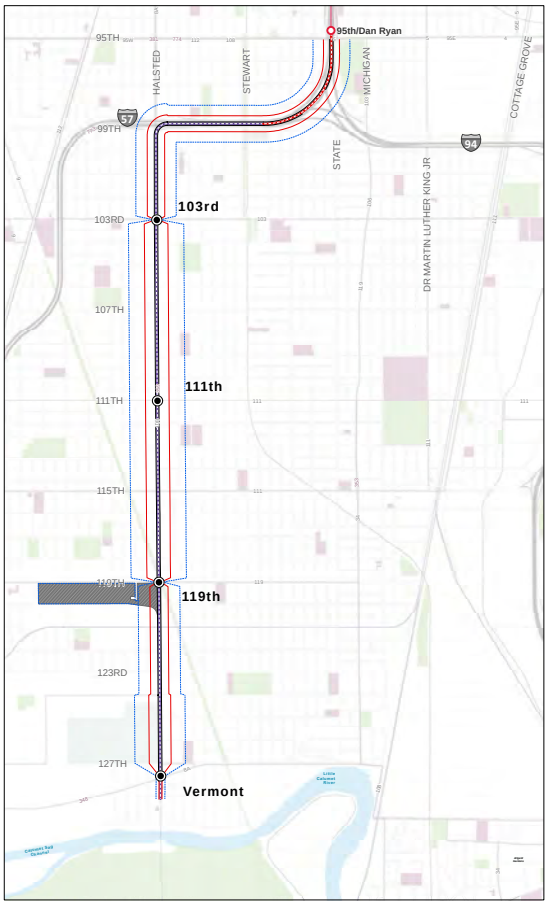
- Mitigation - Noise Barriers
- Noise Contours
  - Moderate Impact
  - Severe Impact
- Common Rail Alternative
- Common UPRR Alternative
- UPRR Rail Alt. - ROW
- UPRR Rail Alt. - West Option
- UPRR Rail Alt. - East Option
- Halsted Rail Alternative
- BRT Alternative
- Proposed BRT Stop
- Existing CTA Red Line
- Existing CTA Station
- Metra Line & Stations
- Freight Rail
- CTA Bus
- Pace Bus
- Water Body
- Parks
- Cemetery
- Schools

Impacts presented are based on Conceptual Engineering and represent maximum impacts. Impacts and mitigations will be confirmed in the Final EIS following more detailed design of the NEPA preferred alternative.

UPRR Rail Alternative West Option



Halsted Rail Alternative



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Potential Visual and Community Impacts

Visualizations

UPRR Rail Alternative

	West Option	East Option
Existing		
Visualization		

102nd Place and Eggleston Avenue

117th Street and Prairie Avenue

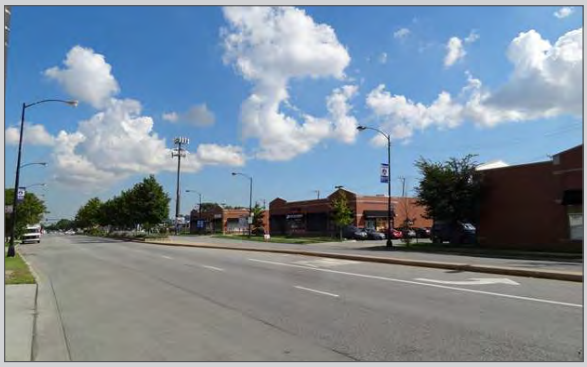
Note that appearance of project elements (such as parking structures, beamvs, columns, etc.) in visualizations is intended to show scale of project elements. Actual construction appearance may differ based on design decisions for colors, textures, finishes, and choice of specific design features.

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Potential Visual and Community Impacts

Visualizations

Halsted Rail Alternative









Existing

Visualization

100th and Halsted Streets

Vermont Avenue and Halsted Street

Note that appearance of project elements (such as parking structures, beams, columns, etc.) in visualizations is intended to show scale of project elements. Actual construction appearance may differ based on design decisions for colors, textures, finishes, and choice of specific design features.

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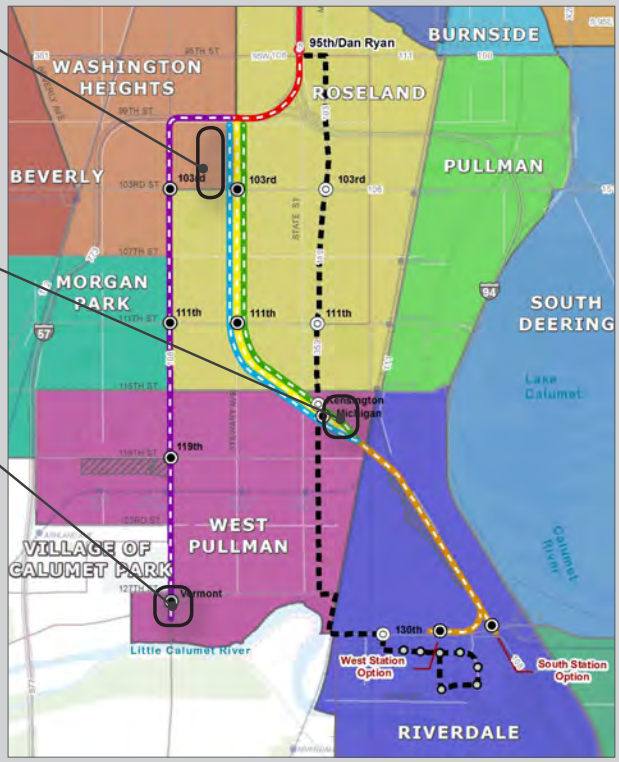
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Potential Visual and Community Impacts

UPRR West Option
Roseland and Washington Heights communities

UPRR East Option
West Pullman community

Halsted Rail Alternative
West Pullman community



Preliminary Mitigation Strategies

- Provide new landscaping or other urban design amenities
- New structures would reflect the character of neighborhoods or communities to the extent feasible
- Careful placement of exterior lighting adjacent to residential communities
- Construction best management practices including maintaining vegetation and debris-free construction areas

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Potential Effects to Historic Properties

- Historic experts evaluated a sample of 541 properties near the project alternatives
- CTA/FTA invited interested parties to help evaluate potential historic resources
- CTA/FTA identified two historic districts and 13 properties that have been recommended for inclusion on the National Register of Historic Places

Adverse Effects by Alternative

	UPRR East Option	UPRR ROW Option	UPRR West Option	Halsted	BRT
Effected Properties	0	0	0	4 adversely effected after mitigation *but not demolished*	0

Preliminary Mitigation Strategies

Consultation with the State Historic Preservation Office and other interested parties is ongoing to confirm effects and identify mitigation strategies.

An adverse effect occurs when a project alters (directly or indirectly) any of the characteristics of a historic property that qualify it for the National Register, diminishing the integrity of its location, design, setting, materials, workmanship, feeling, or association.



931 W. 120th Street (Fire Department Engine House)



12433 S. Halsted Street (S.S. Peter and Paul Church)



12540 S. Halsted Street (Cedar Park Cemetery)



10227 S. Halsted Street (Former Classic Revival Substation)

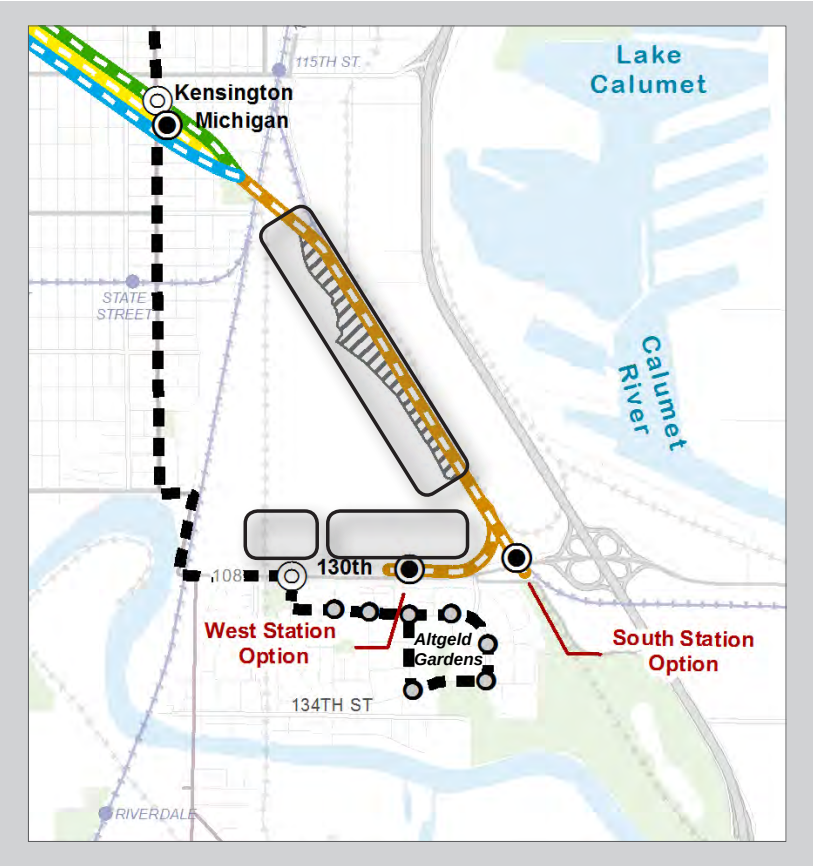
These properties will not be demolished but would have potential adverse effects due to potential visual, noise, or construction impacts.

Impacts to Wetlands

Impacts to potential wetlands could occur at the UPRR 120th Street yard and shop, the West Station Option, the South Station Option, and/or the BRT 130th Street park & ride. Impacts to wetlands have not yet been confirmed.

Preliminary Mitigation Strategies

- Replace, restore, enhance, or preserve wetlands



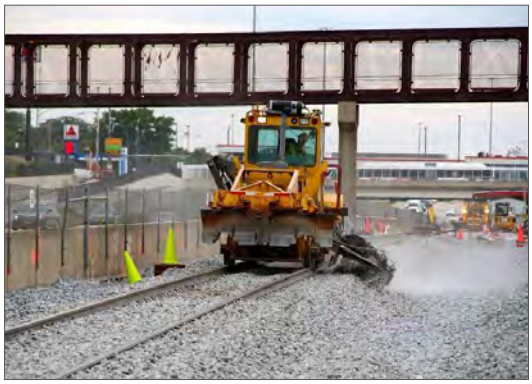
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Temporary Construction Impacts

Preliminary Mitigation Strategies

- Notices of noise-generating activities would be posted
- Road closures would be announced
- Special advertising for affected businesses
- Limited idling of construction vehicles
- Alternative parking provisions



Minimal Impact Areas

- Land Use
- Safety & Security
- Environmental Justice
- Energy
- Transportation
- Water Resources
- Biological Resources
- Hazardous Materials
- Air Quality

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RLE Project Benefits

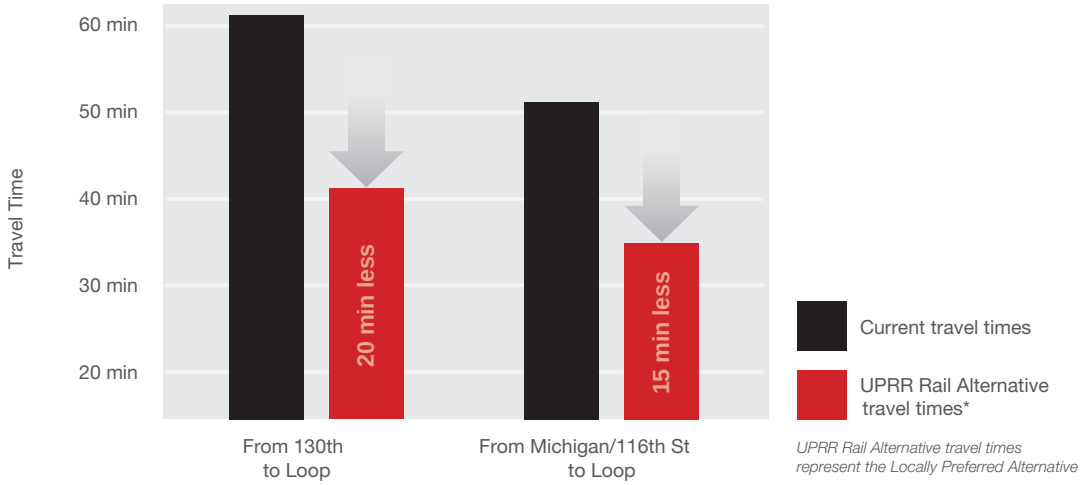
- Increase access to affordable housing, hospitals, schools, and other community facilities
- Encourage community investment and economic development
- Create direct construction jobs
  - Rail alternative estimated to create 2,600 to 4,100 jobs
- Increase access to jobs
  - Newly accessible jobs within an hour commute of the proposed 111th Street station would increase by 56% (CMAP 2012)

Ridership Benefits

	UPRR (All Options)	Halsted	BRT	No Build
Estimated Annual Trips*	13,000,000	12,000,000	1,000,000	0

**Rides taken on the RLE (95th Street to 130th Street)*

Travel Time Savings



UPRR Rail Alternative travel times represent the Locally Preferred Alternative

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Project Development Process

Conceptual Development
2006 ✓

Alternatives Analysis Study
2006 - 2009 ✓

Environmental Impact Statement Process

Public Scoping Meetings
September 2009 ✓

Prepare Draft EIS
2012-2014 — We Are Here

RLE added to CMAP *GO TO 2040* Regional Plan

Publish Draft EIS and Seek Public Comment
Planned for 2015

Next step

Final EIS
FTA issues Record of Decision*

Apply to FTA New Starts Project Engineering Phase and Complete Engineering*

Receive Full Funding Grant Agreement from FTA*

Construction*

Open for Operation

**Dependent on funding and approvals*

Continuing dialogue with the public

Incorporate public feedback into Draft EIS → Complete and publish Draft EIS → Hold public hearing → Incorporate comments into Final EIS → Complete and publish Final EIS → Record of Decision by FTA

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Stay Involved

To provide your input, fill out a questionnaire and place it in the box provided.

Join Contact List: At the sign-in desk


RedExtension@transitchicago.com


transitchicago.com/redeis


facebook.com/thecta


@cta

Mail:

Chicago Transit Authority
Strategic Planning, 10th Floor
567 W. Lake Street
Chicago, IL 60661-1465

Appendix I
Comments Received

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WE WANT YOUR INPUT
on the Red Line Extension Project

This project is one part of the Red Ahead Program, CTA's comprehensive initiative for maintaining, modernizing, and expanding Chicago's most-traveled rail line. CTA is interested in hearing your thoughts on the project. Please PRINT.

Name Jon K. Evans

Address 11936 South Princeton Avenue

City Chicago State IL Zip 60628-6014

Email Address jkeiit96382 7@sbcglobal.net jkeneworleansgp 9l@att.net
JKEIIT96@hormail.com

☒ Check here to also receive updates about other projects along the Red Line.

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

I have resigned myself to the fact that the Red Line Extension is years away from completion. In the INTERIM, I propose a TEMPORARY RED LINE EXTENSION via one of the following routes

A State; 103rd Westworth, 119th, Michigan 127th, Indiana & 130th between 95th Street and FOMOCO

B State, 127th Indiana, 130th,

BOTH: Stops would be limited to 103rd, 107th, 111th, 115th, 119th 127th; METRO WATER, and FOMOCO

OVER →

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park (99th Street / Princeton Avenue)	☐	☐	☐	☐	☐	☐
Fernwood Parkway (Eggleston Avenue between 99th and 103rd Street)	☐	☐	☐	☐	☐	☐
Block Park (103rd Street / Harvard Avenue)	☐	☐	☐	☐	☐	☐

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Additional Comments:

1 Michigan Avenue is WAY TOO Narrow for a BRT of any kind

2 Halsted Street is MUCH BETTER SUITED for a BRT, a Subway, or an overhead system, A Light Rail should be avoided Remember the 1950 Streetcar Crash @ 63d & State

3 My proposed Halsted Street BRT should run from the GRESHAM Metra (Rock Island) Station @ 86th Vincennes and Halsted to FOMOCO via Vermont, 127th Indiana and 130th Streets with stops @ 95th 99th 103rd 107th 111th 115th 119th 123rd 127th Vermont Halsted Bus Terminal State/Michigan, Metro Water Reclamation and FOMOCO

SUMMARY & SYNOPSIS

The area between 79th Street to the Southern City Corporate Limits and between Ashland and the State Line IS A TRANSIT DESERT SOME FORM OF INTERIM RAPID TRANSIT IS NECESSARY That interim system should be implemented most quickly at the lowest possible cost. It should also be a 24/7/365-6 alternative

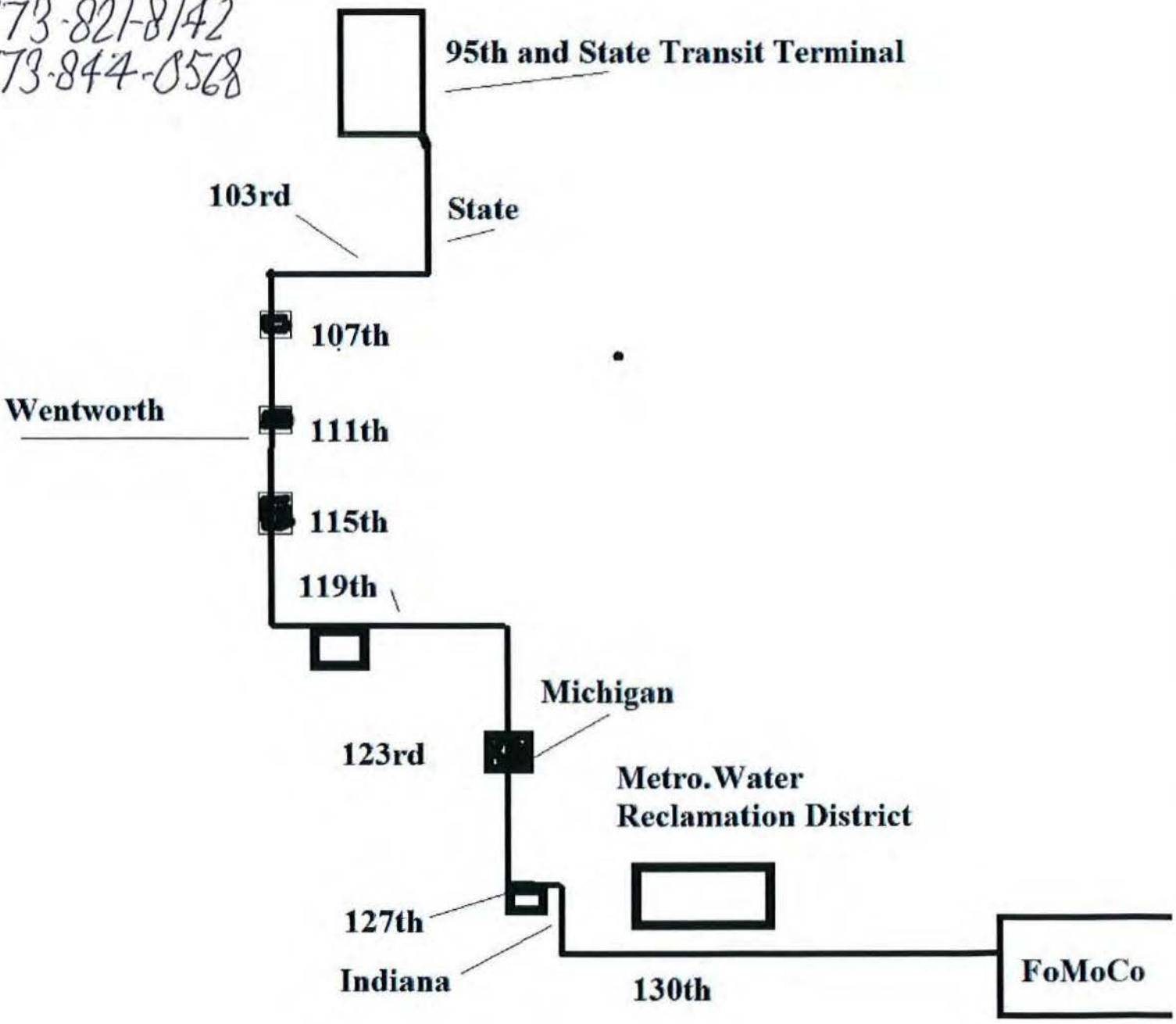
Thank you for attending this CTA Red Line Extension Project open house.

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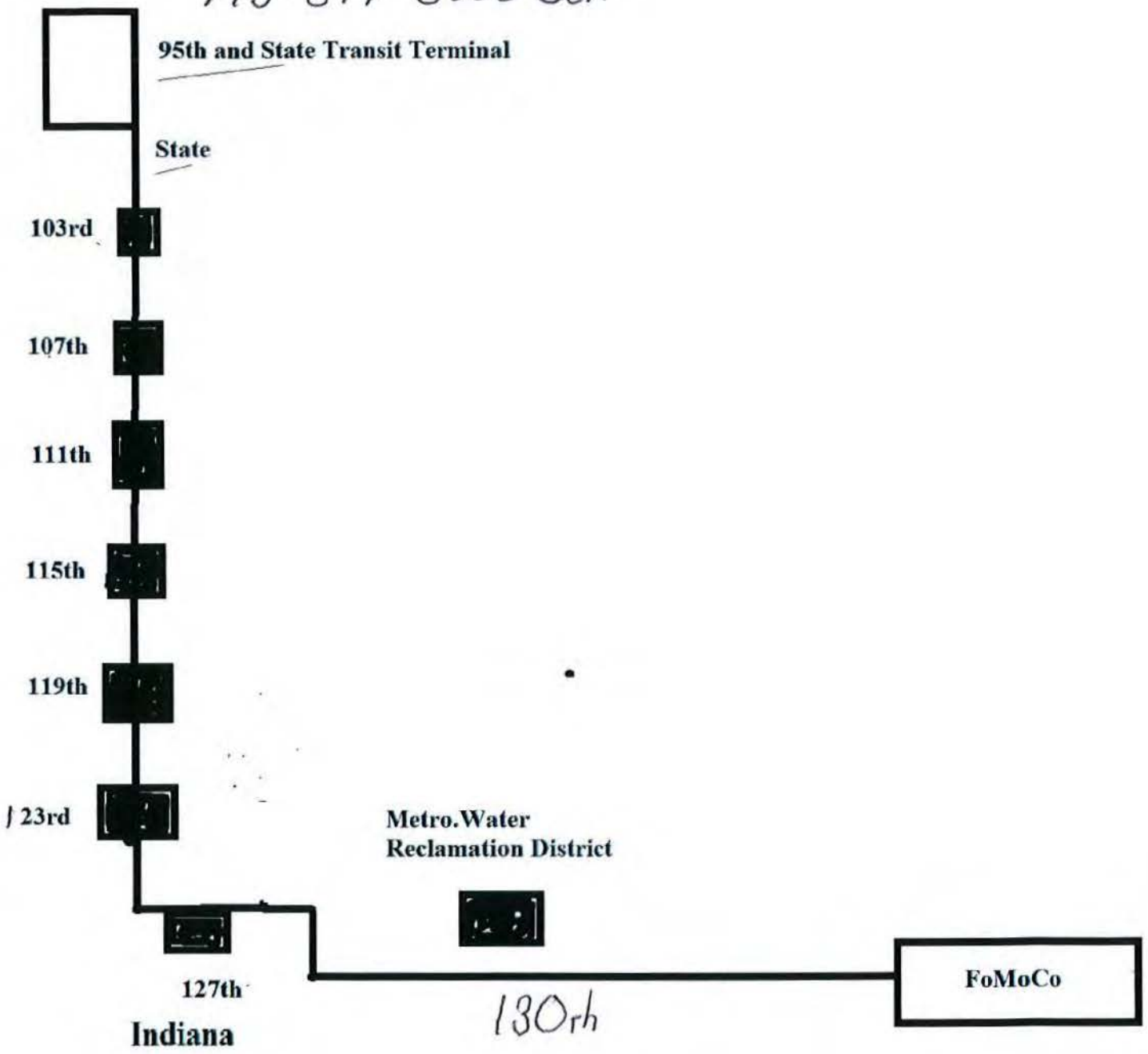
Jon Evans
11936 South Princeton Avenue
Chicago Illinois 60628-6014
773-821-8142
773-844-0568



Temporary Bus Rapid Transit Red Line Extension

Jon Evans
11936 South Princeton Avenue
Chicago Illinois 60628-6014
773-821-8142
773-844-0568 Cell

OR



Temporary Bus Rapid Transit Red Line Extension

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Name Alexander Wikstrom

Address 5122 S. University Ave.

City Chicago State IL Zip 60615

Email Address awikstrom@uchicago.edu

☑ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

- The rail alternatives must be pursued. The "BRT" Line may not have a dedicated lane which means it would get stuck in traffic.
- If the UPRR Alternative is pursued, pedestrian access must be addressed for 130th street. It's not pedestrian friendly at the moment.
- Parking should be minimal at best. Creating large parking lots adjacent to the sidewalk is poor planning because it is not pedestrian friendly. Areas around stations should have (cont.)

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park (99th Street / Princeton Avenue)	☐	☐	☐	☐	☐	☑
Fernwood Parkway (Eggleston Avenue between 99th and 103rd Street)	☐	☐	☐	☐	☐	☒
Block Park (103rd Street / Harvard Avenue)	☐	☐	☐	☐	☐	☒

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Additional Comments:

(cont. from last page) street-level, pedestrian-oriented retail or be mixed with housing. Parking lots would exclude the possibility for Transit Oriented Development on either rail alternative if they are large and sidewalk adjacent.

- I have seen extremely long trains on the UPRR passing through. Could pedestrian underpasses or bridges be constructed? They are long trains that block the intersections, making it impossible to pass.

Thank you for attending this CTA Red Line Extension Project open house.

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facebook.com/thecta
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Name Mrs. Dora Engram

Address 12230 S. Perry Ave

City Chicago, State IL Zip 60628-6827

Email Address d.engram@sbcglobal.net

☑ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

I want to see the Red Line Extension happen. It will help residents get downtown faster and handicapped people can travel easier without having to use the bad transit system. This will also improve the economy in the Greater Roseland/West Pullman area. We need jobs

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☒
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☒
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☒

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Additional Comments:

ANP revitalization like community gardens on the North side.

What is the target date for this project?

Please let me know when the next meeting will be held

Please hire the residents in our neighborhood to complete this work.

Lastly I would like to see the Red Line Run along the ~~Red~~ existing tracks.

Thank you for attending this CTA Red Line Extension Project open house.

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Name Anna Williams

Address 349 W. 99th Place

City Chicago State IL Zip 60628

Email Address ash2@sbcglobal.net

☐ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

I want to know about the impact on my house, if there is an additional train that goes by every 10 min 24/7. My house already shakes from the freight train, I do not want additional vibration to distribute my house any more. How many homes will have to be remove if the train goes along side UPRR? There need to be several different meeting before the project is in final preparation.

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☒	☒	☒	☒	☒	☐
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☐
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☐

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Additional Comments:

Please take into consideration that most people who live around this new Red Line Extension are older & retired, and on a fix income. Asking these people to move, you should take into consideration the market value, offering them relocation cost and 50 portion of the closing cost. Do not be insensitive to the fact that these people lived here most all their life, and to up root them will affect them emotional. Do not make these decision based on profit but also people life. I would think going down Halsted would be a better decision, this way people won't have to move.

Thank you for attending this CTA Red Line Extension Project open house.

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Name Rosa Pledger

Address 12443 S. Perry Ave

City Chicago State IL Zip 60627

Email Address redple@comcast.net

☑ Check here to also receive updates about other projects along the Red Line.

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

The BRT alternative is my preference as it adds to the existing service. Without knowing if there would be bus lines to support access to the proposed rail lines it is not possible for me to see how the rail lines would improve the current situation. I am saying this based on the premise that either the Halsted or Michigan Ave bus service

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park (99th Street / Princeton Avenue)	☐	☐	☐	☐	☐	☑
Fernwood Parkway (Eggleston Avenue between 99th and 103rd Street)	☐	☐	☐	☐	☐	☑
Block Park (103rd Street / Harvard Avenue)	☐	☐	☐	☐	☐	☑

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Additional Comments:

would be discontinued based on whether the UPRR rail or Halsted rail is built. While all of the plans would reduce traveling times, they also reduce access to the service, as the stops would be severely reduced. Perhaps in the future you can let the public know what supportive bus service, if any, would be available.

Thank you for attending this CTA Red Line Extension Project open house.

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Name Williams, Erma

Address 318 W. 112th STREET

City CHICAGO State IL Zip 60628

Email Address egw@att.net

☒ Check here to also receive updates about other projects along the Red Line.

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

My Comment and Request is to construct the Red Line down the East Side of the UPRR past 112th Street. When This Project is completed. the people will have better and more means to travel. The Halsted plan should be cancelled. I'm ready to sell my home and move on to better living. If anyone is

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☒
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☒
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☒

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Additional Comments:

Interested in purchasing for the future plans
Be my guest.

Thank you.

Thank you for attending this CTA Red Line Extension Project open house.

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Name Mary White

Address _____

City _____ State _____ Zip _____

Email Address _____

☐ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

_____

_____

_____

_____

_____

_____

_____

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☐
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☐
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☐

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Additional Comments:

My main concerns are you had your house built and now paid for and now your home is going to be taken away and you wont get enough money to pay it in full for a home at todays prices. We don't want to sell our property a very low price and dont even come up or left with anything extra.

Be fair to all.
God Bless you

Thank you for attending this CTA Red Line Extension Project open house.

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Name PHYLLIS A JOHNSON

Address 9400 S. CALUMET

City CHICAGO State IL Zip 60619

Email Address PJ9400@GMAIL.COM

☒ Check here to also receive updates about other projects along the Red Line.

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

- BRT IS UNACCEPTABLE
- I AM CONCERNED THAT CTA OR THEIR MGRS. of existing PARK + Rides (ARCHER, OAKWOOD, Logan Sq - BLUE)
- I AM CONCERNED THAT CTA WILL NOT TAKE THE COMMUNITIES NEEDS INTO ACCOUNT AFTER THE DUMT ELS IS COMPLETED.
- I AM CONCERNED ABOUT MITIGATING AIR POLLUTION DURING CONSTRUCTION + OPERATION

(OVER)

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park (99th Street / Princeton Avenue)	☐	☐	☐	☐	☐	☐
Fernwood Parkway (Eggleston Avenue between 99th and 103rd Street)	☐	☐	☐	☐	☒ SWIMMING POOL	☐
Block Park (103rd Street / Harvard Avenue)	☐	☐	☐	☐	☐	☐

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Additional Comments:

- I BELIEVE THE [redacted] WEST STATION OPTION WILL PROVIDE CTA SERVICE TO AN EMBARASSINGLY UNDERSERVED (BY CTA) COMMUNITY.

- I BELIEVE THE GREATEL ECONOMIC OPPORTUNITY FOR THE CTA, THE CITY + THE COMMUNITY IS THE CURRENT PERFERRED OPTION

Thank you for attending this CTA Red Line Extension Project open house.

Comments may also be submitted via mail or e-mail to:
Chicago Transit Authority, Strategic Planning, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465

RedExtension@transitchicago.com
transitchicago.com/redeis
facebook.com/thecta
@cta

Para informacion en Espanol, llame al (312) 681-2807
Customer Information: (888) YOUR-CTA (888 968-7282)

RED AHEAD
Moving Ahead to a Better Red

Red Line Extension

WE WANT YOUR INPUT

on the Red Line Extension Project

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Name Beth Eckerty

Address 13208 S. Exchange Ave

City Chicago State IL Zip 60633

Email Address betheckerty@hotmail.com

☐ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

- Except for the service to Altgeld, bus rapid transit does not provide much over the existing alternatives - especially without designated lanes.
- Halsted rail alternative doesn't serve underserved communities to the east (and impacts historic properties)

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☒
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☒
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☒

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Additional Comments:

* My primary concern is service to the communities East of State - Altgeld and Hegewisch. #30 needs to connect with a South or West station alternative - there are just as many people living E of Stoney Island as there are in Altgeld to the west.

Overall the UPRR alternative ~~or~~ seems to provide the fastest service to the largest # of people.
I think environmental concerns could be mitigated with careful planning - there is a large amount of vacant industrial space to utilize.

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Name David Ransburg

Address 9228 S May

City Chicago State IL Zip 60620

Email Address ransburgdavid@sbcglobal.net

☐ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

I do not like/agree with either Station location at 130th. The two locations are very poorly planned interms of serving the community. For better benifit to the system/community, have the CTA Staton at 130th to terminate at the Ford motor plant and the surrounding industrial park. A better location would be the establishment of a major transfer point on

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park (99th Street / Princeton Avenue)	☐	☐	☐	☐	☐	☒
Fernwood Parkway (Eggleston Avenue between 99th and 103rd Street)	☐	☐	☐	☐	☐	☒
Block Park (103rd Street / Harvard Avenue)	☐	☐	☐	☐	☐	☒

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Additional Comments:

130th with Metra electric. (Now CTA has access to more riders and riders can have access to points as far as South Bend, Ind (Notre Dame Univ)

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Name CHEENA CREDIT

Address 1022 W 108th St

City CHICAGO State IL Zip 60643

Email Address Cheenagc@aol.com

☐ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

FIRST, LET ME START BY STATING I FEEL LIKE I WAS INVITED TO THE PARTY AFTER ITS STARTED.

(1) PROPERTY VALUES I CONCERNED W/ HOW THIS WILL EFFECT THE RE SALE VALUE.

(2) SENIOR RESIDENCE! THE PROPOSED ELEVATED RAIL LINE ALONG EGGLESTON HAS THE POTENTIAL TO DISPLACE SENIOR RESIDENCE. NOT ONLY THAT BUT YOU WOULD BE CHANGING THE ENVIRONMENT, INCREASING CAR AND PEDESTRIAN TRAFFIC.

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park (59th Street / Princeton Avenue)	☐	☐	☐	☐	☐	☒
Fernwood Parkway (Eggleston Avenue between 104th and 108th Street)	☐	☒	☐	☐	☐	☐
Block Park (103rd Street / Harvard Avenue)	☐	☐	☒	☐	☐	☐

cta

Additional Comments:

2 CONT.; IF FORCED TO SALE WILL I get COMPENSATED @ FMV FAIR MARKET VALUE, WHO DETERMINES THAT. IS THAT BASED ON TODAYS COST.

(3) ENVIRONMENT

(4) INCREASED CRIME?

Thank you for attending this CTA Red Line Extension Project open house.

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transitchicago.com/redeis
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Name Claire Eggleston

Address 735 W 115th St.

City Chicago, IL State IL Zip 60628

Email Address

☑ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

It appears to me that your concern is not for the residents. Your primary focus seems to be what can bring the most money for those who will invest in this project. I find that government has little or no concern for the people, even though they say they do. I will be praying that God will do what is best for the population at large and that greed will not dictate your decision.

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park (99th Street / Princeton Avenue)	☐	☐	☐	☐	☐	☑
Fernwood Parkway (Eggleston Avenue between 99th and 103rd Street)	☐	☐	☐	☐	☐	☑
Block Park (103rd Street / Harvard Avenue)	☐	☐	☐	☐	☐	☑

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Additional Comments:

I have lived at my current resident 1971. I cannot imagine day in and day out listening to a train as it constantly goes by.

I would hate to see an over head train one-half block from my house.

This is a residential area and it would be inappropriate to alter my community to that degree.

If you wanted to buy my property, I would not object, but I definitely would not want to live there if these changes occurred.

Thank you for attending this CTA Red Line Extension Project open house.

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Name Robert E. Wordlaw

Address 29 E. Madison Street

City Chicago State IL Zip 60602

Email Address bbe@cjc.net

☒ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

To ensure that local residents have equal access to some of the projected 2,000 plus construction jobs, the CTA needs to enter into a Community Benefit Agreement with the Developing Community Project. A draft of such an agreement with the assistance of pro bono lawyers is currently being drafted

(Continued on the back)

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☐
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☐
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☐

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Additional Comments:

Entering into a CBA with a local recognized Community Group could become how of a model for local Residents can successfully obtain training and jobs on other public Works projects. Being discussions and negotiations with DCP early would be away defusing the tension surely to arise Regarding employment opportunities for local Residents DC Per Workforce Collaborative is willing and able to discuss this matter in more detail whenever the CTA calls.

Thank you for attending this CTA Red Line Extension Project open house.

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Name Jeanette Slone

Address 10553 S. Lafayette

City Chicago State Ill Zip 60628

Email Address jslone6@sbcglobal.net

☑ Check here to also receive updates about other projects along the Red Line.

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

I'm excited to see the red line extended to 130th Street. Please don't pick the Bus Route. I know it is cheaper and less impact on community but it won't improve commute. The Halsted/Rail Alternative will make too much of an impact ~~but~~ in regard of properties.

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park (99th Street / Princeton Avenue)	☐	☐	☐	☐	☐	☑
Fernwood Parkway (Eggleston Avenue between 99th and 103rd Street)	☐	☐	☐	☐	☐	☑
Block Park (103rd Street / Harvard Avenue)	☐	☐	☐	☐	☐	☑

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Additional Comments:

My first time coming to this type of meeting. I learned a lot. I hope to come to the next one when make final decesion.

Thanks for hiring sign language interpreter,

Thank you for attending this CTA Red Line Extension Project open house.

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Name Charles Brown

Address 12 West 115th Street

City Chicago State IL Zip 60628

Email Address Jhuh1951@yahoo.com

☑ Check here to also receive updates about other projects along the Red Line.

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

Only concern is if My home will be Acquired And if not how a CTA Stop would affect the property left behind

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☑
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☑
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☑

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Additional Comments:

My wife and I have been attending these meetings for a couple of years and we still don't know the route or the date the construction will start we would appreciate getting those concrete details

Thank you for attending this CTA Red Line Extension Project open house.

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Name STELLA BROWN

Address 12 West 115th STREET

City Chicago State IL Zip 60628

Email Address creolestubbie @ yahoo.com

☐ Check here to also receive updates about other projects along the Red Line.

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

(1) My biggest concern the whether or not my property will be impacted by the traffic, noise, pollution + the vibrations of the TRAIN.

(2) Where will the station, parking + tracks be placed?

(PLEASE SEE ATTACHMENT)

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park (95th Street / Princeton Avenue)	☐	☐	☐	☐	☐	☑
Fernwood Parkway (Eggleston Avenue between 95th and 103rd Street)	☐	☐	☐	☑	☑	☐
Block Park (103rd Street / Harvard Avenue)	☐	☐	☐	☐	☐	☑

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May 13, 2014

Red Line Extension Project

To whom it may Concern:

We as residents of 115th and State Street would like to know exactly where the purposed station, the tracks and the parking are going to be at the Michigan Avenue (115th Street Station). In the past we were told various things, such as an Aldi's was to be built at 115th and State. Then all of a sudden the sign disappeared and there is only vacant land from Michigan to State.

Since an environmental survey was done, what are the results for the area where are homes are located? How far east or west, north or south did the survey go? The majority of our homes were built in the late 1800's, hence the name West Pullman, so how will the noise and the vibrations affect the foundation of our home.

Sincerely,

Charles and Stella Brown

12 West 115th Street

Chicago IL 60628

773 928 6950

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Name Sammie FORD

Address 11518 So. LaSalle st

City Chicago State IL Zip 60628

Email Address Sammie FORD22@GAHOOO.COM

☒ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☒	☐	☒	☒	☐	☐
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☐
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☐

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Name Donald M. Branch

Address 11607 S. Peoria St.

City Chicago State IL Zip 60643

Email Address

☒ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

Please, do not have it circle around Altgale Gardens Housing Project. We already see enough of their vandalism and food trash at 95th Street and on the No. 34 South Michigan Bus. I would like to see the 130th Street station on the north side of 130th Street.

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☒
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☒
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☒

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Name BETTY JONES

Address 9921 S. YALE

City Chgo State ILL Zip 60628

Email Address

☑ Check here to also receive updates about other projects along the Red Line.

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

I will welcome the extension of the Red Line in the Wendell Smith Park area.

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☑	☐	☐
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☐
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☐

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Name DANIEL E PATE

Address 345 W. 99PL.

City CHICAGO State ILL. Zip 60628

Email Address

☐ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

CONCERN ABOUT MY HOUSE BEING TORN DOWN.
345 W. 99PL.

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☑	☐	☐	☐
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☐
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☐

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Name Julie A Pate

Address 345 W 99PL.

City Chicago State IL Zip 60628

Email Address Lady JULIEANN1@YAHOO.COM

☐ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

I Live At 345 West 99th Place with my house be in the ~~Path~~ PATH → of the Red Line.

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☑	☑	☑	☑	☐	☐
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☐
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☐

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Name ELI WASHINGTON

Address 501 E 90 Place

City Chgo State IL Zip 19

Email Address CHESTERFIELD@AMERITECH.NET

☒ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

INSURING MINORITY BUSINESS PARTICIPATION ON THIS PROJECT.

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☐
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☐
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☐

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Name Deborah Pierce

Address 11 EAST 103rd Pl

City Chgo State IL Zip 60628

Email Address PDPierce8888@Sbcglobal.Net

☑ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

I am concern about the traffic in the area, and my Home. and also bus Service.

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park (99th Street / Princeton Avenue)	☐	☐	☑	☑	☐	☐
Fernwood Parkway (Eggleston Avenue between 95th and 103rd Street)	☐	☐	☑	☑	☐	☐
Block Park (103rd Street / Harvard Avenue)	☐	☐	☑	☑	☐	☐

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Name Nancy Wimberly

Address (See attached letter.)

City _____ State _____ Zip _____

Email Address 9137psnw@sbcglobal.net

☐ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

Please see attachment letter.
Why this meeting today? A focus group is needed before plans are made.
This meeting is probably just a "formality" to say "We asked you for your input."
CTA officials have already decided what will be done. This "Open House" is an insult to the average man's intelligence.

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☐
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☐
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☐

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Wimberly and Associates
10531 South Calumet Avenue
Chicago, Illinois 60628
(773) 568-0949

Mr. Gerald Nichols
Representative - CTA
CTA Government and Community Relations
Chicago, Illinois

May 7, 2014

Subject: **95th Street Red Line Extension Project**

Issues: *Accountability, Transparency, Economic Benefits (if any) for 9th Ward Residents

Dear Mr. Nichols:

This is a letter requesting specific, **written answers** to important questions regarding the Proposed 95th Street CTA Red Line Extension.

Please provide the complete list of addresses of homes and businesses slated for demolition in the 9th ward for the 95th Street Red Line Extension Project along both proposed routes.

Where is the complete budget?

According to The Sun-Times:

Construction of a new station at the end of the Current Red Line	$240 million
Five mile plus extension of the Red Line from 95th to 130th Street	$ 2 billion

Furthermore, sources indicate that there is an additional $425 million plan to close the Red Line for 5 months with the argument that the closure Is needed because the current 95th Street Station has to be rebuilt (even) before it can be extended. Whose fault is that? What have the Aldermen done to take care of their communities on the South Side?

This awful, decrepit condition of the 95th Street Station is the result of years of neglect on the upkeep and safety of the 95th Street Station. Currently, the station is filthy. The concrete block with railings on the east side of the bus terminal is broken in spots, the rails are rusted. There is no evidence that the station has been painted or power washed in years.

Please list the complete, itemized budget for all persons receiving payment. Please list the business names, owners and addresses of all persons receiving compensation. **Who's really making the money on this project?**

Companies	**Contracts Amounts**
Electrical contractors	$_____
Mechanical engineers	$_____
Architectural firms	$_____
Wrecking companies	$_____
Painters	$_____
Trash removal/ disposal companies	$_____
HVAC companies and specialists	$_____
Security systems installers	$_____
Construction companies	$-_____
Portable toilet(s) companies	$_____
Project consultants	$_____
Specialized Equipment	$_____
Lawyers, legal fees, etc.	$_____
Any and all other persons receiving compensation	

85% of jobs must reflect the racial diversity of the community in which the construction project(s) will take place (9th Ward). Who's responsible for making this happen for our community?

Who is Melody Carvajal? Who is Melody McKissack?

CTA's Relocation Consultant is Melody Carvajal. What is her job description? What is her **annual salary?** Who appointed her to this position? Is she a licensed real estate broker? Is she an urban planner? What are her educational and

financial credentials? What are her previous achievements as a relocation consultant? Why isn't her voice mail box not yet even set up?

We are requesting a complete list of addresses of all homes and businesses in the 9th ward that will be destroyed.

The people who bought homes in Roseland in the 70's and 80's were young parents buying their first home. And guess what? When the color changes, the service changes. Today, these young parents are now senior citizens on fixed incomes who raised their children, put them through college, took care of elderly parents and paid property taxes all these years. They have roots here. They have neighbors who look out for them in extreme heat and inclement weather. Their homes are part of their legacies that can be passed on to their children. Their fixed incomes and property taxes pay salaries for corrupt politicians at City Hall.

However, sources indicate that Rahm Emanuel only wants to give homeowners what they originally paid for their homes. Please explain how this scheme benefits families whose homes are demolished and taken away from them.

For the record, any and all homeowners who lose their homes must be compensated according to replacement cost value (as determined in their homeowner's **insurance policies)** – not historical evaluation. Homeowners should be compensated for moving expenses and/or relocation costs, home inspections and closing costs on their new home. Displaced homeowners have the right to make a lateral move with no increase in property taxes, homeowners insurance and/or water bills. We need a written, detailed explanation and specific information on how these families will be compensated for their homes being destroyed.

What are the hourly parking fees (rates) for the 4 new stations' parking facilities?

If the purpose of a focus group is to gather data and input, why is this Focus Group being held after all the plans and budgets have been made? How many 9th Ward residents were involved in the initial stages of planning? Is this meeting just a "formality" to say, "Yes. We included you."

This is only Part I of a series of unanswered questions about the Red Line Project. Please send a written response within the next 3 business days. Thank you.

Respectfully,

Nancy Wimberly

cc: Rosemoor Community Association
Concerned Community Defenders

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on the Red Line Extension Project

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Name JONATHAN SUMMONS

Address 10731 S. Eggleston

City Chicago State IL Zip 60628

Email Address Jonathan.Summons1959@Yahoo.com

☑ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

WHAT is the potential Impact to my residence?
NOISE, possible displacement? property acquisition?

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☐
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☒	☒	☒	☐	☐
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☐

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Name Roberta Walker

Address 11701 S. State #209

City Chicago State IL Zip 60628-5808

Email Address robertawalker2@yahoo.com

☒ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

With regard the certain Historic sites/dwellings this extension should bring an awareness the Pullman Roseland area. It should also finally bring an end to the transporation desert that has separated this portion of the city from the rest of Chicago.

Bravo !!

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☒	☐	☐	☐
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☒	☐
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☒

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Name BARBARA LEE

Address 40 West 99th Street

City Chgo State IL Zip 60628-1360

Email Address

☑ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

My chief concern is the probable loss thru sale of my home.

How will this project be different from the Englewood plan which resulted in the sale of many homes many years ago and the land remains vacant?

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☑
Fernwood Parkway *(Eggleston Avenue between 95th and 103rd Street)*	☐	☐	☐	☐	☐	☑
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☑

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5/13/14

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Name Deanna Burrell

Address 1000 E. 87th St

City Chgo State IL Zip 60619

Email Address deanna@wvon.com

☒ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

I agree with the extension.
I prefer the upper rail options.
This forum was very informative.
Good luck.

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☒
Fernwood Parkway *(Eggleston Avenue between 95th and 103rd Street)*	☐	☐	☐	☐	☐	☒
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☒

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Name Alvin Love

Address 11311 S. Union

City Chicago State IL Zip 60628

Email Address RevLuv@MSN.com

☑ Check here to also receive updates about other projects along the Red Line.

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

In a 2009 referendum, the community voted to recommend the "Community Route", which follows the Union Pacific rail lines. There were 43,000 people who voted, making it the largest referendum in Chicago's history. It is my hope that the choice of the community will be honored!

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☑
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☐
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☑

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Name Georgia Bonner

Address 10423 S. Green St

City Chicago State IL Zip 60643

Email Address

☐ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

Should not be constructed on or near Halsted Street
Displacement of homes and historical buildings is not an option
I recommend faster, more efficient buses for comute

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☐
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☑	☑	☑	☐	☐	☐
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☐

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Name Lee E Floyd

Address 355 W. 99th Pl.

City Chicago State ILL Zip 60628

Email Address

☑ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☑	☑	☑	☐
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☐
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☑	☑	☑	☐

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Name James T. Floyd

Address 355 W. 99th Pl.

City Chicago State ILL Zip 60628

Email Address

☑ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

Will we be Relocated & movings expensives

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☑	☑	☑	☐
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☐
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Name Kevin Taylor

Address 341 W. 99th pl

City Chicago IL State IL Zip 60628

Email Address KevinTaylor2550@gmail.com

☐ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

The Rail or Tracks should go down, Holster, The present Rail tracks are already doing a lot of Damage to our Homes Foundation. and also our property Value will Drastically Decrease if you allow a Train to Run ~~every~~ every 10 min.

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☒	☒	☒	☒	☒	☐
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☐
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☐

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Name Rev. Alice Harper-Jones

Address PO Box 208491

City Chicago State IL Zip 60620

Email Address alicehj19@gmail.com

☐ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

How much $ will the community Contractors be involved in the Construction process?

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☐
Fernwood Parkway *(Eggleston Avenue between 95th and 103rd Street)*	☐	☐	☐	☐	☐	☐
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☐

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Name SHARON BELL

Address 1250 W. 112th Pl.

City Chgo State IL Zip 60643

Email Address sharonbell1250@comcast.net

☑ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

1) Concerned with safety of elevated tracks and potential crimes change in element ie: 63rd street.

2) What about elderly that are on fixed incomes have paid their mortgage and now with relocation they maybe faced with a mortgage.

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☒
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☒
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☒

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Name Rosie Lee BAXTER

Address 250 W. 106th

City Chicago State IL Zip 60628

Email Address RB76814@gmail.com

☑ Check here to also receive updates about other projects along the Red Line.

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(59th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☑
Fernwood Parkway *(Eggleston Avenue between 90th and 103rd Street)*	☐	☐	☐	☐	☐	☑
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☑

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Name WILLIAM BAXTER

Address 250 W 106TH ST

City CHICAGO State IL Zip 60628

Email Address BAXTERPLACE @ AMERITECH.NET

☑ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☑
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☑
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☑

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Name George Krupa

Address 10 South Riverside, Suite 400

City Chicago State IL Zip 60606

Email Address george.krupa@parsons.com

☒ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

What is the timeline for implementing this project

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☒
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☒
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☒

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Name Annette Cain

Address 727 W. Vermont

City Chicago State IL Zip 60625

Email Address annettecain@ymail.com

☐ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

Our community organization do not want the Red line to come down Halsted. It will make it Dark, increase crime, and make a quiet community noisy

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☐
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☐
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☐

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Name _____

Address _____

City _____ State _____ Zip _____

Email Address _____

☐ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

I ~~FEEL NO~~ HAVE A BAD FEELING ABOUT THE ELEVATED OPTIONS

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(95th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☐
Fernwood Parkway *(Eggleston Avenue between 95th and 103rd Street)*	☐	☐	☐	☐	☐	☐
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☐

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Name Anita Bridge

Address 10418 S. Eggleston

City Chicago State IL Zip 60628

Email Address abridge1121@gmail.com

☑ Check here to also receive updates about other projects along the Red Line.

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

- Concern: If displaced will compensation pay off existing mortgage and assist with relocation (down payment)
- When will decision be made on the existing options.
- How soon will community be notified of existing option? (final decision)

If relocation is needed - will efforts be made to keep homeowners "above water"?

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park (99th Street / Princeton Avenue)	☐	☐	☐	☐	☐	☑
Fernwood Parkway (Eggleston Avenue between 99th and 103rd Street)	☐	☐	☐	☑	☑	☐
Block Park (103rd Street / Harvard Avenue)	☐	☐	☐	☐	☐	☑

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Name RONNIE R. MEDIOUS

Address 11834 S. PRAIRIE AVE.

City CHGO. State IL Zip 60628

Email Address MEDIOUS@COMCAST.NET

☑ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures? WE ARE WAITING FOR IT TO START RUNNING.

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☒
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☒
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☒

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Name Shirley M. Evans

Address 9242 S. Wabash Ave.

City Chicago State IL Zip 60619

Email Address shirleyevans@sbcglobal.net

☑ Check here to also receive updates about other projects along the Red Line.

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

- ADDRESS Potential crime
- AREA should be kept clean
- well lite
- ADDRESS Potential loitering that might occur.

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park (99th Street / Princeton Avenue)	☐	☐	☐	☐	☐	☒
Fernwood Parkway (Eggleston Avenue between 99th and 103rd Street)	☐	☐	☐	☐	☐	☐
Block Park (103rd Street / Harvard Avenue)	☐	☐	☐	☐	☐	☒

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Name Charlean Preston

Address 10415 So. Eggleston

City Chicago State IL Zip 60628

Email Address raspberrywater647@yahoo.com

☒ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

If we have to relocate, just be fair.

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(95th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☒
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☒
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☒

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Moving Ahead to a Better Red

Red Line Extension

WE WANT YOUR INPUT

on the Red Line Extension Project

This project is one part of the Red Ahead Program, CTA's comprehensive initiative for maintaining, modernizing, and expanding Chicago's most-traveled rail line. CTA is interested in hearing your thoughts on the project. Please PRINT.

Name Delois Coleman

Address 138 E 117th Place

City Chgo State IL Zip 60628

Email Address N/A

☒ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

Will it affect my home?
When will it start?
How long will this project take?

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☒
Fernwood Parkway *(Eggleston Avenue between 95th and 103rd Street)*	☐	☐	☐	☐	☐	☒
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☒

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Name Pamela M Burden

Address 132 East 117th Place

City Chgo State IL Zip 60628

Email Address nurse pb 69 @ yahoo.com

☑ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

Will the Project directly affect my home?
When is either project projected to start?
How much notification will we be given?

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☒
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☒
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Name Toni Stith

Address 1829 S. Bishop

City Chicago State IL. Zip 60643

Email Address

☐ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

What Percentage of Jobs will go to the Community.
Going Down Halsted is a bad option
I recommend travel Down Fraight Train Tracks will be the ~~cheaper~~ cheaper option

A train down state or michigan

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☑	☐	☐	☐
Fernwood Parkway *(Eggleston Avenue between 95th and 103rd Street)*	☐	☐	☑	☐	☐	☐
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☑	☐	☐	☐

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Name LOURDES SOLORZANO (CADILLAC TRANSPORTATION INC DBE CERTIFY)

Address 8236 HIGHGATE COURT

City ORLAND PARK State IL Zip 60462

Email Address cadillacti@gmail.com

☐ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

TRUCKING - HAULING
(773) 447-5559

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☐
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☐
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☐

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Name Geraldine Baldwin

Address 11118 So. Peoria St.

City Chgo. State IL Zip 60643

Email Address N/A

☑ Check here to also receive updates about other projects along the Red Line.

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

(1) How many homes will have to be displaced near 111th & Peoria Chgo?

(2) Are they going to demolish Cedar Park Cemetary on 127th & Halstead?

(3) Run the Red line project near the Freight Trains.

(4) Do you have PLANS to prevent damage to buildings/foundations?

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park (99th Street / Princeton Avenue)	☐	☐	☐	☐	☐	☐
Fernwood Parkway (Eggleston Avenue between 99th and 103rd Street)	☐	☐	☐	☐	☐	☐
Block Park (103rd Street / Harvard Avenue)	☐	☐	☐	☐	☐	☐

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Name Tony Lawson

Address

City Chicago State Ill Zip 60628

Email Address

☐ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

I had my house built, its paid for, I dont want to move or have the extra negative element near my home

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☑	☑	☑	☑	☐	☐
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☑	☑	☐	☐	☐
Block Park *(103rd Street / Harvard Avenue)*	☐	☑	☑	☐	☐	☐

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Name Igor Stwenkow

Address 6165 N Winthrop Ave #214

City Chicago State IL Zip 60660

Email Address igorst3@hotmail.com

☐ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

I support the UPRR alternative - whether directly on the ROW or west/east of it. (though east seems to be the less disruptive of the two, so I guess I'd ~~not~~ prefer that). I would ask CTA to consider potential transfer opportunities between Metra and CTA, especially near Kensington station

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☐
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☐
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☐

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Name Delota Wilmington

Address 11543 S. Throop

City Chicago State IL Zip 60643

Email Address dwilmington@sbcglobal.net

☒ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

State or Michigan to Altgeld Garden

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(55th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☒
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☒
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☒

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Name Carlos Nelson

Address 7901 So. Racine

City Chicago State IL Zip 60620

Email Address cnelson@gzgdc.org

☑ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

This project was designed 50 years ago so it is long overdue. The I-57 median was designed to accomodate a rapid transit line! Consider it and its impact!

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☑
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☑
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☑

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Name Christine Dungey

Address 9750 S. Eggleston

City Chicago State IL Zip 60628

Email Address

☐ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

When my polling place was changed to St Thaddeus church from Euclid Park (I voted there since 1967) that put me into another ward, precinct putting my house value to a lower value. Very frankly I feel as if I have been bamboozled! with your fair market pricing.

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☒
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☒
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☒

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Name CARLOS NELSON

Address 9517 So. Bell

City CHICAGO State IL Zip 60643

Email Address CNELSON@GAGCC.ORG

☑ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

WHAT ARE THE POPULATION DENSITY NUMBERS WITHIN A ½ MILE OR 1 MILE RADIUS OF EACH STATION ON ALL ROUTES?

THE UP OPTION SEEMS TO TERMINATE IN AN EXTREMELY LOW DENSE AREA! THE HALSTED OPTION WOULD NOT ONLY REACH A LARGER POPULATION FOOT TO TOE BUT WOULD ALSO HAVE A BIGGER ECONOMIC DEVELOPMENT IMPACT ALONG THE HALSTED CORRIDOR AND THE EAST WEST CORRIDORS

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☑
Fernwood Parkway *(Eggleston Avenue between 95th and 103rd Street)*	☐	☐	☐	☐	☐	☑
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☑

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Name Melvin Thompson, Executive Director, The Endeleo Institute

Address 1947 W. 95th Street

City Chicago State IL Zip 60643

Email Address mrthompson@trinitychicago.org

☑ Check here to also receive updates about other projects along the Red Line.

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

The salient impact of both the Red Line Extension and renovation of the 95th street station will be profound in terms of the economic significance along the ½ mile west Corridor at 95th street. Please ensure that attention is paid to this four-block area west of the renovated station so the desired walkable community indeed comes to fruition.

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☐
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☐
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☐

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Name ANGELA CONNER

Address 12018 S. EBERHART

City CHICAGO State IL Zip 60628

Email Address AYCONNER@SBCGLOBAL.NET

☒ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

IF THE EAST OPTION IS SELECTED I'M CONCERNED ABOUT THE NOISE.
ALSO I DON'T UNDERSTAND WHY THERE IS NO OPTION ☒ FOR THE RED LINE EXTENSION BEYOND 95TH DAN RYAN ON AROUND TO THE BISHOP FORD TO 130TH.
WHATEVER RAIL OPTION IS DECIDED THE BRT ALTERNATIVE SHOULD GO ALONG WITH IT. THE BUS SERVICE IN THAT AREA IS UNDER SERVICED NOW.

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☒
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☒
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☒

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Name _____

Address _____

City _____ State _____ Zip _____

Email Address _____

☐ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

VERY DISAPPOINTED ABOUT THIS PRESENTATION, I'VE ATTENDED BEFORE AND IT DOESN'T LOOK AS THOUGH MUCH TECHNICAL PROGRESS HAS BEEN MADE; THIS SHOULD NOT BE A DECISION BASED ON PRETTY PICTURES; NEED MORE FINANCIAL & TRANSIT RELATED INFO. WHY TO ALTGELD ~~GARDENS~~ GARDENS? WITH SO MANY VACANT LOTS, IT IS SHORT SIGHTED TO FOCUS ON THAT AREA SO FAR REMOVED FROM CITY CENTER. THANKS FOR YOUR CONSIDERATION.

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☐
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☐
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☐

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Name Hulda Swan

Address 310 East 107 St.

City Chicago State Il. Zip 60628

Email Address

☒ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

My concern is about the neighborhood being overwhelm with parking for bus and train.

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☒
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☒
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☒

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Name JULIUS McKINNES (REC)

Address 10826 S. EDBROOKE

City CHICAGO IL State IL. Zip 60628

Email Address JULIUS4SERVICE@YAHOO.COM

☐ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

I LIKE THE RAIL IDEA BEST. THE HALSTED NOT NEAR TO A EXPRESS WAY.

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☒
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☒
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☒

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Name Cynthia Anderson

Address 9336 S. Michigan Ave

City Chicago State IL Zip 60619

Email Address celaine108@aol.com

☑ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

Investigate the use and cost of using the Shaker Hts, OH rapid transit system for use along the proposed expansions,

What would be the impact on property values for existing neighborhoods surrounding the Red Line Extension Alternatives

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☑
Fernwood Parkway *(Eggleston Avenue between 95th and 103rd Street)*	☐	☐	☐	☐	☐	☑
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☑

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Name Alonzo Anderson

Address 9336 So. Michigan Avenue

City Chicago State IL Zip 60619

Email Address alonzoma76@yahoo.com

☑ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

Have CTA considered using Rapid Transit Cars/Buses ~~Bus~~ on the new Halsted Rail Alternative Line? Since Halsted Street is two lanes running both North & South with a divider, it offers more space than Michigan Avenue for such a proposal. I have to believe that it will be more cost-effective than operating the existing red-line trains/cars on the Halsted Rail Alternative proposal?

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(59th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☒
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☒
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☒

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Name Lawrence Moore

Address P.O. Box 87288

City Chicago State IL Zip 60680

Email Address lawrencemoore2@yahoo.com

☑ Check here to also receive updates about other projects along the Red Line.

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

As that I have been following the project since 2006, I think that the UPPR Alternative East Option would be the best selection because it would eliminate alot of the existing congestion at the 95th terminal, and it would give riders better options and access that would be coming from the South East Suburbs & Northwest Indiana. It would also allow for less congestion on the Bishop Ford Expressway, and allow for more jobs to open upon this corridor.

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☑
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☑
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☑

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Name OLIVER W SWAN

Address 310 E. 107TH

City CHICAGO State ILL Zip 60628

Email Address

☒ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

I HAVE NO CONCERNS, IT IS A GOOD THING TO HAVE A BETTER WAY TO TRAVEL. I LIVE 310 E 107 ST FOR 45 YRS, SO IT TIME FOR US TO GET SOME ENPROVMENT

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☒	☐	☒	☒	☐	☐
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☐
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Name Rhychell Barnes

Address _____

City _____ State _____ Zip _____

Email Address Rhychell_Barnes@att.net

☑ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

Your ideas, designed and staffs are really helpful and understand the visual public trasportation. I think Halstad Rail. may bring community to find more jobs. I hope people will try to give up some property. Please save and help them. People will feel upset. Also more Bus quaillaity in the Area.

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☑
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☑
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☑

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This project is one part of the Red Ahead Program, CTA's comprehensive initiative for maintaining, modernizing, and expanding Chicago's most-traveled rail line. CTA is interested in hearing your thoughts on the project. Please PRINT.

Name Velvetta Young

Address 400 E. 111th St

City Chicago State IL Zip 60628

Email Address yhel@aol.com

☑ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

Please provide a thourgh cleaning of the current 95th Street station. The steps are filthy AND the escalator WAS broke

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park (95th Street / Princeton Avenue)	☐	☐	☐	☐	☐	☑
Fernwood Parkway (Eggleston Avenue between 99th and 103rd Street)	☐	☐	☐	☐	☐	☐
Block Park (103rd Street / Harvard Avenue)	☐	☐	☐	☐	☐	☑

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Moving Ahead to a Better Red

Red Line Extension

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Name Velvetta Young

Address 400 E. 111th Street

City Chicago State IL Zip 60628

Email Address yjvel@aol.com

☑ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

In future outreach opportunities consider sending information to the grammer AND high schools to distribute, send notices, texts AND emails to churches AND NON-profits in the community (food pantries). Send information where community can get it, most of us DON't have home computers

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☒
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☒
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☒

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Name CARL P JOSSELL SR

Address 10744 SOUTH WALLACE

City CHICAGO State ILL Zip 60628-

Email Address CARLJOSSELL AT

☐ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

WILL CONTRACTOR BE FAIR IN HIRING & TRAINING.

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☑
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☑	☐	☑	☑	☐
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☑

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Name Rosemary Wyche

Address 322 W 101 Street

City Chgo State IL Zip 60628

Email Address RWYCHE@ameritech.net

☐ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

— I just put raised beds in my back yard — so, I don't want an ~~~~ elevated train blocking the sun.

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☒	☒	☐
Fernwood Parkway *(Eggleston Avenue between 95th and 103rd Street)*	☐	☐	☐	☐	☐	☐
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☐

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Name Peter Taylor

Address 9600 S. Prairie Ave

City Chicago State IL Zip 60628

Email Address pbtaylor27@comcast.net

☑ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

CMAP identified the 'Grey Line' project in 2010 utilizing excess capacity on the Metra Electric to provide CTA access & connectivity to Roseland, West Pullman, Pullman & Hedwisch. The Grey Line could be brought online much more quickly than the Red Line and would complement service for the Red Line. Rapid Transit could be provided for these residents 5 years earlier.

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☒
Fernwood Parkway *(Eggleston Avenue between 95th and 103rd Street)*	☐	☐	☐	☐	☐	☒
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☒

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Name Willard Mckenzie

Address 10608 S. Wabash

City Chicago State IL Zip 60628

Email Address willrdmcknz@yahoo.com

☑ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

I have no concerns other than potential problems with (imminent domain abuses) I want this project to be completed as it is long overdue no buses should be used for this project otherwise I personally would consider it a complete and utter failure.

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☑
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☑	☐	☑	☑	☐	☐
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☑	☐

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Name MARGUERITE JACOBS

Address 755 E 130 PLACE

City Chicago State IL Zip 60827

Email Address MARGUERITE1955@yahoo.com

☒ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

It would BE GREAT if THE PACE IS included. THE DIAGRAMS WAS A GREAT IDEA. Good BUS VISION. NOW IN THE MAIL would help the ONES THAT IS NONE BELIEVERS.

130th -

* Not Down Halsted

PACific (YES)

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park (99th Street / Princeton Avenue)	☒	☐	☐	☐	☐	☐
Fernwood Parkway (Eggleston Avenue between 99th and 103rd Street)	☒	☐	☐	☐	☐	☐
Block Park (103rd Street / Harvard Avenue)	☒	☐	☐	☐	☐	☐

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Name _____

Address _____

City _____ State _____ Zip _____

Email Address CNELSON@GAGDC.ORG

☐ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

THE FAR South side AN South SUBURBS ARE SOME of the most economically disadvantaged AREAS IN the ENTIRE REGION with little to NO ACCESS to jobs. All other AREAS of the city HAS RAPID TRANSIT to beyond the city limits! HALSTED option would be the closest to Accomplishing this!

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☑
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☑
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☑

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Name Nancy Wimberly

Address _____

City _____ State _____ Zip _____

Email Address _____

☐ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

How many black contractors and businessmen will work on this 2 billion dollar project? 95% of the business should be minority contractors

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☐
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☐
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☐

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Name _____

Address _____

City _____ State _____ Zip _____

Email Address _____

☐ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

This whole "so called" set-ups is a disgrace to the black community. Where are the flyers for the meeting at St. James Church?

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(69th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☐
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☐
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☐

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Name Matthew Walker

Address 11463 S Vernon Apt 3

City Chicago State IL Zip 60628

Email Address MATWALKER8@aol.com

☐ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

I am concerned that demolition will begin but no extension will take place in the foreseeable future.

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☒	☒	☐	☐
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☒	☐	☒	☐
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☒	☐	☐	☐

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Name ROBERT C. BARCLAY (WEST CHESTERFIELD COMMUNITY ASSOC.)

Address 9191 S. BURNSIDE AVE. CHICAGO,

City CHICAGO State IL Zip 60619

Email Address

☐ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

WHERE I LIVE, I AM CONCERN ABOUT THE 95TH ST STATION, WHICH SHOULD HAVE MULTI-LEVEL PARKING FOR AUTOS, A SAFE CLEAN PARKING LOTS FOR AUTOS & BIKES AT 95TH STREET STATION.

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☑
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☑
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☑

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Name Cynthia + Roosevelt Green

Address 10505 S. Green Street

City Chicago State IL Zip 60643

Email Address bxerswife@sbcglobal.net

☒ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

The Halsted Rail alternative should not be an option. Halsted is a main street out south. Halsted is busy with rush hour traffic in the a.m. and p.m. the noise of the rail line would be awful, the traffic from the train stops would be awful as well as the look of the overhead tracks. I live one street West of Halsted and would definatly not want the extension to run down Halsted. Economic development is always good for a community, but how do we know the extension down Halsted will REALLY improve our Community?

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☒
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☒	☒	☐
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☒

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Name _____

Address _____

City _____ State _____ Zip _____

Email Address Mattisonivory1@hotmail.com

☑ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

- CTA requires a match for funds.
1. Does CTA have a plan to secure the additional funds? 2. Will the additional money needed be paid by the consumers?
3. What is the budget for this project?
4. Why is CTA asking for approval from the public without a clear financial plan to present to the public?

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☑	☑	☑	☑	☐	☐
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☐
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☑

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Additional Comments:

The entire plan should be submitted before approval is obtained. The plan should have the construction lay-out & financial budget as well.

Thank you for attending this CTA Red Line Extension Project open house.

Comments may also be submitted via mail or e-mail to:
Chicago Transit Authority, Strategic Planning, 10th Floor, 567 W. Lake Street, Chicago, IL 60661-1465

RedExtension@transitchicago.com
transitchicago.com/redeis
facebook.com/thecta
@cta

Para informacion en Espanol, llame al (312) 681-2807
Customer Information: (888) YOUR-CTA (888 968-7282)

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Name Annette Cain United Neighbor

Address 727 W. Vermont

City Chicago State IL Zip 60625

Email Address annettecain@ymail.com

☐ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

No Red Line Down Habited. Our Community will be dark, noisy,

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☑
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☐
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☐

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Name Leonardo Gilbert

Address 11200 Peoria

City CHGO State IL Zip 60643

Email Address leodeegilbert@aol.com

☒ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

- NOT DOWN Halsted option
- Please investigate any other UP options

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☑
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☑
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☑

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Name GWENDOLYN GREEN

Address 10136 South MAY STREET

City CHICAGO State IL Zip 60643

Email Address

☑ *Check here to also receive updates about other projects along the Red Line.*

What specific comments or concerns do you have about the Red Line Extension alternatives, potential impacts, and mitigation measures?

Impacts? How MANY families will be displaced by the extension? Will this project infuse ~~an economic~~ revenue stream into those communities impacted? How will this impact force ridership? What is the volume of riders expected to utilize the extension? Increased traffic introduces increased risks. What are the safety/security concerns tied to this project and how will they be mitigated? What % age of the jobs created from this initiative (short AND long term as well as permanent, will be recruited for out of the communities that will be impacted?)

How do you use the following parks? (Check all that apply)

	Baseball / Softball / Basketball	Playground	Walking / Jogging	Community Events	Other	I do not use this park
Wendell Smith Park *(99th Street / Princeton Avenue)*	☐	☐	☐	☐	☐	☑
Fernwood Parkway *(Eggleston Avenue between 99th and 103rd Street)*	☐	☐	☐	☐	☐	☑
Block Park *(103rd Street / Harvard Avenue)*	☐	☐	☐	☐	☐	☑

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MAY 12, 2014
(MONDAY)

ENTLEMEN:

1.) PLEASE KEEP MY NAME ON YOUR AILING LIST FOR PROGRESS AND UPDATES ON HE 2014 RED LINE EXTENSION.

2.) I AM A REGULAR RIDER ON THIS BRANCH ND HAVE FOLLOWED THE CITY'S PROGRESS FOR NO YEARS. THE EXTENSION IS A LONG-NEEDED, UCH OVERDUE CONVENIENCE FOR ALL RIDERS.

3.) ANY FURTHER MAILINGS, PLEASE INFORM IE THROUGH REGULAR UNITED STATES POSTAL ELIVERY SERVICE. I AM A RETIRED U.S. ITIZEN AND CONCERNED ABOUT IMPROVED RANSPORTATION SERVICE IN THE CITY AND SUBURBS.

Mr. Victor Bahr

From: Carolyn Dellutri [mailto:cdellutri@downtownevanston.org]
Sent: Monday, May 12, 2014 8:45 AM
To: Red Extension
Subject: Happy New Year

Thank you for your e-mail. I no longer work for Downtown Evanston.
Please contact Matt DiNello at 847-866-6319 (mdinello@downtownevanston.org) Carolyn Dellutri

From: Red Extension <redextension@transitchicago.com>
Sent: Tuesday, May 13, 2014 1:07 PM
To: WheelerGrange, Robyn
Subject: RE: Please add me to the project mailing list. Thank you.

Thank you for your interest in the Red Line Extension Project. We will add you to our contact list and make sure you receive all future communications.

RedExtension@transitchicago.com
Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661-1465

From: WheelerGrange, Robyn [mailto:Robyn.WheelerGrange@mail.house.gov]
Sent: Tuesday, May 13, 2014 3:01 PM
To: Red Extension
Subject: Please add me to the project mailing list. Thank you.

robyn.wheelergrange@mail.house.gov

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, May 14, 2014 12:17 PM
To: ifiworld2 .
Subject: RE: CTA Red Line Extension Open House

Martin,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. We will take your comments into consideration as we develop the Draft Environmental Impact Statement. Please visit our webpage at www.transitchicago.com/Redeis to learn more about the project and to follow the progress of the Draft Environmental Impact Statement.

RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60680-1465
Fax: (312) 681-4297

From: ifiworld2 . [mailto:ifiworld@gmail.com]
Sent: Tuesday, May 13, 2014 4:17 PM
To: Red Extension
Subject: CTA Red Line Extension Open House

Sirs:

Although I will not be able to attend the public hearing, I suggest the CTA expand its plan for the Red Line Extension to include the line to extend to just north of I-80 in Lansing with a terminus, triple-decker garage parking area (Kiss n' Ride) with bicycle racks, and rail yard there for all south suburban rides to get to the Loop, with a stop at 159th Street near the River Oaks Mall in Calumet City and one stop at Sibley Boulevard.

Sincerely,

Martin Edward Lewis
ifiworld@gmail.com

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, May 14, 2014 12:16 PM
To: Jon Samuel
Subject: RE: Red Line Extension

Jon,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. We will take your comments into consideration as we develop the Draft Environmental Impact Statement. Please visit our webpage at www.transitchicago.com/Redeis to learn more about the project and to follow the progress of the Draft Environmental Impact Statement.

RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60680-1465
Fax: (312) 681-4297

From: Jon Samuel [mailto:jonsamuel32@yahoo.com]
Sent: Tuesday, May 13, 2014 9:47 PM
To: Red Extension
Subject: Red Line Extension

I'm open to just about every option except for the Halsted option because that will go to Halsted & 127th, but it won't serve Altgeld Gardens, as residents there feel isolated from the rest of Chicago. I think that the existing #34 South Michigan should be served with articulated buses. I'd go with you purchasing whole new articulated buses or purchasing and refurbishing articulated buses previously used by another transit agency (as well as if your final decision is to implement the BRT route).

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, May 14, 2014 12:15 PM
To: Judy Hartmann
Subject: RE: red line expansion

Judy,

Thank you for your interest in the Red Line Extension Project. We will add you to our contact list and make sure you receive all future communications.

RedExtension@transitchicago.com
Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661-1465

From: Judy Hartmann [mailto:judy@integritywallpanel.com]
Sent: Wednesday, May 14, 2014 12:37 AM
To: Red Extension
Subject: red line expansion

Please put me on the list my factory is to he west of the tracks on 109th street. I have a facility of 10,000 feet where we fabricate panels for high rise construction

Judy Hartmann
judy@integritywallpanel.com

From: Red Extension <redextension@transitchicago.com>
Sent: Wednesday, May 14, 2014 12:14 PM
To: NANCY WIMBERLY
Subject: RE: Request for Newsletters

Nancy,

Thank you for your interest in the Red Line Extension Project. We will add you to our contact list and make sure you receive all future communications.

RedExtension@transitchicago.com
Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661-1465

From: NANCY WIMBERLY [mailto:9137psnw@sbcglobal.net]
Sent: Wednesday, May 14, 2014 2:07 PM
To: Red Extension
Cc: NANCY WIMBERLY
Subject: Request for Newsletters

5/14/14

To Whom It May Concern:

Please put me on the list to receive Newsletters and other bulletins and information from CTA.
My E-mail is 9137psnw@sbcglobal.net

Thanks.

Nancy Wimberly

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, May 19, 2014 6:25 AM
To: Claire Williams
Subject: RE: add me to email list

Thank you for your interest in the Red Line Extension Project. We will add you to our contact list and make sure you receive all future communications.

RedExtension@transitchicago.com
Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661-1465

From: Claire Williams [mailto:sag19@sbcglobal.net]
Sent: Wednesday, May 14, 2014 4:40 PM
To: Red Extension
Subject: add me to email list

please add me to the emailing list for the CTA red line extension.

From: Red Extension <redextension@transitchicago.com>
Sent: Monday, May 19, 2014 6:25 AM
To: Tondelya
Subject: RE: Informed

Tonya,

Thank you for your interest in the Red Line Extension Project. We will add you to our contact list and make sure you receive all future communications.

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Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661-1465

-----Original Message-----
From: Tondelya [mailto:tondelya@aol.com]
Sent: Wednesday, May 14, 2014 10:18 PM
To: Red Extension
Subject: Informed

Please keep me informed with the red extension process due to the fact I might get affected my this change.

Tonya McDonald
99th and Yale Ave

Sent from my iPad

From: Red Extension
Sent: Monday, May 19, 2014 10:09 AM
To: 'Kara Mitchell'
Subject: RE: Red Line

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. Please visit our webpage at www.transitchicago.com/Redeis to learn more about the project and to follow the progress of the Draft Environmental Impact Statement.

RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60680-1465
Fax: (312) 681-4297

From: Kara Mitchell [mailto:Kara.Mitchell@EEOC.GOV]
Sent: Thursday, May 15, 2014 11:48 AM
To: Red Extension
Subject: Red Line

I hope the extension is better constructed than the 87th street station which has dripping overhead now it is both the north and side steps) and puddles of water coming in from the coves (north and side).

-----Original Message-----
From: North Red & Purple Modernization
Sent: Tuesday, May 20, 2014 1:26 PM
To: Red Extension; Feedback
Subject: FW: Contact List For Meetings

Sending this to you for other transit projects.

Best,
Steve

-----Original Message-----
From: Dominic Morris [mailto:tnnfpen1@icloud.com]
Sent: Tuesday, May 20, 2014 12:31 PM
To: North Red & Purple Modernization
Subject: Contact List For Meetings

Please add me to the list for future public meetings relating to all transit projects.

Regards,

Dominic Morris
dominicmorris2013@gmail.com

From: Red Extension [mailto:redextension@transitchicago.com]
Sent: Wednesday, May 21, 2014 7:09 AM
To: Jennifer Cobb
Subject: RE: Mailing List

Jennifer,

Thank you for your interest in the Red Line Extension Project. We will add you to our contact list and make sure you receive all future communications.

RedExtension@transitchicago.com
Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661-1465

From: Jennifer Cobb [mailto:randomuser1105@gmail.com]
Sent: Tuesday, May 20, 2014 10:08 PM
To: Red Extension
Subject: Mailing List

Hello, I would like to be added to the mailing list. Thank you.

-Jennifer Cobb

-----Original Message-----
From: Red Extension [mailto:redextension@transitchicago.com]
Sent: Wednesday, May 21, 2014 7:20 AM
To: Arlene Echols
Subject: RE: Comments on the Red Line Extension

Arlene,

Thank you for your interest in the Red Line Extension Project.

We appreciate your input and thank you for taking the time to provide comments. We will take your comments into consideration as we develop the Draft Environmental Impact Statement. Please visit our webpage at www.transitchicago.com/Redeis to learn more about the project and to follow the progress of the Draft Environmental Impact Statement.

RedExtension@transitchicago.com

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Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661-1465
Fax: (312) 681-4297

-----Original Message-----
From: Arlene Echols [mailto:aechols1979@gmail.com]
Sent: Tuesday, May 20, 2014 11:08 PM
To: Red Extension
Cc: ctc-tribletter@tribune.com
Subject: Comments on the Red Line Extension

Chicago Transit Authority, Strategic Planning
567 W Lake St, 10th Fl
Chicago, IL 60661-1465

May 20, 2014

Dear Madam or Sir,
I attended the Open House for the Red Line extension on May 13, and I have several concerns about the project. The overriding issue is that inadequate funds are being committed to such a major project, and because of the inadequacy of the funding, the options for and the scope of the extension are severely limited to the point that the finished product will be a solution that disrupts many, and adequately serves the transportation needs of few.

A subway is needed. Any train that travels above ground will cast a pall on any throughway that it is over or near. The support posts and the overhead structure will be intrusive to the street scape, and the clamor of the train and the announcements from the train will be a permanent noise nuisance to people blocks away.

The Halsted overhead alternative is not likely to appeal to anyone with property along the route. What business would welcome an overhead transit structure in front of it? What household would want the noise of an above ground train anywhere within hearing? What pedestrian would choose to walk along a street covered by a set of train tracks? An above Halsted train will take a throughway that needs to be lifted up, and turn it into a street that upstanding members of the community try to avoid. Not so for the less upstanding members. The structure and support posts will provide many opportunities for graffiti and for thieves and lawbreakers to hide behind to the detriment of any pedestrians unwise enough to walk down the street.

The Michigan Avenue Bus Rapid Transit is rapid in name only. While the route would serve many, the bus will not be rapid, and will do little more than give true BRT a bad name. I learned at the open house that the BRT will be only 5 minutes faster than the present #34 Michigan. This, as you well know, is nothing like Bus Rapid Transit.

The locally preferred alternative is preferable only because it is the least disruptive to businesses and homes along and near Halsted. The train stations do not seem to serve areas populated by any significant population, and the while the end of the line is nicely located to serve Indianans and suburbanites who want to park and ride, the main purpose of the line should be to serve south siders whose rapid transit needs have been long ignored.

The scope and permanency of any rapid transit project is great enough that accommodation for the future success of the neighborhood should be taken into account before abandoning an option because it's too expensive. If the project cannot be done right, then increased and timely bus service should be added to the affected streets, and the funds should be banked until such time as a commitment to adequate funding can be made. Please do not impose this permanent, noisy, unsightly, and potential crime haven on a thoroughfare that needs a subway.

Sincerely,
Arlene Echols
11329 St Lawrence
Chicago, IL 60628
AEchols1979@gmail.com
773-821-1637

From: Red Extension [mailto:redextension@transitchicago.com]
Sent: Wednesday, June 18, 2014 1:42 PM
To: 고두종
Subject: RE: inquiries for project schedule and condition of eligibility

Thank you for your interest in the Red Line Extension Project.

CTA is currently preparing the Draft Environmental Impact Statement. Future phases of the project, which include the Final Environmental Impact Statement, Engineering, and Construction are currently not funded and project schedule is dependent on federal reviews and approvals and funding availability.

Please visit our webpage at www.transitchicago.com/Redeis to learn more about the project and to follow the progress of the Draft Environmental Impact Statement. We will continue to update the webpage with new information as it becomes available.

RedExtension@transitchicago.com

Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60680-1465
Fax: (312) 681-4297

From: 고두종 [mailto:doojong@hyundai-rotem.co.kr]
Sent: Tuesday, June 17, 2014 5:13 AM
To: Red Extension
Subject: inquiries for project schedule and condition of eligibility

Dear Sir/Madam;

This is Doojong KOH, working for Hyundai-Rotem Company (train and railway system provider) and got informed this project today.

I will be appreciated if you inform its project schedule and qualifications for joining this bidding.

Best regards,

Doojong KOH

GQR- 2015 Global Quality Rotem

고두종 Koh Doojong
철도시스템영업팀 | 과장 | PMP
Railway System Sales & Marketing Team | Manager | PMP

Hyundai Rotem Company
T 02 3464 7237 M 016 265 4546
doojong@hyundai-rotem.co.kr

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From: Red Extension
Sent: Wednesday, June 18, 2014 3:43 PM
To: 'Rod Muir'
Subject: RE: Opening Year of the Red Line extension

Rod,

Thank you for your interest in the Red Line Extension Project.

CTA is currently preparing the Draft Environmental Impact Statement. Future phases of the project, which include the Final Environmental Impact Statement, Engineering, and Construction are currently not funded and project schedule is dependent on federal reviews and approvals and funding availability.

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RedExtension@transitchicago.com

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Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60680-1465
Fax: (312) 681-4297

From: Rod Muir [mailto:rodmuir@sympatico.ca]
Sent: Wednesday, June 18, 2014 9:08 AM
To: Red Extension
Subject: Opening Year of the Red Line extension

Dear Madam or Sir;
Can you tell me plse the
current anticipated opening Year of operation
of the Red Line extension all the way down to 130st
I expect it's 2020 or beyond?
Thanks
Rod Muir