

Appendix B Scoping Report

Red Line Extension Project Scoping Report

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Section 1

Introduction

1.1 Overview

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Red Line from the 95th Street station to 130th Street. CTA and the Federal Transit Administration (FTA) will be preparing an Environmental Impact Statement (EIS) that will evaluate the environmental effects of constructing and operating the proposed extension. FTA is the federal lead agency and CTA is the local lead agency.

The Red Line was put into operation in 1969. Plans to extend the Red Line to the southern city limits were made shortly thereafter but have not yet been implemented. Starting in 2002, community activists began an awareness campaign and a community petition drive which resulted in an advisory referendum being placed on the November 2004 ballot. The referendum was supported by 38,000 voters in the 9th and 34th wards. In 2006, the Chicago Transit Board initiated an Alternatives Analysis (AA) study for the proposed extension.

The study area is situated 11 miles south of the Chicago Central Area (commonly referred to as the Loop) and encompasses approximately 20 square miles. The boundaries of the study area are 95th Street on the north, Ashland Avenue on the west, Stony Island Avenue on the east, and the Calumet-Sag Channel/Little Calumet River and 134th Street on the south.

The I-57 Expressway and I-94 Bishop Ford Freeway traverse the western and eastern edges of the study area, respectively. Lake Calumet is located in the eastern portion of the study area.

The study area encompasses parts of nine community areas in the City of Chicago and the eastern section of the City of Calumet Park (area east of Ashland Avenue). Community areas include Washington Heights, Beverly, Morgan Park, Roseland, Pullman, West Pullman, South Deering, Hegewisch and Riverdale. The study area has significant residential (primarily single family) industrial (existing and vacant), transportation and commercial development. The study area boundaries are major, recognizable streets, used to clearly define where possible alternatives would be considered. However, travel patterns and analyses beyond the study area are integral components to the project study and included as necessary.

For the Red Line Extension project the CTA has completed an Alternatives Analysis (AA) and conducted early scoping on the potential range of alternatives. The results of that study may be found in the Locally Preferred Alternative Report (CTA 2009) and which is incorporated here by reference. The AA provides the reasoning for decisions regarding the identification and narrowing of the range of alternatives. The AA process identified an initial set of nine corridors and eleven transit modal technologies. The process screened these options into a set of eight conceptual alternatives that potentially met the project purpose. These alternatives were screened against criteria related to constructability, right-of-way constraints, impacts of configurations, and operational concerns. This screening step narrowed the range of alternatives to three build alternatives and a no build alternative and a transportation system management (TSM) alternative. These alternatives were screened against the goals, objectives, and evaluation criteria established for the project.

In addition, input from stakeholders, the public and agencies was solicited in the process of narrowing the range of alternatives. The AA process resulted in the identification of a locally preferred alternative (LPA) in addition to one other build alternative (the Halsted HRT Alternative), the No Build Alternative, and a TSM Alternative that will be carried forward into the DEIS. A Locally Preferred Alternative (LPA) was identified through the AA process and designated by the Chicago Transit Board in August 2009.

The EIS will evaluate the LPA along with a No Build Alternative, a Transportation System Management (TSM) Alternative, and the Halsted Alternative developed during the AA process. Subsequent to the completion of the AA process, FTA and CTA initiated the public and agency NEPA scoping to obtain input on the scope of the EIS. The Notice of Intent (NOI) identified the four alternatives carried forward from the AA for evaluation. This report summarizes the results of the NEPA scoping process.

The Draft EIS (DEIS) will build upon the AA studies and form the basis for performance of Preliminary Engineering and preparation of a subsequent Final EIS. One of the primary purposes of scoping is to identify possible environmental impacts of the project. Transit improvements in the Far South side could be financed with a mix of local, state, federal New Starts, and other federal funds. Accordingly, the project will be executed in compliance with current FTA Section 5309 New Starts guidelines, and all environmental documents will satisfy the requirements of NEPA and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

1.2 Project Area

The proposed project area is located 11 miles south of the Chicago Central Area (commonly referred to as the “Loop”). The limits of the project area are from 95th Street on the north to 130th Street on the south. The Calumet-Sag Channel/Little Calumet River extends along the southern edge of the project area and Lake Calumet is located to the east. The I-57 Expressway and I-94 Bishop Ford Freeway traverse the western and eastern edges of the project area, respectively.

The project area includes parts of eight community areas in the far south side of the City of Chicago. Community areas include Washington Heights, Morgan Park, Roseland, Pullman, West Pullman, South Deering, Hegewisch, and Riverdale. The project area encompasses significant residential (primarily single family), industrial (existing and vacant), transportation, and commercial developments.

1.3 Alternatives

The Red Line Extension EIS will include an evaluation of a No Build Alternative, a Transportation System Management Alternative, the Locally Preferred Union Pacific Railroad Heavy Rail Transit (HRT) Alternative, and the Halsted Street HRT Alternative. These alternatives are briefly described below.

1.3.1 No Build Alternative

The No Build Alternative is defined as the existing transportation system, plus any committed transportation improvements. Committed transportation improvements include projects that are already in the Chicago Metropolitan Agency for Planning (CMAP) financially constrained

Transportation Improvement Program (TIP). The Red Line project area has five bridge reconstructions, and several road improvement projects included in the FY 2007 – 2012 TIP. These improvements are primarily on highway segments in the vicinity of the project area and generally do not lie adjacent to or intersect with the proposed TSM or HRT alternatives.

Bridge projects in the TIP include: Illinois 1 (Halsted Street) at the Little Calumet River; I-94 (Bishop Ford Expressway) at the Stony Island Avenue ramp and at Cottage Grove Road; I-57 at 103rd Street; and I-57 at Genoa Road. Road improvement projects include a variety of landscaping, safety fencing, and resurfacing projects, and coordination of signal timing on Stony Island Avenue from 95th Street north, and on 95th Street from Western Avenue east to Ewing Avenue. There is also a bicycle and pedestrian multi-use trail proposed to extend from the existing Centennial Trail in Lemont to the Burnham Greenway in Burnham.

Bus transit service under the No Build Alternative would be focused on the preservation of existing services and projects. No significant changes to bus service are anticipated in the project area. All elements of the No Build Alternative are included in each of the other alternatives.

Summary:

- Existing transportation system.
- Plus committed transportation improvements: bridge and road improvement projects.
- Bus transit service focused on the preservation of existing services and projects.

1.3.2 Transportation System Management (TSM) Alternative

The proposed TSM Alternative is a Bus Rapid Transit (BRT) alternative that operates between the 95th Street Station and 130th Street via East 95th Street, Michigan Avenue, East 127th Street, South Indiana Avenue, and East 130th Street. Proposed BRT service would operate in mixed traffic with traffic signal priority along 95th Street, Michigan Avenue, and 130th Street.

The TSM Alternative is 5.5 miles long and would include four intermediate stops at 103rd, 111th, 115th, and 130th Streets with park-and-ride facilities proposed at all of the new stops. The 95th Street terminal would be expanded to extend the existing bus bays along State and Lafayette Streets approximately 250-feet north to 94th Street to improve circulation and safety. The TSM alternative assumes that buses from the south would continue to serve the 95th Street Station.

Summary:

- Transportation improvements that are already in the CMAP Fiscal Year 2007-2012 TIP as described in the No Build Alternative.
- Bus Rapid Transit (BRT) that operates between the 95th Street Station and 130th Street.
- 5.5 miles long with three intermediate stops at 103rd, 111th, and 115th Streets and a new terminal station at 130th Street.
- Park-and-ride facilities proposed at all new stops.
- Operates in mixed traffic with traffic signal priority along 95th Street, Michigan Avenue, and 130th Street.
- 95th Street terminal expanded to extend the existing bus bays along State and Lafayette Streets approximately 250-feet north to 94th Street to improve circulation and safety.
- Existing buses from the south continue to serve the 95th Street station.

1.3.3 Locally Preferred Alternative (LPA): Union Pacific Railroad (UPRR) Heavy Rail Transit (HRT) Alternative

The proposed LPA would extend the heavy rail transit line from the existing Red Line 95th Street Station to 130th Street. The line would be on an elevated structure from the 95th Street as it heads south along the I-57 Expressway for nearly one-half mile until reaching the UPRR corridor in the vicinity of Eggleston Avenue. It 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 tracks near 119th Street where it would transition to an at-grade profile and then continue southeast along the former Michigan Central/Indiana Harbor Belt (IHB) railroad right-of-way to terminate in the vicinity of 130th Street.

The proposed LPA is 5.3 miles long and would include three new intermediate stations at 103rd, 111th, and 115th Streets and a new terminal station at 130th Street with new park-and-ride and bus terminal facilities at each station. This alternative assumes that buses from the south would be re-routed to serve the new intermediate and terminal stations to speed passenger travel toward downtown Chicago.

The new HRT tracks would be placed immediately adjacent to the UPRR right-of-way on either the west side (West Side Option) or the east side (East Side Option). Both options would require adjacent property acquisition to accommodate the CTA right-of-way and station facilities at 103rd, 111th, and 115th Streets. The West Side Option could impact Fernwood Parkway between 99th Street and 103rd Streets which could trigger a Section 4(f) of the Department of Transportation Act evaluation in the EIS. The East Side Option could impact Wendell Smith Park adjacent to the I-57 Expressway which could also trigger a Section 4(f) evaluation in the EIS.

There are two options for the 130th Street terminal station. The Red Line extension would continue south along the IHB right-of-way to either a south or west terminal station location along the north side of 130th Street, just west of the I-94 Bishop Ford Freeway.

Summary:

- Transportation improvements that are already in the CMAP Fiscal Year 2007-2012 TIP as described in the No Build Alternative.
- Heavy rail transit line extension from 95th Street Station to 130th Street.
- 5.3 mile extension with three new intermediate stops at 103rd, 111th and 115th Streets and a new terminal station at 130th Street.
- New park-and-ride and bus terminal facilities at each station.
- Buses from the south would be rerouted to serve the new intermediate and terminal stations to speed passenger travel to downtown Chicago.
- Two alignment options will be studied in the EIS: Tracks could be placed immediately adjacent to the UPRR right of-way on either the west side (West Side Option) or the east side (East Side Option).
- Two options for the 130th Street terminal station will be studied in the EIS: The line would continue south along the IHB right-of-way to either a south or west terminal station location along the north side of 130th Street, just west of the I-94 Bishop Ford

Freeway.

1.3.4 Halsted Street Heavy Rail Transit Alternative

The proposed Halsted Street HRT Alternative would be operated on an elevated structure between the existing Red Line 95th Street Station and the Halsted Street/Vermont Avenue intersection in the vicinity of 127th Street. The alignment would follow the median of I-57 Expressway until reaching Halsted Street. It would then turn south onto Halsted Street and continue in the median to Vermont Avenue.

The proposed Halsted Street HRT Alternative is 5.0 miles long and would include three new intermediate stations at 103rd, 111th, 119th Streets and a new terminal station at Vermont Avenue with new park-and-ride and bus terminal facilities at the intermediate and terminal stations. This alternative assumes that buses from the south would be re-routed to serve the new intermediate and terminal stations to speed passenger travel to downtown Chicago.

Near the proposed station areas, there may be additional impacts to adjacent land owners if land acquisition would be required for station facilities such as bus turnarounds or parking facilities. This would be most applicable at the proposed terminal station at 127th/Vermont since several properties are located close to Halsted Street in this segment and there may be higher off-street facility needs.

Summary:

- Transportation improvements that are already in the CMAP Fiscal Year 2007-2012 TIP as described in the No Build Alternative.
- Heavy rail transit line extension from 95th Street Station to Halsted Street/Vermont Avenue intersection.
- 5.0 mile extension with three new intermediate stops at 103rd, 111th, 119th Streets and a new terminal station at Vermont Avenue.
- New park-and-ride facilities at intermediate and terminal stations.
- Buses from the south would be rerouted to serve the new intermediate and terminal stations.

1.4 Summary of Purpose and Need

The purpose of the Red Line Extension project is to reduce travel times to jobs for Far South Side and South Suburban residents and improve the performance of the existing Red Line 95th Street Station terminal. The project would also provide an opportunity to support economic development initiatives. The City of Chicago has designated several Tax Increment Finance (TIF) districts, Redevelopment Areas(RA), and Industrial Corridors in the study area. Major incentive zone areas in the study area include the 119th/Halsted RA, the Roseland/Michigan Avenue RA, the Pullman Industrial Corridor, and several smaller TIF districts.

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

- Lack of park-and-ride and passenger drop off, and poor pedestrian facilities limit access to the existing 95th Street terminal of the Red Line.
- Customers accessing the existing terminal facility by bus experience measureable delays resulting from poor performance of surrounding arterial intersections, insufficient space

for bus loading and unloading, and insufficient space for bus layovers.

- Congested bus and passenger conditions at the existing terminal station and bus facility result in safety issues and diminish the attractiveness of transit as an alternative to other travel modes.
- Roadway performance in the study area is adversely impacted by narrow arterial streets and frequent at-grade freight rail crossings.
- Study area population is highly transit dependent, minority, and low-income. Presently, this population is underserved by rail transit compared to other areas in the region.

1.5 Project Participants

The project participants include FTA, CTA, and CTA's consultants. CTA's consultants include the CWC Transit Group and CWC's subconsultants. The Federal Highway Administration (FHWA) has been identified as a cooperating agency. Other project participants include federal, state, and local participating agencies identified in accordance with the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) 6002. Participating agencies have been identified and are listed in Appendix C.

1.6 Purpose of Report

The following report summarizes the public participation process for, and the public comments resulting from, the Red Line Extension public scoping meetings and comment period. The process of determining the scope, focus, and content of an EIS is known as "scoping." Scoping meetings are a useful opportunity to obtain information from the public and governmental agencies. In particular, the scoping process asks agencies and interested parties to provide input on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation, and potential impacts and mitigation measures to be considered.

Section 2

Scoping Process

2.1 Early Scoping Activities

In 2006, CTA and FTA began the Alternatives Analysis (AA) process, for the proposed Red Line Extension. As part of a three step screening process, CTA held six public meetings between 2007 and 2009 in order to help define the purpose and need and identify a range of reasonable alternatives. This AA process is an early public scoping process and was conducted consistent with the Federal Transit Administration's (FTA) guidelines.

Early scoping included a series of three screening evaluations and public outreach efforts. The first step, Screen 1, included meetings with elected officials and community groups in the study area, a meeting with stakeholders, a Technical Advisory Committee (TAC) meeting, and two public meetings. The two public meetings were held on April 10 and 11, 2007. A total of 147 persons attended the two public meetings and 14 representatives of 11 community and governmental organizations attended the stakeholder session, held prior to the public meetings.

The second step, Screen 2, again included meetings with elected officials and community groups in the study area, a meeting with stakeholders, a Technical Advisory Committee (TAC) meeting, and two public meetings. The two public meetings were held on December 3 and 4, 2008. A total of 84 persons attended the two public meetings, and 10 representatives of 10 organizations attended the stakeholder session, held prior to the public meetings.

The third step of the process, Screen 3, included two public meetings held on June 3 and 4, 2009. Prior to the public meetings, CTA conducted 11 briefings of elected officials and their staff and one stakeholder meeting. Fourteen representatives of 13 organizations attended the stakeholder briefing.

Screen 1

- April 10, 2007 - public meeting
- April 11, 2007 - public meetings

Screen 2

- December 3, 2008 - public meetings
- December 4, 2008 - public meetings

Screen 3

- June 3, 2009 - public meetings
- June 4, 2009 - public meetings

During early scoping, CTA evaluated nine alternatives, and in August 2009, the Chicago Transit Board designated the Union Pacific Railroad (UPRR) Heavy Rail Transit (HRT) Alternative as the Locally Preferred Alternative (LPA) for further study in the EIS. The LPA was chosen, in part, due to agency participation and public participation through review and comments.

2.2 Draft Environmental Impact Statement (DEIS) Scoping Activities

In accordance with NEPA, CTA and FTA have initiated the environmental review process for the Red Line Extension. An EIS will be prepared to identify impacts related to project construction and operation. As part of the initial phase of the environmental process, public scoping meetings were hosted on September 22, 2009 and September 24, 2009, to receive public comments on the alternatives and issues that should be examined as part of the environmental analysis. The public meetings are also a requirement of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which requires project proponents to provide opportunities for public participation in transportation decision-making. The process of determining the scope, focus, and content of an EIS is known as “scoping.” Scoping meetings are a useful opportunity to obtain information from the public and governmental agencies. In particular, the scoping process asks agencies and interested parties to provide input on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation, and potential impacts and mitigation measures to be considered.

2.2.1 Public Participation Plan

NEPA and SAFETEA-LU require project proponents to provide opportunities for public participation in transportation decision-making. In order to meet the requirements of these two Acts, a Public Participation Plan (Appendix A) was developed to guide CTA through a comprehensive public participation process for the Red Line Extension EIS scoping phase. The plan includes public participation goals, strategies to engage the public, key audiences to be addressed and the plan for notification and outreach for the scoping phase of the project. The Public Participation Plan that is included in Appendix A was developed specifically for the scoping process and will be updated to address outreach needs for the release of the Draft Environmental Impact Statement.

2.2.2 Coordination Plan

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) established an environmental review process for transit projects that has now been included in Section 139 of Title 23 of the U.S. Code. Section 139 directs agencies to prepare a plan for coordinating public and agency participation in and comments on the environmental review process for a project. The coordination plan describes how the lead agencies will provide opportunities for input from both the public and other agencies. The Coordination Plan includes the Public Participation Plan described above in Section 2.2.1.

2.3 Initiation of Scoping - Notice of Intent (NOI)

FTA published the NOI in the Federal Register on September 1, 2009. The publication of the NOI is the official federal notification of the agency’s intent to prepare a DEIS. The NOI included notification of the dates and locations of the agency and public scoping meetings, the public comment period, as well as a description of the project purpose and need and alternatives. The NOI initiates the NEPA scoping process. A copy of the NOI is in Appendix B. Comments were accepted by CTA from the date of publication of the NOI in the Federal Register (September 1, 2009) through October 27, 2009. This provided a public comment period of 57 days.

2.4 Agency Scoping

2.4.1 Participating Agencies

Participating agencies can be Federal, State, tribal, regional, and local government agencies that may have an interest in the project. In accordance with SAFETEA-LU Section 6002 requirements, CTA, in coordination with the FTA, prepared and mailed participating agency invitation letters to 80 agencies with a potential interest in the project in September 2009. The identification of potential participating agencies built on the list of agencies identified through the AA process.

The responsibilities of these agencies include, but are not limited, to:

- Participating in the NEPA process starting at the earliest possible time, especially with regards to the development of the purpose and need statement, range of alternatives, methodologies, and the level of detail for the analysis of alternatives.
- Identify, as early as practicable, any issues of concern regarding potential environmental or socioeconomic impacts of the project.
- Participate in the issue resolution process, described in the Coordination Plan.
- Provide meaningful and timely input on unresolved issues.
- Participate in the scoping process.

Accepting the designation as a participating agency does not indicate project support and does not provide the agency with increased oversight or approval authority beyond its statutory limits.

Participating agencies for the project are listed in Appendix C and include 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. Invited federal agencies automatically become a participating agency unless they decline the invitation in writing, while local and state agencies much accept the invitation. The final list of participating agencies then includes federal agencies that both accepted and did not decline as well as state and local agencies that accepted the invitations.

Agencies were given 30 days from the date of the letter to respond. Agencies may also request to be added at any time during the process. Appendix D contains two sample invitation letters; one that was sent to federal agencies and tribes and one that was sent to state, regional, and local agencies.

2.4.2 Cooperating Agencies

Cooperating agencies are, by definition in 40 CFR 1508.5, federal agencies with jurisdiction, by law or special expertise, with respect to any environmental impact involved in the proposed project. A state or local agency of similar qualifications may, by agreement with the lead agency, also become a cooperating agency. The cooperating agencies are by definition participating agencies as well, and while the roles and responsibilities of both are similar, the

cooperating agencies have a slightly greater degree of authority, responsibility, and involvement in the environmental review process.

The Federal Highway Administration (FHWA) has requested to become a cooperating agency for the Red Line Extension project because of their jurisdiction over the portion of the proposed alignment that would be located in the median of Interstates 94 and 57.

2.4.3 Agency Scoping Meeting

One Agency Scoping meeting was held as follows:

Time: Thursday, September 24, 2009, 10:30 A.M.

Location: CTA Headquarters, Conference Room C
567 W. Lake Street
Chicago, IL 60661

Attendees: 19, representing the following agencies and jurisdictions (sign-in sheet included in Appendix E):

- Illinois Department of Transportation (IDOT)
- Metra
- Metropolitan Water Reclamation District
- City of Chicago, Department of Community Development
- Chicago Department of Transportation
- Pace
- City of Detroit, Department of Transportation
- Illinois Commerce Commission
- Chicago Police Department
- Illinois State Police, Chicago District
- Chicago Park District
- City of Chicago, Streets and Sanitation
- Chicago Department of Environment
- Illinois Secretary of State Office

CTA hosted and presented the meeting with FTA present to observe. The meeting included a PowerPoint presentation similar to the one shown at the public scoping meetings and described in Section 2.5.4.1 with some additional information on the AA process.

2.4.3.1 Agency Scoping Meeting Comments

The topics addressed in the question and answer session included:

- A discussion of the capital cost estimates for each alternative and proposed funding sources.
- Effects of land acquisition.
- Coordination with other service providers.
- Opportunities to connect CTA and Metra at 115th and 130th.
- Opportunities for an intermodal station at 130th.
- Effects on Pace bus routes, access, and connections.
- Need to analyze bus effects for both build alternatives.
- Effects on bike access.
- Locations of grade separations and potential effects on bus service and street access.
- Use of green technologies.
- Coordination with wastewater treatment operations.
- Design of terminal at 130th Street.
- Effects of odors from sludge processing operations at adjacent property owned by the Metropolitan Water Reclamation District of Greater Chicagoland (MWRDGC) at 130th Street station.
- Potential reconfiguration of 95th Street Station.
- Safety and Security.
- Maintenance of access to expressway on-ramp during construction.
- Need for coordination regarding ongoing patrolling of facility.
- Cost of providing security.
- Management of contaminated debris during construction.
- Effects to wetlands.
- Coordination with/potential benefits to new environmental center at 38th and Torrence.
- Discussion of potential schedule for EIS, PE, and construction, and the EIS decision process.

The agency scoping meeting minutes are included in Appendix E.

2.5 Public Scoping

Public scoping is an important element in the process of determining the focus and content of an EIS. Scoping helps to identify the range of actions, alternatives, environmental effects, and mitigation measures to be analyzed in depth, and helps eliminate from detailed study those issues that are not pertinent to the final decision on the proposed project. Scoping is an effective way to bring together and address the concerns of the public, agencies, and other interested

parties.

Notification of the public scoping meetings was completed via several forms of media as described further in this section. This outreach was in addition to the official notice published in the Federal Register. Two public scoping meetings were held as described in Section 2.5.4.

2.5.1 Notification Database

CTA maintained and updated the stakeholder database developed during the AA study to track interested individuals and groups. To the extent possible, CTA includes mailing addresses as well as e-mail contact information on the database. The database includes those who participated in the early scoping AA process by attending a meeting or providing comment during the process.

In addition to those identified through the AA process, the notification database was expanded to include residents and businesses adjacent to the proposed build alternative alignments. Addresses for businesses and residences on parcels either immediately adjacent to the proposed alignment or separated from the alignment by a street, park, vacant parcel, or one residence, were also added to the notification database. Parcels on both the east and west sides of the UPRR right-of-way were included. Parcels adjacent to both sides of the Halsted Alternative alignment were also included.

At the time of the scoping meetings, 4,265 entries were listed on the Red Line Extension project database. A list of the public agency database entries is provided in Appendix F.

2.5.2 Public Notification Activities

In order to engage the public to participate in the environmental review process and attend a scoping meeting, some basic strategies were used including: 1) make it easy to participate, 2) provide easy-to-understand information that helps people provide informed scoping comments and 3) provide multiple ways to obtain information and provide comment and ensure stakeholders are aware of the planning process and are shown how public input will be used.

Invitations were mailed directly to people on the project mailing list and e-blast invitations were sent to the e-mail distribution list. Newspaper display ads were placed in a total of 9 publications, transit cards were placed on CTA vehicles and in transit stations, and flyers were placed at strategic locations in the project area. Additionally, a project web page was developed to provide all of the project information and pertinent scoping information.

Prior to developing notification materials, an evaluation was conducted of the languages spoken within census tracts within the project area with an emphasis on identifying populations with limited English proficiency. The proposed Red Line extension LPA crosses 12 census tracts. In two of those tracts the percentages of Spanish speakers who speak English “less than very well” were 15 percent and 22 percent. In the other tracts and for other languages, the percentages were all below 3 percent for people who speak English “less than very well”. Therefore, the notification and scoping materials were provided in English and Spanish for the Red Line extension project.

2.5.2.1 Direct Mail Notice

Scoping meeting invitations were mailed on September 1, 2009 to a list of 4,265 entries that included elected officials, government agencies (including local agencies not described in Agency Scoping discussion in Section 2.4), tribes, general interested persons, businesses, organizations, neighborhood associations and property owners adjacent to both sides of the proposed build alternatives routes. The notice provided information on scoping, the alternatives, how to provide a comment, and the public scoping meeting information. The mailed invitation included information in English and Spanish. (Appendix G).

2.5.2.2 Transit Cards

In order to reach a large audience of transit riders, “transit cards” or “car cards” with the public scoping meeting information were placed in various buses and stations in the project area. (Appendix G) Approximately 691 transit cards were distributed on September 4, 2009 for posting at all Red Line stations and on bus routes originating from the 103rd Street Garage.

2.5.2.3 E-mail Notification

An invitation e-mail was created that included information on the public scoping meeting and how to provide comments. The e-mail was sent to approximately 323 addresses to people who had previously demonstrated an interest in the Red Line extension on September 5, 2009. A copy of the e-mail notification is included in Appendix G.

2.5.2.4 Newspaper Advertisements

To invite the public to the scoping meeting and notify individuals about the comment period, display advertisements for the scoping meetings were placed in nine newspapers within the project area. Newspapers were selected based on their geographic focus, language needs, and audited circulation numbers. Display ads ran during the week of September 8, 2009 through the week of September 18, 2009. Ads were placed in different papers on different days of the week throughout the notification period. Ads were placed in the two papers with the largest circulation twice, running a week apart. In addition, a legal notice was placed in the Chicago Tribune on September 8, 2009. The display ads and legal notice are included in Appendix G.

Table 2-1. Newspaper Display Advertisements

Newspaper	Ad Size	Geographic Coverage	Language	First Ad Date	Second Ad Date
Chicago Sun-Times	1/4 page	Region	English	Tues, 9/08/09	Tues, 9/15/09
Hoy	1/4 page	Citywide	Spanish	Fri, 9/11/09	--
RedEye	1/4 page	Citywide	English	Wed, 9/09/09	--
La Raza	1/4 page	Citywide	Spanish	Sun, 9/13/09	--
Chicago Tribune - City and SW Zone	1/4 page	City, SW suburbs	English	Fri, 9/11/09	Fri, 9/18/09
Southtown Star	1/4 page	S. Suburbs	English	Sun, 9/13/09	--
Chicago Crusader	1/4 page	South	English	Thu, 9/17/09	--
Chicago Defender	1/4 page	South	English	Wed, 9/16/09	--
Beverly Review	1/4 page	South	English	Tue, 9/15/09	--
Legal Notice: Tribune	N/A	Region	English	Tue, 9/08/09	

Source: CWC Transit Group

2.5.2.5 Project Web Site

A project web site, www.transitchicago.com/redEIS/, was developed for the Red Line EIS. The site includes information about the project, the environmental review process, and the scoping information. The site also included information about how to submit scoping comments and who to contact for additional information. The web site prominently featured the dates and times of the public scoping meetings, as well as links to directions using public transit to access the meeting locations. Website content included the scoping booklets, presentations made at the public scoping meetings, and other information of interest to the public from the AA process. The website will continue to be updated at key milestones. Some materials posted to the website were translated into Spanish.

2.5.2.6 Additional Outreach During Public Scoping Period

In order to maximize the coverage of the outreach effort for the scoping meetings, a media release (Appendix G) was sent to local press outlets, meeting announcements were posted on local on-line community calendars, and flyers (Appendix G) were put in key locations around the area. The meeting announcement was distributed to the following village hall and library locations:

- City of Burnham
- City of Blue Island
- City of Calumet
- Village of Calumet Park
- Village of Dolton
- Village of Evergreen Park
- Village of Riverdale
- Altgeld Branch Public Library

- Blue Island Public Library
- Brainerd Branch Public Library
- Calumet City Public Library
- Hegewisch Library Branch
- James F. Vodak/East Side Branch Public Library
- Jeffrey Manor Branch Public Library
- Pullman Public Library
- Riverdale Public Library
- South Chicago Library Branch
- Tuley Park Library Branch
- Walker Branch Public Library
- West Pullman Library Branch

2.5.3 Elected Official and Stakeholder Briefings

There were four briefings with elected officials or stakeholders held on the Red Line Extension project. Generally, briefings covered a description of the project and the scoping process. The briefings included the following:

- Office of Alderwoman Austin, 34th Ward, September 15, 2009.
- Office of Alderman Beale, 9th Ward, September 14, 2009.
- Office of U.S. Representative Jesse Jackson, Jr., September 22, 2009.
- Roseland Business Development Council, October 10, 2009.

2.5.4 Public Scoping Meeting

CTA hosted two public scoping meetings to inform the public about the project and gather input on the scope of the environmental studies, draft purpose and need, and alternatives to be evaluated. Meetings were conducted in compliance with NEPA guidelines, and locations were selected to reflect equitable geographic coverage, proximity to public transportation, and to minimize overlap with other meetings scheduled in the project area. The locations were within the project area, accessible by public transit, and ADA compliant. The scoping meetings were set approximately five weeks in advance of the end of the public comment period on October 27, 2009.

For the convenience of all attendees, bus lines to and from the meeting sites were publicized on some notices and on the website. In order to provide the greatest opportunity for community participation, meetings were scheduled in the early evening on weekdays.

A total of 173 people signed in at the two meetings. There may have been a few additional attendees at each meeting who did not sign in. Approximately 35 people provided verbal

and/or written comments at the meetings. An additional 309 comments were received via letters, e-mail, and mailed comment cards throughout the public scoping period.

Meeting 1:

Time: Tuesday, September 22, 2009, 6:00 to 8:00 p.m.
Location: Historic Pullman Visitor Center
11141 S. Cottage Grove Avenue
Chicago, IL 60628
Attendees: 87 people signed in
Comments: 11 verbal, 2 written

Meeting 2:

Time: Thursday, September 24, 2009 from 6:00 to 8:00 p.m.
Location: Woodson Regional Chicago Public Library
9525 S. Halsted Street
Chicago, IL 60628
Attendees: 81 people signed in
Comments: 17 verbal, 5 written

2.5.4.1 Public Scoping Meeting Format

The scoping meetings began with a 45-minute open house format. During the open house session, project team members were present at project display boards to answer questions related to the technical aspects of the project. The open house session provided attendees with an opportunity to review the project information and clarify their understanding of the project and environmental process prior to the start of the presentation and subsequent comment period. Spanish and sign language interpreters were made available at both meetings. Following the open house period, a PowerPoint presentation was made to provide attendees with information regarding the purpose of scoping and information on the project purpose and need, background, the recently completed AA process, and the alternatives being carried forward into the DEIS (Appendix I). Emphasis was placed on the importance of the community providing comments before the comment deadline, at the public meetings or via e-mail, fax, or postal mail.

Following the presentation, the meeting shifted into a formal public comment session, which was recorded by a court reporter. Members of the public provided verbal comments to CTA on the scope of the EIS and the project which were recorded in formal transcripts (Appendix K). Comments were also accepted by comment sheets at the meeting and by mail, fax, and e-mail after the meeting until the close of the comment period on October 27, 2009. The oral comment period was moderated, and speakers were asked to limit their comments to three minutes. Those requiring translation were provided with six minutes. After the public comment portion of the meeting, the project team was again available to answer technical questions at the informational display boards until the end of the meeting time.

Agenda:

6:00-6:45 pm Open House
6:45-6:55 pm Presentation

6:55-7:55 pm Public Comments
7:55-8:00 pm Next Steps/Adjournment

2.5.4.2 Public Meeting Materials

Each meeting attendee was offered the following materials: an EIS scoping information booklet, a comment sheet, and a speaker card (Appendix H). The scoping information booklet provided a project overview and included the following sections: purpose of the EIS and scoping, environmental issues to be considered in the EIS, project overview, project alternatives, project purpose and need, public participation, how to participate in the decision-making process, and next steps. This scoping information booklet was also available in Spanish and was posted on the project web site.

The comment sheet allowed attendees to submit written comments during or after the meeting. The comment sheet was designed as a self-mailer so that individuals could easily mail comments to CTA if they needed more time to develop them after the public scoping meeting (Appendix H). The speaker card was provided for attendees to fill out and turn in before or during the public comment session if they wanted to give verbal comments. The speaker cards were provided to the hearing facilitator and names were announced to allow people to approach the microphone to make a comment (Appendix H).

Project exhibit boards were developed and used during the public open house part of the meeting. The boards included: No-Build Alternative, the Transportation System Management Alternative, the Locally Preferred Alternative, the Halsted Street Heavy Rail Transit (HRT) Alternative, Project Purpose and Need, How to Submit Comments, How to Stay Involved, Welcome to the Meeting, Environmental Review Process, Issues Potentially Considered in the Environmental Impact Statement, Meeting Agenda, and the Project Timeline (Appendix J). Exhibit boards were also posted on the website.

2.6 Comments Received

The public scoping period was from September 1, 2009 to October 27, 2009 which was greater than the 45 calendar days required by FTA rules. People were provided opportunities to comment in writing or orally at the two public scoping meetings or they could comment in writing via e-mail, fax, or postal letter. The comment cards distributed at the public meetings were designed to facilitate return of written comments both at the public meeting and via postal mail later during the public comment period. E-mail comments could be sent to a project specific e-mail address found on the project website and included in all notice materials distributed. In total, approximately 344 comments were received by the close of the public comment period. All comments received are included in Appendices K, L, and M.

At the September 22nd public scoping meeting, 87 people signed-in, 11 people made formal public comments and 2 submitted written comments by the end of the meeting. At the September 24th public scoping meeting 81 people signed-in, 17 people made formal public comments and 5 submitted written comments by the end of the meeting. An additional 309 written comments were received on the Red Line Extension project by the close of the public comment period.

Section 3

Summary of Scoping Comments

3.1 Introduction

CTA accepted comments on the Red Line Extension project throughout the entire scoping period, from September 1, 2009 until October 27, 2009. Agencies, community groups, members of the public, elected officials, and other interested parties submitted 344 letters, e-mails, comment cards, and individuals' oral testimony during this period. The summary table (Table 3-1) provides a tally of the topics discussed in the comments.

It should be noted that the combined numbers of comments listed in the following subsections and the summary table will be greater than the total number of comment submissions because some people discussed multiple topics in their submission. Topics covered in the comments included the purpose and need, the alternatives to be analyzed in the DEIS, potential impacts and mitigation measures, and other substantive issues. This section contains a summary of comments received during the scoping period. The actual comments may be found in Appendices K, L and M.

3.2 Summary of Substantive Comments

All comments were reviewed and categorized in an electronic database. The database contains information documenting the name of the commenter, the agency or organization the commenter represented, the method by which the comment was received, the topic categories addressed in the comment. The full text of each comment is included in Appendices K, L, and M.

The comments were largely fit into three topic categories. The major categories of comments were the project purpose and need (approximately 7 comments), the alternatives to be studied in the DEIS (including alignment options, station location options, and potential design features; approximately 326 comments), and environmental impacts and mitigation measures (approximately 37 comments). The following sections contain summaries of the comments from each major category.

Table 3-1 provides a summary of the comments received during the scoping period. Transcripts of the spoken comments submitted at the public scoping meetings and full text of all written public comments are provided in Appendices K and L. Agency comments are provided in Appendix M.

Table 3-1 Comment Summary			
Purpose and Need	Ease congestion in the region Improve transit access to and from Far South side Reduce congestion at 95 th and Dan Ryan terminal Provide connections to transit disadvantaged communities		
Proposed Alternatives	<u>Support No-Build (0)</u> <u>Support TSM (0)</u>	<u>LPA – UPRR HRT Alternative(318)</u> Support (317) Do Not Support (1)	<u>Halsted Street Alternative(3)</u> Support (3) Do Not Support (0)
Design Comments	<u>Stations (326)</u> Extension should connect to Altgeld Gardens at 130 th Provide bike access and parking Parking facilities should be larger Parking facilities should be smaller Parking should be at church lots Station design needs to accommodate bus access	<u>Design Features (12)</u> Recycling stations Use alternative energy Lighting design to reduce light pollution Natural stormwater management Native landscaping Green roofs Bike access and parking	<u>Design Features (cont)</u> Use permeable paving Incentives for alternate fuel vehicles Adequate bus bays for Pace, CTA, Paratransit Operator facilities Passenger information Signal priority for bus access
Other Alternatives	1. One way loop 2. Leave the UPRR right-of-way at 115th Street or Kensington Avenue, travel east to the Metra Electric line, cross over the electric line and turn south onto the IHB right-of-way	3. Use the alleys to the east of South State Street or South Michigan Avenue 4. Extend electric line routes to connect with an Indiana-Illinois border parking lot	5. Use I-94 and/or I-57 for the extension 6. Use of the Green Line from Stony Island to I-94 and South to 159th Street 7. A 9.5 mile one-way loop with seven stations
Potential Impacts	Transportation Impacts (21) Land Acquisitions, Displacement and Relocations(14) Community and Neighborhood Impacts (21) Visual and Aesthetic Impacts (6) Noise and Vibration (9)	Parklands (3) Economic and Fiscal Impacts (7) Safety and Security (8) Environmental Justice (284) Construction Impacts (8) Public Services (3)	

Note: Tallies are approximate

3.3 Comments Related to Purpose and Need

Most comments regarding the purpose and need for the project cited the benefits of the rail extension. In total, approximately 7 comments related to purpose and need were received. The general topics that these comments addressed were:

- Easing congestion in the region.

- Providing more transit options.
- Reducing bus congestion at the 95th and Dan Ryan Terminal.
- Providing connections to transit disadvantaged communities.

3.4 Comments Related to Alternatives

An approximate total of 326 comments specifically discussed the alternatives. The majority of the comments, approximately 317, supported the Locally Preferred Alternative (LPA) - Union Pacific Railroad (UPRR) Heavy Rail Transit (HRT) Alternative. Most of the comments in support of the LPA also noted that the extension should reach the Altgeld Gardens/Calumet River area at 130th Street, which is already a feature of the Locally Preferred Alternative. Many comments simply indicated a preference for the Locally Preferred Alternative without indicating the reason for their choice. One comment opposed the extension citing relocation impacts, and potential effects related to property values, traffic, and noise. A few comments mentioned other alignments. There were no comments specific to the no build or the TSM alternative. Three comments expressed support for the Halsted Street HRT Alternative as an approach that would have less impact on existing residences. However, even these comments mentioned the need for the extension to reach the Altgeld Gardens area.

3.4.1 Locally Preferred Alternative (LPA)

Approximately 317 comments were received expressing a preference for the LPA. Comments on this alternative included:

- Need for the extension to reach the Altgeld Gardens area.
- Potential to enhance neighborhoods by easing congestion and providing more transit options.
- Potential impact of land acquisitions, displacements and relocations due to the new extension and the park and ride facilities.
- Potential impacts related to construction.
- Potential noise and vibration impacts.
- Potential impacts to parking, bicycle and pedestrian circulation, bus access and routes.
- Potential to increase foot and vehicle traffic around the stations.
- Potential to increase litter and crime around the stations.
- Potential to provide options to transit disadvantaged population.
- Provides the greatest potential to mitigate traffic congestion feeding in from the south.
- Concerns about neighborhood compatibility.
- Potential impacts to parklands.
- Potential energy usage effects.
- Potential for brownfields redevelopment.

- Potential lighting and shadow effects.
- Potential for economic development.

3.4.2 Halsted Street Heavy Rail Transit (HRT) Alternative

Three comments were received supporting the Halsted Street Heavy Rail Transit (HRT) Alternative. Two of those comments included the refinement that the alternative should still reach the Altgeld Gardens area.

3.4.3 Station Locations and Connections

Approximately eight comments suggested station locations and connections that the Red Line Extension could make. The comments pertaining to station locations and connections included:

- Extension should connect to the Altgeld Gardens/Calumet River area at 130th Street.
- A station at 115th or Kensington to provide an easier connection to Metra and the South Shore.
- Concerns about providing bicycle access and parking.
- A suggestion to increase the proposed parking at the large park-and-ride facilities.
- Reduce the number of large park-and-ride stations and place more reliance on PACE bus services to get to the train.
- Use church parking lots instead of constructing new park-and-rides in the vicinity of the four station stops of the extension.

3.4.4 Other Alignments

CTA received approximately eight comments suggesting alignments for the Red Line Extension other than the LPA Alternative. These suggested alignments included:

- A one-way loop alternative.
- An alignment that leaves the UPRR right-of-way at either 115th Street or Kensington Avenue traveling east to the Metra Electric line, crossing over the electric line and turning south onto the IHB right-of-way.
- An alignment that uses the alleys to the east of South State Street or South Michigan Avenue.
- Extension of the electric line routes to connect with an Indiana-Illinois border parking lot.
- Use of I-94 and I-57 for the extension.
- Use of the Green Line from Stony Island Avenue to I-94 and South to 159th Street.
- A 9.5 mile one-way loop with seven stations.

3.4.5 Design Features

Approximately twelve comments were submitted suggesting additional design features to be taken into consideration. Suggestions regarding design features were primarily related to

issues of sustainability. These features include the following:

- Recycling opportunities at stations and parking areas.
- Alternative energy options including solar, solar thermal, wind and more to provide electricity and heating/cooling.
- Solar arrays (on rooftops and large expanses) to return energy to the grid.
- Downward facing lighting to reduce light pollution.
- Bioswales and rain barrels.
- Native landscapes with little to no irrigation.
- Green roofs.
- Bicycle access and parking.
- Permeable paving for the park-and-ride areas.
- Charging stations for electric vehicles.
- Include sufficient bus bays at the stations to accommodate both Pace fixed/express routes, Regional ADA Paratransit services, and CTA bus routes.
- Include bus operator facilities and passenger information as well as bus priority access such as transit signal priority or bus-activated signals to allow buses to enter/exit the terminal with minimal congestion.

3.5 Comments Related to Potential Impacts

Approximately 37 comments received pertained to specific potential impacts of the project. Commenters discussed a wide range of potential impacts, though the majority touched upon relocations and displacements, safety, community compatibility, and transportation related issues such as traffic, parking, and bike and bus access to park and rides. The comments on each type of impact are summarized in the following subsections.

3.5.1 Transportation Impacts

Approximately 21 comments touched on potential transportation impacts including potential impacts to traffic circulation, parking, and access to park and rides by bikes, buses, and pedestrians. Comments included the following issues:

- Need for immediate relief of congestion at the 95th/Dan Ryan Terminal.
- Need for easy access for first responders such as police, fire and medical response during an emergency.
- Potential impacts related to increased foot and vehicle traffic.
- Arterial roadway access to/from the proposed station(s) served by connecting bus services need review for issues such as railroad grade crossings, street parking, and intersection improvements to accommodate bus movements.
- Suggestions for location and sizing of park and rides (both larger and smaller), and an

alternative to use church parking lots for commuter parking rather than new construction.

- Potential impacts to neighborhood parking if park and ride fills up.
- Extension will increase transit options for users.
- Need to increase bus service including night owl service.
- Reductions in travel times for bus riders.
- Use of bus services to access rail line.
- Potential effects on traffic patterns and congestion in a larger regional context.

3.5.2 Land Acquisition, Displacement, and Relocations

Fourteen comments about land acquisition, displacement, and relocations were received. The issues addressed in these comments include concern from the potential impacts to houses around the stations and extension. Comments included the following issues:

- Potential for property loss due to the construction of the stations, park and ride lots, and the extension line.
- Potential to impact homes on Eggelston Street.
- Potential to impact homes on the east side of the tracks.
- Potential to impact industry and businesses on the west side of the tracks.
- Reluctance of senior residents to relocate.

3.5.3 Community and Neighborhood Impacts

Twenty-one comments about neighborhood compatibility and potential community impacts were received. The comments focus on the potential impacts to the neighborhoods due to construction and operation of the Red Line Extension. Comments included the following issues:

- Potential to enhance neighborhoods.
- Potential for transit-oriented development.
- Issues of compatibility between commuter rail and residential neighborhoods.
- Operational impacts on residential character. Concerned that the construction and operation of the project will cause adverse impacts to the residential character of the community.
- Potential increased safety issues for residents near the extension.
- Disruption to senior citizens in the project area.
- Potential loss of residential homes.
- Potential effects of lighting around the stations and tracks.
- Potential loss of residential street parking due to transit riders parking in the

neighborhoods.

- Potential impact to residences on Eggelston Street including relocation, property values changes and increased traffic.
- Potential effects related to redevelopment of brownfield sites, such as environmental or human health risks.
- Effect of increasing transit access to transit disadvantaged communities.
- Potential to support and revitalize underserved communities.

3.5.4 Visual and Aesthetic Impacts

Six comments about visual and aesthetic impacts were received. Comments were primarily related to the potential for light impacts. One comment noted the potential for the trestle on Halsted Street to cause dark shadows and blight the area. Another comment mentioned the potential for an elevated track in back of homes to create dark areas and a visual impact.

3.5.5 Noise and Vibration

Approximately nine comments about noise and vibration were received. The issues addressed in these comments included noise and vibration from the trains moving along the tracks and potential damage to surrounding buildings due to vibration. One comment requested that the CTA do a full-scale investigation of the "best available" and "best practicable" noise mitigation technologies.

3.5.6 Parklands

Three comments about parkland and recreational facilities were received. Comments noted potential impacts to both Wendell Smith Park and Fernwood Parkway Park. In addition, one comment noted the potential opportunity to provide better access to the Ford Calumet Environmental Center.

3.5.7 Economic and Fiscal Impacts

Approximately seven comments received concerned the economic and fiscal impacts of the project. These comments included the following issues:

- Potential to increase labor productivity as a result of mitigating car congestion and reducing travel times to work for residents of the far south side of Chicago and south suburbs.
- Concerns about the project costs compared to other projects across the country.
- Potential impact to property values of the homes near the extension.
- Potential to disrupt businesses during construction.
- Potential beneficial impact of transit investment on job creation and increasing employment opportunities.
- Employment model should demonstrate benefits to working populations in project area. Concern that the project will not provide jobs to the people in project area.

- Several suggested design variations were mentioned as potentially being lower cost options.
- Opportunities for transit oriented development and/or commercial and retail services near proposed stations and park and rides.
- Concerns about funding sources and maintenance and operation costs.

3.5.8 Safety and Security

Eight comments about safety and security were received. Comments included the following issues:

- Ability of first responders to access construction areas.
- Concerns that lighting around stations and along the rail line be adequate to discourage crime. Potential for the trestle on Halsted Street to create shadows.
- Potential impact for increased crime at stations and surrounding neighborhoods.

3.5.9 Environmental Justice

Approximately 284 comments were received that focused on the benefits of the proposed project to transit disadvantaged communities (communities underserved proportionally by transit investment). One comment referred to potential air quality benefits that might accrue to the low income community at Altgeld Gardens. Several comments specifically mentioned environmental justice as a potential goal or benefit of the project. Approximately five of the comments referred to a potential for or concern about brownfields development to mitigate the effects of contamination within the project area and effects of hazardous materials on disadvantaged communities. Some specific comments included:

- EIS needs to demonstrate compliance with environmental justice principals.
- Employment model should demonstrate benefits to working populations in project area.
- Potential for environmental justice issues related to job creation and increased employment opportunities.
- Effect of increasing transit access to transit disadvantaged communities.
- Potential to support and revitalize underserved communities.
- Reluctance of senior residents to relocate.

3.5.10 Construction Impacts

Eight comments about construction effects were received. Comments included the following concerns:

- Potential for an increase in termites and rodents in neighboring homes and structures during demolition.
- First responders need access to and through construction zones.
- Potential for construction vibration to damage nearby homes.

- Potential impacts of construction noise.
- Potential disruption of neighborhood traffic patterns and parking
- Construction duration.

3.6 Comments Submitted by Federal, State, and Other Agencies

Seven agencies submitted comments during the scoping period. Most of the topics mentioned were also covered in the comments discussed in the previous sections. However, some of the agency comments presented new issues, including requests to ensure compliance with government-mandated policies and regulations, coordination among transit providers, and safety concerns. The agency comments are summarized in the following sections, and full text of the agency comments is provided in Appendix M. The concerns of all the agencies will be addressed both through the DEIS analysis and through on-going coordination with CTA.

There were no comments from federal agencies. Comment letters were received from two state agencies, one regional transit provider, and four City of Chicago agencies.

3.6.1 Comments Submitted by State Agencies

The Illinois Environmental Protection Agency did not have any objections to the proposed project and highlighted the future need to obtain construction permits for construction stormwater management and the potential need to obtain permits from the US Army Corps of Engineers if there would be any in-water work. The Illinois State Police highlighted concerns for first responders including access to construction zones and access to elevated tracks.

3.6.2 Comments Submitted by Other Agencies

The Pace suburban bus service, the City of Chicago Department of Streets and Sanitation, Chicago Department of Environment, Chicago Housing Authority, Chicago Police Bureau of Patrol, and the Metropolitan Water Reclamation District of Greater Chicago (MWRD) submitted comments covering some of the topics mentioned in previous sections, as well as:

- Evaluate opportunities for sustainability actions such as recycling stations, use of solar energy, sustainable management of stormwater, incentives for use of fuel efficient or alternative fuel vehicles, and/or reuse and recycling of construction debris.
- Consider connections to the new Ford Calumet Environmental Center.
- Consider intermodal connections and providing connections between transit systems at proposed station stops at 115th and at 130th Streets.
- Evaluate potential impacts of construction and operation on the need for services from other City departments including staffing levels and specialized rail training.
- Evaluate impacts on street lights, street lighting levels, and street trees.
- Extension to Altgeld Gardens will improve city wide accessibility for transit dependent populations.
- Ensure safety of transit users by evaluating potential security risks from less used and isolated access points to train lines.

- Arterial road access to proposed stations should be evaluated for adequate grade crossings, street parking, and intersection configurations to accommodate connecting bus movements.
- Station design should include consideration of access requirements for both Pace and CTA bus routes and Regional ADA Paratransit, operator facilities, passenger information, and bus priority access.
- Evaluation of connecting bus service to new stations should consider likely route restructuring that would occur to reduce service overlap.
- Design will need to maintain access to MWRD facilities, evaluate potential impacts to operations, and coordinate with utility locations.
- Potential use of MWRD property for proposed stations and park and ride facilities at 130th Street would require agreements with MWRD.
- Evaluate impacts to wetlands potentially located in the vicinity of the proposed 130th Street station.
- Evaluate potential effects of odors from MWRD facilities on proposed transit facilities.

Section 4

Responses to Comments

4.1 Introduction

The purpose of scoping is to provide an opportunity for agencies and the public to comment on the purpose and need, the range of alternatives proposed for analysis, and to help the project proponent identify issues that should be evaluated in the DEIS analysis. Therefore, all comments that fall within the scope of the NEPA process will be addressed in the DEIS. CTA will also continue to work closely with agencies and stakeholder groups to address issues identified through scoping.

4.2 Comments Related to Purpose and Need

There were no comments directly related to the stated purpose of the project. A number of comments did affirm many of the previously identified needs for the project. In addition, some commenters identified additional conditions or benefits that support the need for the project. The DEIS will expand and clarify the purpose and need statement in response to these comments.

4.3 Comments Related to Alternatives

Many commenters expressed a preference for the LPA because it would enhance neighborhoods, ease congestions and provide better transit options for users. Comments that included reasons for a stated preference also provide insight into potential impacts or benefits of all of the alternatives. These insights into potential impacts are helpful in guiding the impact analysis of the DEIS. Comments that provide this insight are also counted as a comment on a particular resource discipline and will be included in the analysis of potential impacts.

A few comments expressed a preference for an alternative that is not currently proposed for consideration in the DEIS. The DEIS will summarize alternatives previously considered and eliminated and the process used to do so. Alternatives that do not meet the project purpose and need will not be evaluated further.

4.4 Comments Related to Potential Impacts

Potential impacts or benefits of alternatives identified by commenters will be analyzed in the DEIS. Insights into how a particular alternative may affect traffic, neighborhoods and communities, safety, or accessibility in the project area and the region are a valuable result of the scoping process. Many comments reflected an awareness of the transit dependency of the communities in the project area and hope for potential benefits to disadvantaged populations that may result from the project. Specific comments on each potential impact will be used to guide the analysis of the alternatives.

Specific comments on potential impacts were related to traffic circulation and congestion, parking issues, property acquisitions and relocations, safety, community and neighborhood compatibility, economic development opportunities, visual and aesthetic concerns, noise and vibration, and construction activities.

Appendix A

Public Participation Plan



Chicago Transit Authority

PUBLIC PARTICIPATION PLAN
ENVIRONMENTAL IMPACT STATEMENT (EIS) PHASE 1
RED LINE EXTENSION

Submitted: July 14, 2009

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Overview

Red Line Extension

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Red Line southwest from the 95th Street terminal station to 99th Street in the I-57 median, then turning south and southeast along or adjacent to the Union Pacific Railroad (UPRR) right-of-way until 120th Street, continuing southeast at-grade to 130th Street. CTA and the Federal Transit Administration (FTA) will be preparing an Environmental Impact Statement (EIS) that will evaluate the environmental impacts of constructing and operating the extension. The extension includes 5.3 new route miles of rapid transit to the existing Red Line, four additional stations – at 103rd, 111th, 115th and 130th Streets – with new park-and-ride and bus terminal facilities at each station, and 78 new railcars. CTA is investigating a shortened version of this LPA (to 115th Street) to evaluate potential improvements in cost-effectiveness.

The proposed project is intended to:

- Improve commute times for study area residents
- Improve access to the 95th Street station
- Alleviate congestion at the existing Red Line terminal station, where current use exceeds design capacity, resulting in delays, safety issues, and lack of transit attractiveness
- Reduce adverse impacts of projected growth to study area resident without transportation alternatives

Public Participation Plan

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

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

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

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

Public Participation Plan for Next Phase

This Public Participation Plan covers activities and materials for the scoping phase only. An additional plan will be provided to outline public participation activities that will be done during the development and review of the Draft EIS and Final EIS.


Goals

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

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

PUBLIC PARTICIPATION GOALS
<ul style="list-style-type: none"> ○ Build on previous outreach efforts established during the Alternatives Analysis phase ○ Make the complex issues associated with the proposed project and the environmental analysis understandable to stakeholders ○ Ensure stakeholders are aware of the planning process and the purpose and content of the proposed project ○ Provide a range of opportunities for the public and interested stakeholders to comment on the proposed project and environmental studies ○ Fulfill the public participation requirements and guidelines of NEPA and the federal transportation reauthorization bill known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU) ○ Document all public and agency input.

The public participation program provides a variety of communication channels to help the public understand the current scope of the study, including its impacts and benefits. The program will solicit input and feedback from the public as to their specific needs, issues, concerns, and recommendations. In order to engage the public to participate in the environmental review process, some basic strategies will be used in the public participation program.

STRATEGIES TO ENGAGE PUBLIC	 APPROACH
<ul style="list-style-type: none"> ○ Make it easy to participate ○ Provide easy-to-understand information that helps people provide informed scoping comments ○ Provide multiple ways to obtain information and provide comment ○ Ensure stakeholders are aware of the planning process ○ Show how public input will be used 	<ul style="list-style-type: none"> ○ Scoping meeting within the project area; Web access to all project information; outreach materials in English and Spanish ○ Straightforward Scoping Booklet, Web site, exhibit boards and handouts at meetings ○ Web site, mailed notice, e-blasts, community calendars, comment cards, media ○ Careful review and augmentation of the existing project mailing list ○ Stakeholder and Alderman/elected official briefings to identify issues and find additional ways to engage the local community ○ Document all public and agency input in the Scoping Meeting Summary Report; provide final report on Web site

Key Issues

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

KEY ISSUES
<p>General Issues/Community Concerns</p> <ul style="list-style-type: none">○ Public safety (schools, crime, crossings)○ Providing access to underserved communities (Altgeld neighborhood)○ Location/benefit of different station options○ Length of the study process○ Impact to Chicago Olympic bid○ Impact/enhancement on residential/business/school areas surrounding the project○ Effect/enhancement of quality of life○ Existing negative environmental conditions○ Noise/vibration for residents along corridor○ Potential reduction of greenhouse gasses vs. contribution to sprawl○ Accuracy of model data (ridership numbers)○ Suburban residents' image of CTA service
<p>Economic Issues/Concerns</p> <ul style="list-style-type: none">○ Jobs/improved economy○ Project cost○ Funding○ Cost vs. benefits○ Local workforce participation○ Potential to take money away from other needed public projects○ Public transit effects on property values○ Support for local economic and land use plans and goals
<p>Transportation Issues/Concerns</p> <ul style="list-style-type: none">○ Coordination/connectivity with other transit systems○ Project amenities for bike/pedestrian and transit users○ Impact of program on the other CTA services
<p>Construction Issues/Concerns</p> <ul style="list-style-type: none">○ Length of construction○ Potential traffic/detours/delays○ Potential parking/relocation/displacement during construction○ Potential transit access/impacts on bus or transit stops

Key Audiences

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

Local Community

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

- Altgeld Neighborhood
- Beverly Neighborhood
- Burnham Residents
- Chatham Avalon Park Community Council
- Chesterfield Community Council
- City of Blue Island Residents
- City of Calumet Residents
- Cottage Grove Heights Neighborhood
- Gardens Neighborhood
- Longwood Manor Neighborhood
- Morgan Park Neighborhood
- Neighbors of Fuller Park
- Princeton Park Neighborhood
- Pullman Neighborhood
- Roseland Neighborhood
- United Neighborhood Organization
- Village of Calumet Park Residents
- Village of Dolton Residents
- Village of Evergreen Park Residents
- Village of Riverdale Residents
- Washington Heights Neighborhood

Business / Business Associations / Institutions

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

- 87th Street Stony Island Chamber of Commerce
- 95th Street Corridor
- American Brotherhood of Contractors
- Association of Asian Construction Enterprises
- Black Contractors United (BCU)
- Blue Island Chamber of Commerce
- Bronzeville Chamber of Commerce
- Business and Economic Revitalization Association
- Calumet Area Industrial Commission
- Calumet City Chamber of Commerce
- Chatham Business Association
- Chicago Area Gay & Lesbian Chamber of Commerce
- Chicago Minority Business Development Council (CMBDC)
- Chicago Southland Chamber of Commerce
- Chicagoland Chamber of Commerce
- Cosmopolitan Chamber of Commerce
- Greater Auburn -Gresham Development
- Greater Southwest Development Corp
- East Side Chamber of Commerce
- Hegewisch Chamber of Commerce
- Hispanic American Construction Industry Association (HACIA)
- Illinois Hispanic Chamber of Commerce
- Illinois Sports Authority
- Latin American Chamber of Commerce
- National Association of Women Business Owners (NAWBO-Chicago Area Chapter)
- Predestined Incorporated
- Puerto Rican Chamber of Commerce of Illinois
- Rainbow Push Coalition, International Trade Bureau
- South Chicago Chamber of Commerce
- Southwest REACH Center
- St. Bernard's Hospital and Health Care Center
- Women's Business Development Center (WBDC)

Associations / Special Interest Groups / Schools

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

- Alianza Leadership Institute
- Apostolic Church of God
- Carver Military Academy
- Catholic Charities - Community Affairs and Civic Affairs
- Chicago State University, Office of Public Affairs
- Chicago Urban League
- Chicagoland Bicycle Federation
- Corliss High School
- Developing Communities Projects, Inc
- Firman Community Services
- Gwendolyn Brooks College Preparatory High School
- Harlan Community Academy High School
- Historic Pullman Foundation
- Illinois Institute of Technology
- Kennedy King College
- Metro Seniors in Action
- Morgan Park High School
- NAACP, Chicago Southside Chapter
- Northeastern University Center for Inner City Students
- Northwestern University
- Olive-Harvey College
- Percy L. Julian High School
- Pullman Civic Organization
- Pullman Historic Visitor Center
- Rainbow/Push Coalition
- Riverdale Community Resource Center
- Roseland Heights Community Association
- Roseland Heights Community Organization
- Rosemoore Community Association
- Salem Baptist Church of Chicago
- Senior Service Coalition of Southeast Chicago
- Simeon Career Academy
- South Shore Cultural Center
- Southeast Environmental Task Force
- St. Sabina Church
- Strategies for Community Economic Development & Finance
- Teamwork Englewood
- University of Chicago
- University of Illinois at Chicago -College of Urban Planning and Policy
- West Chatham Improvement Association
- YWCA

Commuters

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

Public Agencies and Local Government

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

- Alderman, Ward 3
- Alderman, Ward 6
- Alderman, Ward 7
- Alderman, Ward 8
- Alderman, Ward 9
- Alderman, Ward 17
- Alderman, Ward 34
- Beverly Area Planning Association
- Chicago Housing Authority
- Chicago Roseland Development Corporation
- City of Blue Island
- City of Burnham
- City of Calumet
- City of Chicago Department of Community Development
- City of Chicago Department of Transportation
- Congressmen
- Cook County Commissioners
- South Suburban Mayors & Managers Association
- Southeast Chicago Development Commission
- State Representatives
- State Senators
- Village of Calumet Park
- Village of Dolton
- Village of Evergreen Park
- Village of Riverdale
- Village of Riverdale, Community Development Department

Media

Media coverage offers an efficient means of communicating with the general public. Effective coordination with local and regional media contacts will be crucial to raising public awareness and explaining the study. Supplying the media with updated, factual information increases the

likelihood of balanced, informative coverage. Ethnic, multi-lingual media coverage will also be an important element of the media outreach. See Appendix C for a list of the media outlets.

Public Participation Activities

Stakeholder and Alderman/Elected Official Briefings

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

Schedule:

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

Agency Scoping Meeting

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

Location

- The meeting will be held at the CTA offices.

Schedule:

- Agency Scoping Meeting: 9/22/09

Public Scoping Meeting

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

Schedule:

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

Location

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

The locations identified must meet the following criteria:

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

Format

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

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

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

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

Schedule:

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

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

Public Participation Notification and Information Materials

Notice of Intent (NOI)

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

Schedule:

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

Participating Agency Invitation Letters

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

Schedule:

- Mail participating agency letters: 8/26/09

Public Scoping Invitation Notice

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

Schedule:

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

Other Notification (Village Hall, Libraries, Blogs, e-blasts, Transit Cards)

Notice of the scoping meetings will be posted and distributed throughout the area including at Village Halls, libraries, e-list serves and with community groups.

Schedule:

- Launch notification distribution: 8/26/09

Village Hall Announcement Posting Locations:

- City of Burnham
- City of Blue Island
- City of Calumet
- Village of Calumet Park
- Village of Dolton
- Village of Evergreen Park
- Village of Riverdale

Library Announcement Posting Locations

- Altgeld Branch Public Library
- Blue Island Public Library
- Brainerd Branch Public Library
- Calumet City Public Library

- Hegewisch Library Branch
- James F. Vodak/East Side Branch Public Library
- Jeffrey Manor Branch Public Library
- Pullman Public Library
- Riverdale Public Library
- South Chicago Library Branch
- Tuley Park Library Branch
- Walker Branch Public Library
- West Pullman Library Branch

Blogs

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

E-blasts

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

Online calendars

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

Promotion in Transit

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

Schedule:

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

Social media

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

Web site

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

Schedule:

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

Scoping Display Advertisement/Legal Notice

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

Publication Placement:

- The Chicago Crusader
- Chicago Defender
- LaRaza
- Neighborhood Star
- Southtown Star
- Beverly Review
- The Villager

Schedule:

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

Media Release

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

Schedule:

- Send media release to CTA two days in advance of media deadline for 9/16/09 publication
- Distribute media release: One week in advance of meeting, 9/16/09

Scoping Booklet

The scoping booklet will contain background information on the project and the NEPA process. The purpose of the scoping meeting also will be identified within the booklet. A map depicting the project location and a description of the project area will be included. The booklet will also include a section on how and where comments may be submitted. The scoping meeting date and

location will be provided in the booklet. An electronic file (.pdf file) will also be produced for posting on the CTA website.

Schedule:

- Print scoping booklet: 8/31/09

Meeting Materials

Information boards for use during the open house part of the scoping meetings and general hand-outs will be prepared.

- **Boards:** Welcome, Project Area Map, Typical Cross Sections/Station Locations, List of Environmental Issues to be Studied, Environmental Review Process, How to Stay Involved/Submit Comments
- **Hand-outs:** Agenda, comment form, copies of the boards, scoping booklet

Schedule:

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

Frequently Asked Questions/Talking Points

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

Schedule:

- FAQ/Talking Points: 9/14/09

Project Database

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

Schedule:

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

Documentation

Comment Tracking/Documentation/Response Management

The scoping meetings will be fully documented for the administrative record in compliance with NEPA and SAFETEA-LU. Comments will be received by mail, e-mail, and by comment card and verbally at the scoping meetings.

Scoping Meeting Summary Report

A summary meeting report from the scoping meetings will be prepared. It will include comment cards, the court-reporter record of the scoping meeting, letters, attendance sheets, notification

materials and a summary of verbal and written input, such that an evidential record of the meetings are documented. This meeting report will be incorporated into the formal scoping report.

Schedule:

- Finalize Report and Post on Web site: 10/27/09

CHICAGO TRANSIT AUTHORITY (CTA)

ENVIRONMENTAL IMPACT STATEMENT (EIS) PHASE 1

RED LINE EXTENSION

Public Participation Plan Overview Schedule 2009

Activity	June	July	August	September	October	November	December
Key Milestones/Meetings							
Project Milestones				9/8/09: Notice of Intent (NOI) in Federal Registry 9/9/09: Public Comment Period Begins (45 days)	10/27/09: Public Comment Period Ends (45 days)		
CTA Board Meetings			8/12/09: CTA Board Approval of Locally Preferred Option				
Agency Scoping Meeting				9/22/09: Agency Scoping Meeting			
Public Scoping Meeting				Between 9/23/09 – 10/2/09: Public Scoping Meetings			
Stakeholder Briefing Meetings			Finalize List & Schedule Meetings	9/9/09- 9/29/09: Stakeholder Meetings			
Communication Activities							
Public Participation Plan (PPP)	Draft	Finalize					
Mailing List/Database	Update	Finalize			Update		
Participating Agency Letters		Develop & Finalize	8/26/09: Mail Letters				
Public Scoping Invite Letter		Develop & Finalize	8/26/09: Mail Notice				
Web site	Submit Outline	Develop New Site	8/13/09: Launch New Site 8/26/09 Post Scoping Dates/Info	After Meetings: Post Presentation/Materials	Post Scoping Meeting Summary	Update	Update
Scoping Display Ad/Legal Notice		Finalize Placement Outlets & Develop Ad	8/26/09: Run display ad				
Media Outreach (releases)		Finalize Outlets	Develop Release	9/16/09: Distribute Release			
Other Notification: Libraries, Village Halls, e-blasts, blogs, community calendars, transit cards		Develop Materials	8/26/09: Distribute notification				
Scoping Info Booklet		Develop Book	8/31/09: Finalize				
Meeting Materials: BOARDS			Develop Boards	9/14/09: Finalize			
Meeting Materials: Handouts			Develop Handouts	9/14/09: Finalize			
Meeting PowerPoint Presentation			Develop Presentation	9/14/09: Finalize			
FAQ/Talking Points			Develop FAQ	9/14/09: Finalize			
Scoping Meeting Summary Report					10/27/09: Develop & Finalize		

Note: All dates are preliminary and subject to change.

APPENDIX B: Mailing/Stakeholder List

Not Public

APPENDIX C: Media Release Distribution List

Print (General)

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

Print (Red Line)

- Southtown Star
- The Chicago Crusader
- Neighborhood Star
- Beverly Review
- The Villager

Television

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

Radio

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

Wire Services

- Associated Press, for datebook
- Medill News Services

Appendix B
Notice of Intent

- Build Alternative 1; adding one general purpose lane in each direction.
- Build Alternative 2; adding two general purpose lanes in each direction.
- Build Alternative 3; adding one toll lane to the existing carpool lane in each direction that will be managed together (Federal Highway Administration tolling authority required); also adding one general purpose lane in each direction north of Euclid Street to I-605.
- Build Alternative 4; on I-405 from Euclid Street to I-605, providing additional general purpose lane at various locations and improving various interchanges.
- Transportation Systems Management (TSM)/Transportation Demand Management (TDM)/Mass Transit Alternative; making only low-cost operational improvements, rather than major capital projects, to maximize the efficiency of the present highway system and expand travelers' transportation choices.

Based on a Preliminary Environmental Analysis Report (PEAR) for the I-405 Improvement Project, it is anticipated that the project may require the following Federal permits: Section 404 Permit for filling/dredging waters of the United States and Section 401 Water Quality Certification. The environmental document will analyze factors that include, but are not limited to, the following: Aesthetics, cultural resources, biological resources, hazardous wastes and materials, public services and facilities, water quality, floodplain, noise, air quality, recreation, community impacts, and transportation/traffic. Some of these alternatives may have impacts on the above mentioned resources, as well as on water quality, cultural resources, parks/recreation facilities, and community character and cohesion; the environmental documentation process will assess for potential impacts and suggest ways to reduce or mitigate them.

This document is available at <http://www.octa.net/405improvement> and <http://www.dot.ca.gov/dist12/405/index.htm>.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, Participating Agencies, various Tribal governments, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. The environmental review process will begin in Fall 2009. Public scoping meetings will be held in Fountain Valley, Huntington Beach, Westminster, and Rossmoor, California, on September 22, 23, 30, and October 01, respectively.

In addition, a public hearing will be held. Public notice will be given of the time and place of the meeting and hearing. The draft EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments, and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to Ms. Deshpande at Caltrans at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: August 26, 2009.

Cindy Vigue,

Director, State Programs, Federal Highway Administration, Sacramento, California.

[FR Doc. E9-21040 Filed 8-31-09; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

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

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

ACTION: Notice of intent to prepare an Environmental Impact Statement.

SUMMARY: The FTA, as the lead federal agency, and the Chicago Transit Authority (CTA) intend to prepare an Environmental Impact Statement (EIS) for the Red Line Extension Project in Cook County, Illinois. CTA operates the rapid transit system in Chicago, Cook County, Illinois. The proposed project, described more completely within, would extend the Red Line, a heavy rail transit line, to connect the 95th Street Station to 130th Street. The purpose of this Notice of Intent is to alert interested parties regarding the intent to prepare the EIS, to provide information on the nature of the proposed project and possible alternatives, to invite public participation in the EIS process.

DATES: Written comments on the scope of the EIS, including the project's purpose and need, the alternatives to be considered, the impacts to be evaluated, and the methodologies to be used in the evaluations should be sent to CTA on or before October 27, 2009. See **ADDRESSES**

below for the address to which written public comments may be sent. Two public scoping meetings to accept comments on the scope of the EIS will be held on the following dates:

- Tuesday, September 22, 2009; 6 p.m. to 8 p.m.; at the Historic Pullman Visitor Center, 11141 S. Cottage Grove Avenue, Chicago, IL 60628.
- Thursday, September 24, 2009; 6 p.m. to 8 p.m.; at the Woodson Regional Chicago Public Library, 9525 S. Halsted Street, Chicago, IL 60628.

The buildings used for the scoping meetings are accessible to persons with disabilities. Any individual who requires special assistance, such as a sign language interpreter, to participate in the scoping meeting should contact Mr. Darud Akbar, Government and Community Relations Officer, at 312-681-2708 or dakbar@transitchicago.com, five days prior to the meeting.

Scoping materials describing the project purpose and need and the alternatives proposed for analysis will be available at the meetings and on the CTA Web site <http://www.transitchicago.com/RedEIS>. Paper copies of the scoping materials may also be obtained from Mr. Darud Akbar, Government and Community Relations Officer, at 312-681-2708 or dakbar@transitchicago.com. An interagency scoping meeting will be held on Thursday, September 24 at 10:30 a.m. at CTA Headquarters, in Conference Room 2C, 567 W. Lake Street, Chicago, IL 60661. Representatives of Native American tribal governments and of all federal, state, regional and local agencies that may have an interest in any aspect of the project will be invited to be participating or cooperating agencies, as appropriate.

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

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

SUPPLEMENTARY INFORMATION:

Scoping

The FTA and CTA invite all interested individuals and organizations, public agencies, and Native American Tribes to comment on

the scope of the EIS, including the project's purpose and need, the alternatives to be studied, the impacts to be evaluated, and the evaluation methods to be used. Comments should address (1) alternatives that may better achieve the project's need and purposes at less cost or with fewer adverse impacts, and (2) any significant environmental impacts relating to the alternatives.

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

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

Purpose and Need for the Project

The purpose of the Red Line Extension project is to reduce travel times to jobs for far South Side and South Suburban residents and improve the performance of the existing Red Line 95th Street Station terminal. The project would also provide an opportunity to support economic development initiatives.

The need for the project is based on the following considerations: lack of park-and-ride, passenger drop-off, and poor pedestrian facilities limit access to the existing 95th Street terminal of the Red Line; customers accessing the existing terminal facility by bus experience measureable delays resulting

from poor performance of surrounding arterial intersections, insufficient space for bus loading and unloading, and insufficient space for bus layovers; congested bus and passenger conditions at the existing terminal station and bus facility result in safety issues and diminish the attractiveness of transit as an alternative to other travel modes; roadway performance in the project area is adversely impacted by narrow arterial streets and frequent at-grade freight rail crossings; and, the project area population is highly transit-dependent, minority and low-income.

Project Location and Environmental Setting

The proposed heavy rail transit (HRT) project area lies about 11 miles south of the Chicago Central Area (commonly referred to as the "Loop"). The limits of the project area are from 95th Street on the north to 130th Street on the south. The Calumet-Sag Channel/Little Calumet River extends along the southern edge of the project area and Lake Calumet is located to the east.

The project area includes parts of eight community areas in the far South of the City of Chicago. Community areas include Washington Heights, Morgan Park, Roseland, Pullman, West Pullman, South Deering, Hegewisch and Riverdale. The project area encompasses significant residential (primarily single family), industrial (existing and vacant), transportation, and commercial developments.

The locally preferred alternative (LPA) for the proposed Red Line Extension project was approved by the Chicago Transit Board for further study in the EIS on August 12, 2009. The LPA would extend the heavy rail transit line from the 95th Street Station south along the I-57 Expressway to the Union Pacific Railroad (UPRR) right-of-way near Eggleston Avenue. From that point, the line extends south from I-57 along the UPRR corridor to approximately 111th Street where it turns southeast along existing railroad and industrial right-of-way to terminate in the vicinity of 130th Street. The extension would add 5.3 new route miles of rapid transit to the existing Red Line, four additional stations at approximately 103rd, 111th, 115th, and 130th Streets with new park-and-ride and bus terminal facilities at each station.

Alternatives

The Red Line Extension Final Alternatives Analysis Report (2009) prepared by CTA identified three alternatives for further consideration in the EIS. These alternatives include: A No Build Alternative, Transportation

System Management (TSM) Alternative, and the UPRR HRT Alternative (the LPA). Additionally, the Halsted Street HRT Alternative from the Red Line Extension Alternatives Analysis Screen 3 Report (2009) will be considered in the EIS.

No Build Alternative: The No Build Alternative is defined as the existing transportation system, plus any committed transportation improvements. Committed transportation improvements include projects that are already in the Chicago Metropolitan Agency for Planning (CMAP) financially constrained Transportation Improvement Program (TIP). The Red Line project area has five bridge reconstructions, and several road improvement projects included in the FY 2007–2012 TIP. These improvements are primarily on highway segments in the vicinity of the project area and generally do not lie adjacent to or intersect with the proposed TSM or HRT alternatives.

Bridge projects in the TIP include: Illinois 1 (Halsted Street) at the Little Calumet River; I-94 (Bishop Ford Expressway) at the Stony Island ramp and at Cottage Grove Road; I-57 at 103rd Street; and I-57 at Genoa Road. Road improvement projects include a variety of landscaping, safety fencing, and resurfacing projects, and coordination of signal timing on Stony Island Avenue from 95th Street north, and on 95th Street from Western Avenue east to Ewing Avenue. There is also a bicycle and pedestrian multi-use trail proposed to extend from the existing Centennial Trail in Lemont to the Burnham Greenway in Burnham.

Bus transit service under the No Build Alternative would be focused on the preservation of existing services and projects. No significant changes to bus service are anticipated in the project area. All elements of the No Build Alternative are included in each of the other alternatives.

Transportation System Management (TSM) Alternative: A TSM Alternative is proposed because it is required as part of the New Starts evaluative process; in this case, it does not meet the purposes of and need for the proposed project. The TSM Alternative is Bus Rapid Transit (BRT) that would operate between the 95th Street Station and 130th Street via East 95th Street, Michigan Avenue, East 127th Street, South Indiana Avenue, and East 130th Street. Proposed BRT service would operate in mixed traffic with traffic signal priority along 95th Street, Michigan Avenue, and 130th Street.

The TSM Alternative is 5.5 miles long and would include four intermediate

stops at 103rd, 111th, 115th, and 130th Streets with park-and-ride facilities proposed at all of the new stops. The 95th Street terminal would be expanded to extend the existing bus bays along State and Lafayette Streets approximately 250-feet north to 94th Street to improve circulation and safety. The TSM alternative assumes that buses from the south would continue to serve the 95th Street Station.

UPRR Heavy Rail Transit (HRT) Alternative/Locally Preferred

Alternative (LPA): The proposed LPA would operate between the existing Red Line 95th Street Station and 130th Street. The line would be on an elevated structure from the 95th Street as it heads south along the I-57 Expressway for nearly one-half mile until reaching the UPRR corridor in the vicinity of Eggleston Avenue. It 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 tracks near 119th Street where it would transition to an at-grade profile and then continue southeast along the former Michigan Central/Indiana Harbor Belt (IHB) railroad right-of-way to terminate in the vicinity of 130th Street.

The LPA is 5.3 miles long and would include three new intermediate stations at 103rd, 111th, and 115th Streets and a new terminal station at 130th Street with new park-and-ride and bus terminal facilities at each station. This alternative assumes that buses from the south would be re-routed to serve the new intermediate and terminal stations to speed passenger travel to downtown Chicago.

The new HRT tracks would be placed immediately adjacent to the UPRR right-of-way on either the west side (West Side Option) or the east side (East Side Option). Both options would require adjacent property acquisition to accommodate the CTA right-of-way and station facilities at 103rd, 111th, and 115th Streets. Based on a preliminary analysis of the conceptual alignment plans and Cook County parcel data, the West Side Option would require up to 112 property acquisitions and/or displacements and the East Side Option would require 138. In addition, the West Side Option could impact Fernwood Parkway between 99th Street and 103rd Streets which could trigger a Section 4(f) of the Department of Transportation Act evaluation in the EIS. The East Side Option could impact Wendell Smith Park adjacent to the I-57 Expressway which could also trigger a Section 4(f) evaluation in the EIS. Kensington

Playground Park near 118th Street would not be impacted by either option.

There are two options for the 130th Street terminal station. The Red Line extension would continue south along the IHB right-of-way to either a south or west terminal station location along the north side of 130th Street, just west of the I-94 Bishop Ford Freeway.

Halsted Street HRT Alternative: The proposed Halsted Street HRT Alternative would be operated on an elevated structure between the existing Red Line 95th Street Station and the Halsted Street/Vermont Avenue intersection in the vicinity of 127th Street. The alignment would follow the median of I-57 Expressway until reaching Halsted Street. It would then turn south onto Halsted Street and continue in the median to Vermont Avenue.

The Halsted Street HRT Alternative is 5.0 miles long and would include three new intermediate stations at 103rd, 111th, 119th Streets and a new terminal station at Vermont Avenue with new park-and-ride and bus terminal facilities at the intermediate and terminal stations. This alternative assumes that buses from the south would be re-routed to serve the new intermediate and terminal stations to speed passenger travel to downtown Chicago.

Near the proposed station areas, there may be additional impacts to adjacent land owners if land acquisition would be required for station facilities such as bus turnarounds or parking facilities. This would be most applicable at the proposed terminal station at 127th/Vermont since several properties are located close to Halsted Street in this segment and there may be higher off-street facility needs.

Possible Effects

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

FTA Procedures

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

ADDRESSES.

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

The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use, dissemination, and disposition of information. Consistent with this goal and with principles of economy and efficiency in government, it is FTA policy to limit insofar as possible distribution of complete printed sets of environmental documents. Accordingly, unless a specific request for a complete printed set of environmental documents is

received (preferably in advance of printing), FTA and its grantees will distribute only the executive summary of the environmental document together with a Compact Disc of the complete environmental document. A complete printed set of the environmental document is available for review at the grantee's offices and elsewhere; an electronic copy of the complete environmental document is also available on the grantee's Web page.

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

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

Issued on: August 24, 2009.

Marisol R. Simon,

Regional Administrator, FTA Region V.

[FR Doc. E9–20963 Filed 8–28–09; 8:45 am]

BILLING CODE 4910–57–P

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

Fiscal Year 2010 Safety Grants

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Notice; correction.

SUMMARY: FMCSA is correcting a notice that appeared in the *Federal Register* on August 12, 2009 (74 FR 40638), which informed the public of FMCSA's Fiscal Year (FY) 2010 safety grant opportunities and FMCSA's changes to its application and award processes for grant programs.

FOR FURTHER INFORMATION CONTACT: For further information regarding this notice please contact, Ms. Theresa Rowlett at 202.366.6406. Staff may be reached at FMCSA, 1200 New Jersey Avenue, SE., Washington, DC 20590. Office hours are from 9 a.m. to 5 p.m., EST, Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: For FMCSA's FY 2010 Grants notice published on August 12, 2009 (74 FR 40638), the following corrections are made:

On page 40638, in the **FOR FURTHER INFORMATION CONTACT** section, the contact for the Commercial Vehicle Information Systems and Networks Grants (CVISN) is corrected from "CVISN Grants—Julie Lane, *julie.lane@dot.gov*, 202–385–2391" to "CVISN Grants—Quon Kwon, *quon.kwan@dot.gov*, 202–385–2389".

On page 40638, in the *FY 2010 Safety Grants Program* section, the schedule for the New Entrant Safety Audit Grants and the Motor Carrier Safety Assistance Program (MCSAP) High Priority Grants is corrected from "New Entrant Safety Audit Grants—September 1, 2009, MCSAP High Priority Grants—October 15, 2009" to "New Entrant Safety Audit Grants—October 15, 2009, MCSAP High Priority Grants—September 15, 2009."

Issued on August 24, 2009.

William A. Quade,

Associate Administrator for Enforcement and Program Delivery.

[FR Doc. E9–21019 Filed 8–31–09; 8:45 am]

BILLING CODE 4910–EX–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

4th Meeting: RTCA Special Committee 221: Aircraft Secondary Barriers and Alternative Flight Deck Security Procedures

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of RTCA Special Committee 221 meeting: Aircraft Secondary Barriers and Alternative Flight Deck Security Procedures.

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 221: Aircraft Secondary Barriers and Alternative Flight Deck Security Procedures.

DATES: The meeting will be held September 15–16, 2009. September 15th from 12 a.m. to 5 p.m., September 16th from 9 a.m. to 5 p.m.

ADDRESSES: The meeting will be held at RTCA, Inc., MacIntosh—NBAA and Hilton—ATA Rooms, 1828 L Street, NW., Suite 805, Washington, DC 20036.

FOR FURTHER INFORMATION CONTACT: RTCA Secretariat, 1828 L Street, NW., Suite 805, Washington, DC 20036; telephone (202) 833–9339; fax (202) 833–9434; Web site *http://www.rtca.org*.

SUPPLEMENTARY INFORMATION: Pursuant to section 10(a)(2) of the Federal

Advisory Committee Act (Pub. L. 92–463, 5 U.S.C., Appendix 2), notice is hereby given for a Special Committee 221: Aircraft Secondary Barriers and Alternative Flight Deck Security Procedures meeting. The agenda will include:

- Welcome/Introductions/Administrative Remarks;
- Approval of Summary of the Second Meeting held June 23–24, 2009, RTCA Paper No. 174–09/SC221–013;
- Leadership Comments;
- Review of Threat Work Group—Status Report;
- Review of Alternative Methods Work Group—Status Report;
- Review of Installed Physical Secondary Barrier (IPSB) Work Group—Status Report;
- Presentation/Discussion of SC–221 Schedule and Milestones;
- Discussion of Working Group reports: re-allocation of groups, capture learning points, discuss additional or follow-on goals;
- Approval and Tasking of Existing/Proposed Working Groups;
- Other Business—including Proposed Agenda, Date and Place for Next Meeting.

Attendance is open to the interested public but limited to space availability. With the approval of the chairmen, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on August 24, 2009.

Francisco Estrada C.,

RTCA Advisory Committee.

[FR Doc. E9–21063 Filed 8–31–09; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Eightieth Meeting: RTCA Special Committee 159: Global Positioning System (GPS)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of RTCA Special Committee 159 meeting: Global Positioning System (GPS).

SUMMARY: The FAA is issuing this notice to advise the public of a meeting of RTCA Special Committee 159: Global Positioning System (GPS).

DATES: The meeting will be held September 29–October 2, 2009, from 9

Appendix C

Participating Agencies

Appendix C

Organization	Salutation	First Name	Last Name	Title	Address	Apt/ Floor	City	State	Zip
Chicago Housing Authority	Ms.	Edie	Diaz		60 E. Jackson, Suite 1200		Chicago	IL	60605
Chicago Park District	Mr.	Joseph	Bornstein	Project Manager, Planning & Development	541 N. Fairbanks		Chicago	IL	60611
City of Chicago Department of Business Affairs and Consumer Protection	Ms.	Norma I.	Reyes	Commissioner	50 W. Washington St.	Room 208	Chicago	IL	60602
City of Chicago Department of Community Development	Ms.	Christine	Raguso	Acting Commissioner	121 N. LaSalle St.	Ste. 1000	Chicago	IL	60602
City of Chicago Department of Environment	Ms.	Nicole	Kamins	Program Director	30 N. LaSalle St.	Floor 25	Chicago	IL	60602
City of Chicago Department of Transportation	Mr.	Richard	Hazlett	Coordinating Planner	30 N. LaSalle Street	Suite 500	Chicago	IL	60602
City of Chicago Office of the Mayor	Mr.	Pat	Harney	Deputy Chief of Staff	121 N. LaSalle St.	Room 509	Chicago	IL	60602
City of Chicago Police Department	Mr.	Mark	Harmon	Commanding Officer, Patrol Division	3510 S. Michigan Ave.		Chicago	IL	60653
Metra Commuter Rail	Mr.	David	Kralik	Department Head, Long Range Planning	547 W. Jackson Blvd.	13th Floor	Chicago	IL	60661
Metropolitan Water Reclamation District of Greater Chicago	Mr.	Joseph	Schuessler	Principal Civil Engineer	100 East Erie Street		Chicago	IL	60611
Pace	Mr.	David	Tomzik	Manager, Long Range Planning	550 W. Algonquin Road		Arlington Heights	IL	60005
Illinois Commerce Commission	Ms.	Shauna	Kelley	Bureau of Transportation Chief	160 N. LaSalle St.	C800	Chicago	IL	60601
Illinois Department of Natural Resources	Mr.	Steve	Hamer	Office of Realty & Environmental Planning, Division of Ecosystems & Environment	One Natural Resources Way		Springfield	IL	62702
Illinois Department of Transportation	Ms.	Lil	Budzinski	Section Chief, CTA/ City of Chicago Section	100 W. Randolph	Suite 6-600	Chicago	IL	60601
Illinois Environmental Protection Agency	Ms.	DiAnne	Schuerman		Deputy Director's Office/MC#1, P.O. Box 19276		Springfield	IL	62794-9276
Illinois Historic Preservation Agency	Ms.	Anne	Hacker	Deputy State Historic Preservation Officer	#1 Old State Capitol Plaza		Springfield	IL	62701
Department of Energy	Mr.	Steven	Chu	Secretary	1000 Independence Ave. SW		Washington	DC	20585
Department of Health and Human Services	Mr.	James	Galloway	Acting Regional Director - Region 5	233 N. Michigan Ave.	Ste. 1300	Chicago	IL	60601
Department of Housing and Urban Development	Ms.	Beverly	Bishop	Deputy Regional Director	77 W. Jackson Blvd.		Chicago	IL	60604
Federal Emergency Management Agency	Ms.	Janet	Odeshoo	Deputy Regional Administrator, Region V	536 S. Clark St.	6th floor	Chicago	IL	60605
Federal Highway Administration	Mr.	Matt	Fuller	Environmental Programs Engineer	3251 Executive Park Drive		Springfield	IL	
Federal Railroad Administration	Mr.	Laurence	Hasvold	Regional Administrator	200 West Adams	Suite 310	Chicago	IL	60606
Transportation Security Administration	Ms.	Gale	Rossides	Acting Administrator	601 S. 12th St.		Arlington	VA	20598
U.S. Environmental Protection Agency	Mr.	Bharat	Mathur	Acting Regional Administrator - Region 5	77 W. Jackson Blvd.		Chicago	IL	60604
U.S. Fish and Wildlife Service	Mr.	John	Rogner	Field Supervisor - Chicago Field Office	1250 S. Grove	Ste. 103	Barrington	IL	60010
Citizen Potawatomi Nation					1601 S. Gordon Cooper Drive		Shawnee	OK	74801
Ho-Chunk Nation					5744 W. Irving Park Road		Chicago	IL	60634
Peoria Tribe	Chief	John	Froman	Chief	118 S. Eight Tribes Trail	P.O. Box 1527	Miami	OK	74355
Sac and Fox Tribe - Mississippi and Iowa	Mr.	Jonathan	Buffalo		349 Meskwaki		Tama	IA	52339
Sac and Fox Tribe - Missouri and Kansas					305 N. Main Street		Reserve	KS	66434
Sac and Fox Tribe - Oklahoma					Rt. 2 Box 246		Stroud	OK	74079

Appendix D

Participating Agency Invitation Letters



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

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

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

September 1, 2009

[Insert Agency Representative]

[Insert Agency Name]

[Insert Address]

[Insert, City, State, Zip]

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

Dear [Agency Representative]:

The Federal Transit Administration (FTA), in cooperation with the Chicago Transit Authority (CTA), is initiating the preparation of an Environmental Impact Statement for the proposed Red Line Extension project. The proposed project would extend the Red Line, a heavy rail transit line, 5.3 miles from its existing 95th Street Station to a new terminal station at 130th Street.

The purpose of the project, as currently defined, is to reduce travel times to jobs for Far South Side and South Suburban residents and improve the performance of the existing Red Line 95th Street Station terminal. The project would also provide an opportunity to support economic development initiatives. The enclosed scoping information packet provides more details including a preliminary project schedule.

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

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

Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become participating agencies in the environmental review process.¹

Your agency has been identified preliminarily as one that may have an interest in this project, because of the surrounding land uses which include middle and low income residential neighborhoods, rail and surface transportation facilities, industrial brownfields, parks and natural areas, and the potential for impacts to the physical and human environment from construction and operation of the project; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

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

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

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

- Thursday, September 24 at 10:30 a.m. at CTA Headquarters, in Conference Room 2C, 567 W. Lake Street, Chicago, IL 60661.

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

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

participating agency unless your written response declining such designation as outlined above is transmitted to this office not later than September 30, 2009.

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

Sincerely,

Marisol R. Simon
Regional Administrator

Enclosures (2):

1. Scoping Information Packet/Schedule
2. Federal Register NOI

cc: Jeffrey Busby, Chicago Transit Authority



September 2, 2009

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

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

Dear [Agency Representative]:

The Federal Transit Administration (FTA), in cooperation with the Chicago Transit Authority (CTA), is initiating the preparation of an Environmental Impact Statement for the proposed Red Line Extension project. The proposed project would extend the Red Line, a heavy rail transit line, 5.3 miles from its existing 95th Street Station to a new terminal station at 130th Street.

The purpose of the project, as currently defined, is to reduce travel times to jobs for Far South Side and South Suburban residents and improve the performance of the existing Red Line 95th Street Station terminal. The project would also provide an opportunity to support economic development initiatives. The enclosed scoping information packet provides more details including a preliminary project schedule.

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

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to the project that is the subject of this letter. As part of the environmental review process for this project, the lead agencies must identify, as early as

practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become participating agencies in the environmental review process.¹

Your agency has been identified preliminarily as one that may have an interest in this project, because of the surrounding land uses which include middle and low income residential neighborhoods, rail and surface transportation facilities, industrial brownfields, parks and natural areas, and the potential for impacts to the physical and human environment from construction and operation of the project; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

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

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

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

- Thursday, September 24 at 10:30 a.m. at CTA Headquarters, in the Conference Room 2C, 567 W. Lake Street, Chicago, IL 60661.

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

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

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

Sincerely,

A handwritten signature in blue ink that reads "John Paquet". The signature is fluid and cursive, with the first name "John" being larger and more prominent than the last name "Paquet".

John Paquet
Vice President
Planning and Development

Enclosures (2):

1. Scoping Information Packet/Schedule
2. Federal Register NOI

cc: Federal Transit Administration

Appendix E
Agency Scoping Meeting
(Sign-in sheet and meeting minutes)

Red Line Extension

Connecting 95th Street Station to 130th Street



AGENCY SCOPING MEETING

September 24, 2009

10:30 AM - 12:30 PM

	PRINTED NAME	TITLE	ADDRESS	PHONE	E-MAIL
		ORGANIZATION	CITY, STATE ZIP		
1	Joe Schuessler	Princ. Civil Engr MWRD	111 E. Erie Chicago, IL 60611	312-751-3236	joseph.schuessler@murd.org
2	David Kralik	Dept. Head Long Range Planning Metra	547 W. Jackson Chicago, IL 60661	312 322 8035	dkralik@metra.com
3	Wendy Williams	City of Cgo Dept. of Cmty Dev.	121 N LaSalle KM1003	312 744 4486	wendywalkerc@cityofchicago.org
4	STEVE HANIZ	CTA	567 W. LAKE	312 681-4169	SHANIZS@TRANSITCHICAGO.COM
5	RICK WAZZETT	CDOT	30 N LA SALLE	312 742-1986	
6	Tim ROBERTSON	DETROIT DOT STRATEGIC PLAN	1301 E WATKIN DETROIT MI 48207	313-853-1196	timro@detroitmi.gov
7	Mark Harmon	CHGO POLICE	3510 S. Michigan	312-745-6210	Mark.Harmon@chicago.gov



Red Line Extension

Connecting 95th Street Station to 130th Street



AGENCY SCOPING MEETING

September 24, 2009

10:30 AM - 12:30 PM

	PRINTED NAME	TITLE	ADDRESS	PHONE	E-MAIL
		ORGANIZATION	CITY, STATE ZIP		
1	TONY LUPO	IL STATE POLICE	9511 W. HARRISON	847 294 4655	
		DIST. CHGO	DESPAINES IL 60016		
2	Clare Pfotenhauer	IL STATE Police	9511 W Harrison	847 294 4522	Pfotencl@ISP.STATE.IL.US
		Dist Chgo	Des Plaines IL 60016		
3	David Tomzik	manager Long Range Planning	550 W ALGONQUIN	847 228 2467	david.tomzik@pacbw.com
		Pace	Arlington Htr IL 60005		
4	Joseph Borstein	PIOT. MGR.	541 N FAIRBANKS	312 749 4364	
		CHICAGO PAIR DISTRICT	Chicago IL 60611		
5	Kimmelman	FTA		312-353- 4060	
6	David Warner	FTA			
7	TOM RADAK	SR. PROJECT MGR	550 W. ALGONQUIN	847-228-2478	Tom.Radak@PaceBus.com
		PACE	ARLINGTON HTS, IL 60005		

Red Line Extension

Connecting 95th Street Station to 130th Street



AGENCY SCOPING MEETING

September 24, 2009

10:30 AM - 12:30 PM

	PRINTED NAME	TITLE	ADDRESS	PHONE	E-MAIL
		ORGANIZATION	CITY, STATE ZIP		
1	Kim Cheever	Engineering Asst. Wight + Company	2500 N. Frontage Road Daview, IL 60561	(630) 969-7000	kcheever@wightco.com
2	Dan Powers	Senior Railroad Safety Specialist IL Commerce Commission	527 E. Capital Ave. Springfield, IL 62701	(847) 516-0733	dpowers@icc.illinois.gov
3	Nicole Kamins	Program Director Chicago Dept of Environment	30 N LaSalle 25th Fl Chicago IL 60602	312 744 5959	nkamins@cityofchicago.org
4	JONATHAN ERNST	PROJECT COORD STR + SAN	121 N. LA SALLE, 704	312 744-8312	jernst@cityofchicago.org
5	GENE MARKS	IDOT			
6	MORRISON, TERRY	ILL. STATE POLICE	9511 W HARRISON ST DESPERAINES IL 60016	847 294-4427	MORRIST@ISP.STATE.IL.US
7	Chuck Abraham	IDOT Mgr. of Program Support	100 W. Randolph, Suite 6-600 Chgo. 60601	312.793.3510	charles.abraham@illinois.gov

Red Line Extension

Connecting 95th Street Station to 130th Street



AGENCY SCOPING MEETING

September 24, 2009

10:30 AM – 12:30 PM

	PRINTED NAME	TITLE	ADDRESS	PHONE	E-MAIL
		ORGANIZATION	CITY, STATE ZIP		
1	Jill Zwick	Sec. of State (ILLINOIS)	17 N. STATE St. #1200 Chicago IL. 60602	312-793-8876	jzwick@ilsos.net
2					
3					
4					
5					
6					
7					

MEETING MINUTES

RE: Red Line Extension
Agency Scoping Meeting

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

CHAIRPERSON: Jeff Busby, CTA

LOCATION: CTA Offices: 567 West Lake Street

TO: Distribution and All Attendees

ATTENDEES:

<u>Names</u>	<u>Initials</u>	<u>Organization / Title</u>
Jeffrey Busby	JB	CTA Strategic Planning
Helene Kornblatt	HK	CWC Transit Group
Kate Stenberg	KS	CWC Transit Group
Chris Martel	CM	CWC Transit Group
Bob Tessiatore	BT	CWC Transit Group
Kim Cheever	KC	CWC Transit Group
John Kulpa	JK	CWC Transit Group
Joe Clemens	JC	CWC Transit Group
Kristy Ranieri	KR	CirclePoint (CWC team member firm)
Sarah Layton-Wallace	SLW	CirclePoint (CWC team member firm)
Joe Schmessler		MWRD / Princ. Civil Engineer
David Werner		Federal Transit Administration (FTA)
David Kralik		Metra / Dept. Head Long Range Planning
Wendy Williams		City of Chicago / Dept. of Community Development
Lois Kimmelman		Federal Transit Administration (FTA)
Steve Hands		Chicago Transit Authority (CTA)
Rica Mazlett		Chicago Dept. of Transportation (CDOT)
Tom Radak		Pace / Senior Project Manager
David Tomzik		Pace / Manager Long Range Planning
Tim Roseman		Detroit DOT / Strategic Plan
Dan Powers		IL Commerce Commission / Senior RR Safety Specialist
Mark Harmon		Chicago Police
Tony Lupo		IL State Police District Chicago
Clare Pfothenauer		IL State Police District Chicago
Joseph Bornstein		Chicago Park District / Project Manager
Jonathan Ernst		City of Chicago / Streets & Sanitation
Nicole Kamins		Chicago Dept. of Environment (CDOE)/ Program Director
Gene Marks		IL Dept. of Transportation (IDOT)
Terry Morrison		IL State Police District Chicago
Chuck Abraham		IDOT / Manager of Program Support
Jill Zwick		State of Illinois / Secretary of State

PREPARED BY: Kim Cheever

ISSUE DATE: September 30, 2009

Meeting called to order at 10:35 am CDT.

Objective: Agency Scoping

Item No.	Item Description	Responsibility	Due Date
1.00	Agency Participation Request CTA presented a project overview and requested questions/comments from agencies in attendance. CTA requested written request from agencies interested in being a participating agency by October 2, 2009. Agencies do not have to be a participating agency to be involved, but it offers them a more active role in the process. Following the presentation, the meeting was opened up to questions and comments.		
1.01	CWC: Please note that the deadline to submit comments is October 27, 2009.		
1.02	CTA: The initial project concept was to route the new line within the railroad ROW, but railroad policy requires a 50' separation from the railroad to an adjacent transit line and there isn't sufficient room to accommodate the transit line within the existing ROW. The new line will need to be adjacent to the UPRR ROW on either the east or west side.		
2.00	Land Acquisition CDOE: How much acquisition would be involved? <i>CTA: We will study that in detail as part of the EIS; however, we did a preliminary analysis in the AA. The East Option would affect mostly residential properties, while the West Option would affect mostly commercial and vacant properties.</i>		
2.01	FTA: Does the UPRR alternative capital costs include property acquisition? <i>CTA: I believe that it does and takes into account the East Option that includes mostly residential properties.</i>		
3.00	System Coordination Metra: An important consideration is that there should be a joint station for Metra and CTA, as Metra is considering expansion of service and there are opportunities to connect to CTA service at 115 th and 130 th Streets. Intermodal station could be located at 130 th for train to Indiana.		
4.00	Project Costs FTA: Does matrix include ROW costs? <i>CTA: The ROW costs are included but do not differentiate between the west or east side alternative.</i>		
5.00	Bus Routes Pace: Will bus access be evaluated at these stations and which bus routes would be affected? <i>CTA: Yes, bus access and impacts will be evaluated in the EIS.</i>		

Item No.	Item Description	Responsibility	Due Date
6.00	<p>Funding Dept. of Planning: What if federal funds were not available? <i>CTA: Capital improvements in the CTA system are dependent on federal funds.</i></p>		
6.01	<p>Dept. of Planning: If we don't get 2016 Olympic bid, will that impact likelihood of the project? <i>CTA: No, these projects are warranted without the Olympics and were not included in the Olympic bid package.</i></p>		
6.02	<p>Detroit DOT: What is the percentage of New Starts funding that you are seeking? <i>CTA: Project sponsors are allowed to ask for up to 80%, but in the spirit of competitiveness the FTA desires a greater local commitment.</i></p>		
6.03	<p>FTA: Having local and state funding in place as soon as possible is of critical importance in the New Starts process. <i>CTA: CTA is looking to get firm commitments in the next capital bill process.</i></p>		
7.00	<p>Impact of Grade Crossings Pace: Do you look at impact of grade crossings and how buses would access the terminal? <i>CWC: Yes. If the project causes bus activity to be different, that's where we look at impact.</i></p>		
8.00	<p>Wetlands CDOE: There are a lot of wetlands nearby, but route appears to avoid them. Excited this is on the table. Great for people trying to get to jobs. Station at 130th would be beneficial. There is a new environmental center under development at 38th and Torrence. LEED certification for that center would be helped by transit improvements. The agency is hearing that people are supportive of the project.</p>		
9.00	<p>Contaminated Debris CDOE: How do you handle contaminated debris during construction? <i>CTA: A pre-phase 1 analysis is done as part of the EIS to determine potential remediation methods and costs.</i></p>		
10.00	<p>Alternatives CDOT: At which point will you select an East or West of right of way option? And the alternate terminal locations? How is that selection a part of this process? <i>CWC: The draft EIS will evaluate design options with the intent to fully inform decision makers, the FTA and stakeholders of the pros and cons of each alternative and each option.</i></p>		
11.00	<p>Preliminary Engineering CDOT: When will preliminary engineering start? <i>CTA: Not until scoping is over. Entering into preliminary engineering requires Federal approval.</i> <i>CWC: Will need to do enough engineering to know what maximum impact could be.</i></p>		

Item No.	Item Description	Responsibility	Due Date
12.00	<p>Street Level Separation IDOT: Are there any street level separations? CTA: <i>The entire line is elevated over street crossings. After the line crosses the ICCN tracks it comes down to grade to save money, along the Chicago's water reclamation property.</i></p>		
13.00	<p>Bus Operations and Coordination Pace: What level of detail will be explored for bus needs to access this alternative? CWC: <i>The bus analysis will be performed in the EIS. The AA cost analysis looked at Pace bus restructuring at a high level, so it would help to get Pace feedback on this analysis.</i> CTA: <i>For costing, the AA process did make assumptions about PACE restructuring, but would be helpful to have PACE review those.</i></p> <p>Pace: Would the bus analysis be done for both Halsted and the UPRR alignments? CWC: <i>Yes.</i></p>		
14.00	<p>Green Technology CDOE: Do park & ride facilities include green technologies? CTA: <i>We will look at technological options as part of the project's mitigation methods.</i></p>		
15.00	<p>Public Input Chicago Park District: What are some of the common concerns noted so far? CTA: <i>Noise and vibration from residents, and safety and security at stations. The public along this corridor are generally accepting of potential land acquisitions.</i></p>		
16.00	<p>MWRD Coordination MWRD: Interested in a conceptual plan for terminal because it ends up on our property. CTA: <i>Have the conceptual profile sheets for review at this meeting.</i></p>		
17.00	<p>95th Street Station Pace: Since congestion at the 95th Street station will be relieved by this project, how would you re-configure this facility? CTA: <i>We have not considered this yet, but it could be included within the EIS study.</i></p>		
18.00	<p>Bike Access CDOE: Will there be bike access? City will accommodate bike access and consider adjacent trails. CTA: <i>We promote bike access and accommodate bike parking beyond fare gates. Interest in doing that.</i></p>		
19.00	<p>MWRD Odors MWRD: Noted concern that there is an odor from the water treatment facility at 130th street. CTA: <i>EIS will need to gage magnitude of issue.</i></p>		

Item No.	Item Description	Responsibility	Due Date
20.00	<p>Safety and Security IL State Police & Chicago Police: Raised potential concerns with access to expressway on-ramp during construction; need for coordination regarding ongoing patrolling of facility; was the cost of patrolling included? <i>CTA: These issues would be studied in more depth in the EIS.</i></p>		

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

cc: Attendees

Appendix F

Agencies and Organizations Notified of Scoping

Organization	Salutation	First Name	Last Name	Title	Address	Apt/ Floor	City	State	Zip
87th Street Stony Island Chamber of Commerce	Ms.	Joyce	Ellen		8135 S. Stony Island		Chicago	IL	60617
87th Street Stony Island Chamber of Commerce	Ms.	Kimi	Ellen	President	8135 S. Stony Island		Chicago	IL	60617
95th Street Corridor	Mr.	Randy	Moore	President	349 West 93rd Street		Chicago	IL	60620
American Brotherhood of Contractors	Mr.	Danton	Fielder	President	11509 S. Elizabeth Ave.		Chicago	IL	60643
AMTRAK	Mr.	Joseph	Boarman	President	60 Massachusetts Ave.	NE	Washington	DC	20002
ATV Local 308	Mr.	Al	Martin		205 W. Wacker	Suite 700	Chicago	IL	60606
Blue Island Chamber of Commerce	Ms.	Ruth	Sheahan		2434 Vermont Street		Blue Island	IL	60406
Bridgeview Chamber of Commerce & Industry	Ms.	Roseann	Bautista	Director	7300 West 87th Street		Bridgeview	IL	60455
Bronzeville Chamber of Commerce	Mr.	Johnnie	Blair	President	4955 S. King Dr.		Chicago	IL	60615
Business and Economic Revitalization Association	Mr.	Philip	Sims		200 East 75th Street	Suite 304	Chicago	IL	60619
Business and Economic Revitalization Association	Ms.	Alicia	Spears	Director	200 East 75th Street	Suite 304	Chicago	IL	60619
Calumet Area Industrial Commission	Mr.	Ted	Stalnos	President	1000 East 111th Street	10th Floor	Chicago	IL	60628
Calumet City Chamber of Commerce	Ms.	Kay	Cooper	President	80 River Oaks Center	Arcade-6	Calumet City	IL	60409
Canadian National	Mr.	Patrick	Waldron	Public	17641 Ashland Ave		Homewood	IL	60430
Cedar Park Cemetery					12540 S. Halsted Street		Chicago	IL	60643
Centerpoint Development	Mr.	Michael	Mullen	CEO	1808 Swift Drive		Oakbrook	IL	60523
Chatam Business Association	Ms.	Melinda	Kelly	Director	8441 South Cottage Grove		Chicago	IL	60619
Chicago Roseland Development Corporation	Mr.	Willie	Lomax	Director	11015 South Michigan Avenue		Chicago	IL	60628
Chicago Southland Chamber of Commerce	Ms.	Patrice	Brooks	Executive V	1916 West 174th Street		East Hazel Crest	IL	60429
Chicago Transportation Coordination Office	Mr.	Dave	Grewe	Superintend	1501 S. Canal Street		Chicago	IL	60607
Chicago Transportation Coordination Office	Mr.	Phil	Oresik	Superintend	1501 S. Canal Street		Chicago	IL	60607
Chicagoland Chamber of Commerce	Mr.	Michael	Mini	Government	200 East Randolph Street	Suite 2200	Chicago	IL	60601
Cosmopolitan Chamber of Commerce	Ms.	Carnice	Carey	Director	203 N. Wabash Ave.	Suite 518	Chicago	IL	60601
CSX Transportation Inc.	Ms.	Ellen	Fitzsimmons	Senior Vice	500 Water Street.		Jacksonville	Florida	32202
East Side Chamber of Commerce	Ms.	Jacqueline	Herod	Director	3658 East 106th Street		Chicago	IL	60617
Greater Auburn-Gresham Development	Mr.	Carlos	Nelson	Director	1159 W. 79th Street		Chicago	IL	60620
Greater Roseland Chamber of Commerce	Ms.	Andrea	Reed	Director					
Greater Southwest Development Corp	Mr.	James	Capraro	Executive	2601 West 63rd Street		Chicago	IL	60629
Hegewisch Chamber of Commerce	Ms.	Amy	Davis		13330 South Baltimore Avenue		Chicago	IL	60633
Hegewisch Chamber of Commerce	Ms.	Bernadette	Rodriguez	Director	13330 South Baltimore Avenue		Chicago	IL	60633
Historic Pullman Foundation	Ms.	Dedee	Fabris	Staffer	614 East 113th Street		Chicago	IL	60628
Icanhelptravel.com	Ms.	Geraldine	Hill		11731 S Wallace		Chicago	IL	60628
Indiana Harbor Belt Railroad	Mr.	Dave	Nelson		2721 161st Street		Hammond	IN	46323-1099
Indiana Harbor Belt Railroad	Mr.	Jim	Roots	General Man	2721 161st Street		Hammond	IN	46323-1099
Indiana Harbor Belt Railroad	Mr.	Phillip	Oresik		2721 161st Street		Hammond	IN	46323-1099
Inka Internet Station	Mr.	Semaj	Salinas		11320 S. Halsted St		Chicago	IL	60628
International Socialist Organization	Mr.	Nikolai	Diaz		1347 W Cullerton		Chicago	IL	60628
Laborer Local 76	Mr.	Wendell	Dixon		11612 S Austin		Chicago	IL	60643
Laborers Union Local 6	Mr.	Billy	Dorsey		11431 S Union Ave		Chicago	IL	60628
Little Company of Mary Hospital	Mr.	Dennis	Riley		2800 W. 95th St		Evergreen Park	IL	60805
Long & Associates	Dr.	John	Long		7258 S. Euclid		Chicago	IL	60649
Maple Park Home Owner	Mr.	Jacob	Harston		11519 S. Loomis		Chicago	IL	60643
Material Girlz Fabric Club - CSU	Ms.	Marian	Hayes		9501 S. King Drive		Chicago	IL	60628
McNamara Cab Co	Mr.	Frank	Lo Presti				Chicago	IL	
Midwest High-Speed Rail Assoc	Mr.	Christopher	Lacina		10211 S Prospect Ave		Chicago	IL	60643
MKC Associates	Ms.	Mary Kay	Christopher		3112 Maple		Berwyn	IL	60402

Area Chapter)	Ms.	Deborah	Chima	President	216 W. Jackson Blvd.	Suite 625	Chicago	IL	60606
P.U.S.H. / N.A.A.C.P/ AFSCME (Council 31)	Ms.	Linda	Steward		920 E. Hyde Park Blvd.		Chicago	IL	60615
Socialist Worker	Mr.	Christopher	Collins		1100 N LaSalle Blvd		Chicago	IL	60610
South Chicago Chamber of Commerce	Mr.	Neil	Bosanko	Director	2938 East 91st Street		Chicago	IL	60617
South Suburban Mayors & Managers	Mr.	Ed	Paesel	Director	1904 W. 174th Street		East Hazel Crest	IL	60429
Southeast Chicago Development Commission	Mr.	Doug	Knuth	President	9204 South Commercial Avenue		Chicago	IL	60617
St. Bernard's Hospital and Health Care Center	Mr.	Charles	Holland		326 W. 64th St.		Chicago	IL	60621
Strategies for Community Economic Development & Finance	Ms.	Heather	Parish	Consultant	Third Floor		Chicago	IL	60649
Streetsville Chamber of Commerce	Ms.	Mable	Buckner	Director	645 N. Michigan Ave. #800		Chicago	IL	60611
Streetwise	Mr.	Sean	Redmond		525 S. State Street		Chicago	IL	60605
Transit Riders Authority	Mr.	Adam	Kerman		P.O. Box 529		Chicago	IL	60690
Union Pacific Railroad	Mr.	Mike	Payette	Assistant Vice	101 North Wacker Drive, Suite 1910		Chicago	IL	60606
Union Pacific Railroad	Mr.	Joseph	Bateman, Jr.	VP Public Aff	1400 Douglas St.	STOP 1560	Omaha	NE	68719
Union Pacific Railroad	Mr.	Mark	Bristol	General Dire	1400 Douglas St.	STOP 1120	Omaha	NE	68719
Women's Business Development Center (WBDC)	Ms.	Hedy	Ratner	Director	8 S. Michigan Avenue, Suite 400		Chicago	IL	60603
Altgeld Community Foundation	Ms.	Paulette	Edwards		13226 South Ellis Ave.		Chicago	IL	60827
Beverly Area Planning Association	Mr.	Matt	Walsh	Director	11107 S. Longwood Drive		Chicago	IL	60643
Beverly Area Planning Association	Ms.	Marcia	Walsh	and	11107 S. Longwood Drive		Chicago	IL	60643
Blue Island Chamber of Commerce	Mr.	Greg	Luchow	Executive D	2434 Vermont Street		Blue Island	IL	60406
Catholic Charities, Community and Civic Affairs	Mr.	John	Ryan	Director	721 North LaSalle Street		Chicago	IL	60610
Center for Neighborhood Technology	Mr.	Kyle	Smith		2150 W North Ave		Chicago	IL	60647
CFABC-Improve RDA	Mr.	Thomas	Babbington		3653 W 81st St		Chicago	IL	60652
Chatham Avalon Park Community Council	Mr.	Keith	Tate	President	8441 South Cottage Grove		Chicago	IL	60619
Chesterfield Community Council	Mr.	Nell	Howard		8737 W Wabash		Chicago	IL	60619
Chesterfield Community Council	Mr.	Lester	Smith	President	501 East 90th Place		Chicago	IL	60619
Chesterfield Community Council	Mr.	WM	Howard		8737 Wabash Ave.		Chicago	IL	60619
Chesterfield Community Council	Ms.	Cynthia	Coleman	President	501 East 90th Place		Chicago	IL	60619
Chesterfield Community Council	Ms.	Worthettia	Evans		501 East 90th Place		Chicago	IL	60619
Chesterfield Community Council	Ms.	Kristina	Patterson		501 East 90th Place		Chicago	IL	60619
Chicago South CDO	Mr.	James	Dunlap Jr.		12538 S. Halsted		Chicago	IL	60643
Chicago Urban League	Mr.	Patrick	Colbert	Relationshi	4510 South Michigan Avenue		Chicago	IL	60653
Chicago Urban League	Ms.	Cheryle	Jackson	CEO	4510 South Michigan Avenue		Chicago	IL	60653
Chicago Urban League	Ms.	Cheryl	Freeman Smith	Diversity	4510 South Michigan Avenue		Chicago	IL	60653
Chicagoland Bicycle Federation	Mr.	Keith	Holt		9 W. Hubbard	#402	Chicago	IL	60610
Citizens Taking Action	Mr.	Charley	Yale		6057 N Lincoln Ave	Apt 611	Chicago	IL	60659
Community Mental Health Council	Dr.	Lynne	Mock, Ph.D.		8704 S. Constance Ave.		Chicago	IL	60617
Community Mental Health Council	Mr.	Ade	Elegbede		8704 S. Constance		Chicago	IL	60617
Community Renewal Society-Senior Action Network	Ms.	Doris	Martin		13207 S. Rhodes Ave		Chicago	IL	60827
CTA Gray Line Project	Mr.	Mike	Payne		P.O. Box 64614		Chicago	IL	60664
Developing Communities Project	Mr.	James	Woodson		9701 S. Harvard Ave.		Chicago	IL	60628
Developing Communities Project	Mr.	Darrell	Evans		12500 S. Lowe		Chicago	IL	60628
Developing Communities Project	Mr.	John Paul	Jones	Organizer	11300 South Halsted		Chicago	IL	60626
Developing Communities Project	Mr.	Brandon	Love		11300 S Halsted		Chicago	IL	60628
Developing Communities Project	Mr.	Dennis	Lucas		11300 S Halsted		Chicago	IL	60628
Developing Communities Project	Mr.	Roderick	Montgomery		11300 South Halsted	Ste A	Chicago	IL	
Developing Communities Project	Mr.	Eugene	Rogers		10763 S. Sangamon		Chicago	IL	60643
Developing Communities Project	Mr.	Horace	Smith		10557 S King Dr		Chicago	IL	60628
Developing Communities Project	Mr.	Eugene	Taylor		586 Calhoun Ave		Calumet City	IL	60409
Developing Communities Project	Mr.	Lou	Turner		11300 S Halsted St		Chicago	IL	60628

Developing Communities Project	Mrs.	Tracie	Evans		12500 S. Lowe		Chicago	IL	60628
Developing Communities Project	Ms.	Edith	Evans		71211 S. Emerald Ave.		Chicago	IL	60628
Developing Communities Project	Ms.	Desta	Houston		212 E. 95th St.		Chicago	IL	60619
Developing Communities Project	Ms.	Sharon	Houston		12240 S. Perry		Chicago	IL	60628
Developing Communities Project	Ms.	Patricia	Peters		648 E. 101st Street		Chicago	IL	60628
Developing Communities Project	Ms.	Debra	Strickland		212 E. 95th St.		Chicago	IL	60619
Developing Communities Project	Ms.	Lisa	Dunbar		10231 S Peoria		Chicago	IL	60643
Developing Communities Project	Ms.	Michelle	Evans		12500 S. Lowe		Chicago	IL	60628
Developing Communities Project	Ms.	Patricia	Gray Smith		10557 S King Dr		Chicago	IL	60628
Developing Communities Project	Ms.	Sandra	Herrin		10956 S State		Chicago	IL	60628
Developing Communities Project	Ms.	Ernesha	Kerr		11300 S Halsted		Chicago	IL	60628
Developing Communities Project	Ms.	Dorothy	King		1453 W. 71st Place		Chicago	IL	60636
Developing Communities Project	Ms.	Gwendolyn	Rice	Director	11300 South Halsted		Chicago	IL	60626
Developing Communities Project	Ms.	Hilda	Taylor		586 Calhoun Ave		Calumet City	IL	60409
Developing Communities Project	Pastor	Samuel	Strachan		449 W. 129th St.		Chicago	IL	60628
Developing Communities Project	Rev.	Michael	Evans		212 E. 95th St.		Chicago	IL	60619
Developing Communities Project	Rev.	Larry	Redd		11320 S Halsted		Chicago	IL	60628
Fireman Community Services	Mr.	Warner	Abrams		144 W 47th St.		Chicago	IL	60609
Gangs, Drugs, and Violence Prevention Inc.	Mr.	Jesse	Beckam Jr.		12600 S. Wallace		Chicago	IL	60628
Gangs, Drugs, and Violence Prevention Inc.	Ms.	Addie	Beckam		12600 S. Wallace		Chicago	IL	60628
Golden Gate Homeowners Association	Ms.	Mary	Jefferson		13161 S Rhodes Ave		Chicago	IL	60827
Golden Gate Homeowners Association	Ms.	Deloris	Lucas		13134 S Vernon		Chicago	IL	60827
Grand Boulevard Federation	Ms.	Andrea	Lee		4859 S. Wabash	2nd Floor	Chicago	IL	60615
Healthcare Consortium of Illinois	Ms.	Mayme	Buckley		1350 E Sibley Blvd		Dolton	IL	60419
Healthcare Consortium of Illinois	Ms.	Naomi	Coleman		1350 E Sibley Blvd		Dolton	IL	60417
Historic Pullman Foundation	Mr.	Michael	Shymanski		614 E. 113th St.		Chicago	IL	60628
Illinois Nurses Association	Ms.	Sharon	Bell		1250 W. 112th Place		Chicago	IL	60643
It Takes A Village	Ms.	Clare	Nellums		344 W. 123rd Street		Chicago	IL	60628
Justice for Children	Ms.	Debra	McLaurin	Developmer	2600 Southwest Frwy	Ste 806	Houston	TX	77098
Little Village Environmental Justice Organization	Mr.	Harry	Brooks		7818 S South Shore Drive	Apt 2A	Chicago	IL	60649
Metro Seniors in Action	Mr.	Charles	Spears		6733 S. Ridgeland Ave	Apt. 1-1y	Chicago	IL	60649
Metro Seniors in Action	Ms.	Dorothy	Sims		10834 S. Eberhart Ave.		Chicago	IL	60628
NAACP, Chicago Southside Chapter	Rev.	Phillip	O'Bannon	President	800 East 78th Street		Chicago	IL	60619
Neighbors of Fuller Park	Mr.	Kenneth	Smith		239 W. 46th St.		Chicago	IL	60609
Omnibus Society of America	Mr.	Wiliam	Reynolds		2114 W Balmoral Ave		Chicago	IL	60625
Partnership for Economic and Community Development	Mr.	Renard	Harvey		1667 W. 92nd Place		Chicago	IL	60620
Pastors United for Change	Mr.	Roosevelt	Watkins	ent	9231 S. Cottage Grove		Chicago	IL	60619
People for Community Recovery	Ms.	Cheryl	Johnson		13116 S. Ellis Ave.		Chicago	IL	60827
People for Community Recovery	Ms.	Alisha	Jacobs		755 130th Place		Chicago	IL	60827
People for Community Recovery	Ms.	Imanie	Johnson		13015 S Evans Ave		Chicago	IL	60827
People for Community Recovery	Ms.	Nekeba	Johnson		13041 S Evans Ave		Chicago	IL	60827
Predestined Incorporated	Ms.	Laticia	Strachan	hief	9322 South Emerald Avenue		Chicago	IL	60620
Pullman Civic Organization	Mr.	Drew	Sexton	President	11111 S. Forrestville Ave.		Chicago	IL	60628
Pullman Civic Organization	Mr.	Andrew	Bullen		619 E 111th St		Chicago	IL	60628
Pullman Civic Organization	Ms.	Linda	Bullen		619 E 111th St		Chicago	IL	60628
Pullman Civic Organization	Mr.	Drew	Smith		11111 S. Forrestville Ave.		Chicago	IL	60628
Pullman Historic Visitor Center	Ms.	Deedee	Frabris	Director	11141 South Cottage Grove		Chicago	IL	60628
Rainbow Push Coalition, International Trade Bureau	Ms.	Marshette	Turner	Director	930 E. 50th Street		Chicago	IL	60615
Rainbow/Push Coalition	Mr.	John	Mitchell	Staff	930 East 50th Street		Chicago	IL	60615

Riverdale Community Resource Center	Ms.	Rebecca	George	Director	13725 South Wabash		Riverdale	IL	60827
Riverdale Community Resource Center	Ms.	Myrna	Watkins	Director	13725 South Wabash		Riverdale	IL	60827
Roseland Heights Community Association	Mr.	Arthur	Jones	tive	9910 South Prairie Avenue		Chicago	IL	60628
Roseland Heights Community Association	Mr.	Michael	Porche	Director	P.O. Box 198751		Chicago	IL	60619
Roseland Heights Community Association	Mr.	Clevan	Tucker Jr		P.O. Box 198751		Chicago	IL	60619
Roseland Heights Community Association	Ms.	Louise	Hutchinson		9742 S. Forest Avenue		Chicago	IL	60628
Roseland Heights Community Association	Ms.	Anne	Wilson		9719 S. Forest Ave.		Chicago	IL	60628
Rosemoor Community Association	Ms.	Hileria	Godfrey	President	10205 S. Martin Luther King Dr.		Chicago	IL	60628
Rosemoor Community Association	Ms.	Dena	McMullan		10109 S King Drive		Chicago	IL	60628
Senior Service Coalition of Southeast Chicago	Ms.	Julia	Lopez	, S. S.	3201 East 91st Street		Chicago	IL	60617
South Shore Cultural Center	Ms.	Andrea	Adams	Director	7059 South South Shore Drive		Chicago	IL	60649
Southeast Chicago Chamber	Ms.	Joyce	Ellen	Director	8135 S. Stony Island		Chicago	IL	60617
Southeast Environmental Task Force	Ms.	Peggy	Salazar	Board of	13300 South Baltimore Avenue		Chicago	IL	60633
Southeast Environmental Task Force	Mr.	Mike	Skuja	Board of	13300 South Baltimore Avenue		Chicago	IL	60633
Southsiders Organized for Unity and Liberation (SOUL)	Mr.	Prentice	Butler		5001 S Ellis		Chicago	IL	60615
Southsiders Organized for Unity and Liberation (SOUL)	Mr.	Christian	Mitchell		5001 S Ellis		Chicago	IL	60615
Southwest REACH Center	Mr.	Piotr	Korzynski	Coordinator	6155 S. Pulaski Road	2nd Floor	Chicago	IL	60629
TCA Health Inc.	Ms.	La Donna	Brown Miller		1029 East 130th St		Chicago	IL	60628
Teamwork Englewood	Rev.	R.C.	Walker	Director	815 W. 63rd St. 2nd Floor		Chicago	IL	60621
The Community Mental Health Council	Ms.	Diana	Short		333 E 55th Place	Apt 208	Chicago	IL	60637
The Little Village Environmental Justice Organization	Mr.	Mike	Pitula		2856 S. Millard Ave.		Chicago	IL	60623
United Neighborhood Organization	Mr.	Juan	Rangel	Executive	3rd Floor		Chicago	IL	60607
Village of Riverdale, Community Development Department	Mr.	Earl	Silas, Jr	Director	157 West 144th Street		Riverdale	IL	60827
Voorhees Center	Ms.	Martha	Glas		400 S Peoria St		Chicago	IL	60607
West Chatham Advisory	Minister	Silvian	Jones	President					
West Chatham Improvement Association	Ms.	Lorri	Baldwin	Vice-	8153 S. Harvard Avenue		Chicago	IL	60620
West Chesterfield Community Council	Ms.	Gwen	Coleman		9351 S. Michigan Ave.		Chicago	IL	60619
YWCA	Ms.	Cynthia	Angline	Director	6600 S. Cottage Grove		Chicago	IL	60637
American Indian Center, Inc.	Ms.	Frances	Hagemann	Board Vice P	1630 W. Wilson Ave.		Chicago	IL	60640
American Indian Center, Inc.	Ms.	Rita	Hodge	Board Secre	1630 W. Wilson Ave.		Chicago	IL	60640
American Indian Center, Inc.	Ms.	Debra	Valentino	Board Presid	1630 W. Wilson Ave.		Chicago	IL	60640
Association of Asian Construction Enterprises	Mr.	Perry	Nakachi	President	333 N. Ogden Avenue		Chicago	IL	60607
Black Contractors United (BCU)	Ms.	Florence	Cox	Director	Suite 200		Chicago	IL	60620
Chicago Area Gay & Lesbian Chamber of Commerce	Ms.	Christee	Snell	Director	1210 W. Rosedale		Chicago	IL	60660
Chicago Minority Business Development Council	Ms.	Sheila	Hill	President	1 East Wacker Drive	Suite 1200	Chicago	IL	60601
China Town Chamber of Commerce		Man-Men	Lee	Co-Executiv	2169B S. China Place		Chicago	IL	60616
China Town Chamber of Commerce		Chi Can	To	Co-Executiv	2169B S. China Place		Chicago	IL	60616
Hispanic American Construction Industry Association	Mr.	Paul	Cerpa	Director	901 W. Jackson Blvd.	Suite 205	Chicago	IL	60607
Illinois Hispanic Chamber of Commerce	Mr.	Omar	Duque	CEO	111 W. Washington	Suite 1660	Chicago	IL	60602
Latin American Chamber of Commerce	Mr.	Bennett	Santana	Chairman	3512 W. Fullerton Ave.		Chicago	IL	60647
Puerto Rican Chamber of Commerce of Illinois	Mr.	Marlo	Irizarry	Director	2622 W. Division St.		Chicago	IL	60622
2nd Congressional District	Congressn	Jesse	Jackson Jr.	Congressma	7121 S. Yates Blvd.		Chicago	IL	60649
2nd Congressional District Office	Mr.	Rick	Bryant		17926 South Halsted		Homewood	IL	60430
2nd Congressional District Office	Mr.	Ben	Lenet	District	17926 South Halsted		Homewood	IL	60430
7th Congressional District	man	Danny	Davis	an	3333 West Arthington Street	Ste. 130	Chicago	IL	60624
U.S. Senator	Senator	Roland	Burriss	Senator	230 S. Dearborn	Ste. 3900	Chicago	IL	60604
U.S. Senator	Senator	Richard	Durbin	Senator	230 S. Dearborn	Ste. 3892	Chicago	IL	60604
Alderman Carrie Austin's Office	Mr.	Chester	Wilson		507 W 111th Street		Chicago	IL	60628
Alderman Howard Brookins Jr. Office	Ms.	Adrienne	Smith		9612 S Halsted		Chicago	IL	60628

Calumet City	Ms.	Michelle	Markiewicz Qualkinbush	Mayor	204 Pulaski Road		Calumet City	IL	60409
Chicago City Council 10th Ward	Ms.	Yessenia	Carreon		3522 E. 106th St.		Chicago	IL	60617
Chicago City Council 10th Ward Office	Alderman	John A.	Pope	Alderman	3552 E. 106th St.		Chicago	IL	60617
Chicago City Council 17th Ward	Alderman	Latasha	Thomas	Alderman	7811 S. Racine Avenue		Chicago	IL	60620
Chicago City Council 19th Ward	Alderman	Ginger	Rugai	Alderman	10400 South Western Avenue		Chicago	IL	60655
Chicago City Council 20th Ward	Alderman	Willie	Cochran	Alderman	6357 S. Cottage Grove		Chicago	IL	60637
Chicago City Council 21st Ward	Alderman	Howard	Brookins, Jr.	Alderman	9612 S. Halsted St		Chicago	IL	60628
Chicago City Council 34th Ward	Alderman	Carrie	Austin	Alderman	507 W. 111th St.		Chicago	IL	60628
Chicago City Council 34th Ward Office	Mr.	Lemuel	Austin		500 W. 111th St.		Chicago	IL	60628
Chicago City Council 34th Ward Office	Mr.	Alfred	Connor		1124 W. 107th Place		Chicago	IL	60643
Chicago City Council 34th Ward Office	Ms.	Leslie	Austin		507 W. 111th St.		Chicago	IL	60628
Chicago City Council 34th Ward Office	Ms.	Diane	Turner		507 W. 111th St.		Chicago	IL	60628
Chicago City Council 34th Ward Office	Ms.	Lee Angela	Lofton		12708 S. Green St.		Chicago	IL	60643
Chicago City Council 3rd Ward	Alderman	Pat	Dowell	Alderman	5046 S. State Street		Chicago	IL	60609
Chicago City Council 6th Ward	Alderman	Freddrenna	Lyle	Alderman	406 E. 75th St.		Chicago	IL	60619
Chicago City Council 6th Ward Office	Mr.	Keith	Harris		406 E 75th St		Chicago	IL	60619
Chicago City Council 7th Ward	Alderman	Sandi	Jackson	Alderman	7129 S. Yates Street		Chicago	IL	60649
Chicago City Council 8th Ward	Alderman	Michelle A.	Harris	Alderman	8539 S. Cottage Grove		Chicago	IL	60619
Chicago City Council 9th Ward	Alderman	Anthony	Beale	Alderman	34 E. 112th Place		Chicago	IL	60628
City of Blue Island	Mr.	Donald E.	Peloquin	Mayor	13051 S. Greenwood Ave.		Blue Island	IL	60406
City of Blue Island	Ms.	Mary	Poulsen	Marketing D	13051 South Greenwood Avenue		Blue Island	IL	60406
City of Calumet - Community & Economic Development	Mr.	James J.	Gigliotti	Coordinator	204 Pulaski Road		Calumet City	IL	60409
City of Chicago Office of the Mayor	Mayor	Richard	Daley	Mayor	121 N. LaSalle St.	Room 507	Chicago	IL	60602
City of Chicago Office of the Mayor	Mr.	Sean B.	Harden	Assistant to	121 N. LaSalle St.	Room 406	Chicago	IL	60602
City of Chicago Office of the Mayor	Mr.	Gene	Lee	Chief of	121 N. LaSalle St.	Room 406	Chicago	IL	60602
Village of Burnham	President	Robert	Polk	President	14450 Manistee		Burnham	IL	60633
Village of Calumet Park	Mr.	Joseph	DuPar	Mayor	12409 S. Throop St.		Calumet Park	IL	60827
Village of Calumet Park, Community Relations Commissioner	Mr.	Norm	Edwards	Director	12409 South Throop		Calumet Park	IL	60827
Village of Dolton	Mayor	Ronnie	Lewis	Mayor	14014 Park Avenue		Dolton	IL	60419
Village of Evergreen Park	Mayor	James	Sexton	Mayor	9418 S. Kedzie Ave		Evergreen Park	IL	60805
Village of Riverdale	Mr.	Deyon L.	Dean	Mayor	157 W. 144th St.		Riverdale	IL	60827
Village of Riverdale	Ms.	Deborah	Smiley	Village Clerk	157 West 144th Street		Riverdale	IL	60827
Cook County Board of Commissioners	Mr.	Todd	Stroger	President	118 N. Clark Street	Room 537	Chicago	IL	60602
Cook County Commissioner	oner	William	Beavers	ner	118 N. Clark Street		Chicago	IL	60602
Cook County Commissioner	oner	Jerry "Iceman"	Butler	ner	118 N. Clark Street		Chicago	IL	60602
Cook County Commissioner	oner	Robert	Steele	ner	118 N. Clark Street		Chicago	IL	60602
Cook County Commissioner Robert Steele's Office	Ms.	Alexis	Mims		118 N Clark St.	Room 567	Chicago	IL	60619
Cook County Recorder of Deeds & Rgistrar of Titles	Mr.	Eugene	Moore	Deeds	118 N. Clark Street	Room 120	Chicago	IL	60602
Illinois Governor	Governor	Patrick	Quinn	Governor	100 W. Randolph, 16-100		Chicago	IL	60601
Illinois House of Representative District 18	ative	Julie	Hamos	Representat	820 Davis Street	Ste. 103	Evanston	IL	60201
Illinois House of Representative District 27	ative	Monique D.	Davis	Representat	1234 West 95th Street		Chicago	IL	60643
Illinois House of Representative District 28	ative	Robert	Rita	Representat	4818 W. 137th Street		Crestwood	IL	60445
Illinois House of Representative District 29	ative	David E.	Miller	Representat	1350 East Sibley Blvd	Ste 301 A	Dolton	IL	60419
Illinois House of Representative District 30	ative	William	Davis	tive	1912 W. 174th St.		East Hazel Crest	IL	60429
Illinois House of Representative District 31	ative	Mary E.	Flowers	Representat	2525 W. 79th Street		Chicago	IL	60652
Illinois House of Representative District 32	ative	Andre M.	Thapedi	Representat	371 East 75th St		Chicago	IL	62706
Illinois House of Representative District 33	ative	Marlow H.	Colvin	Representat	8539 South Cottage Grove		Chicago	IL	60619
Illinois House of Representative District 34	ative	Constance A	Howard	Representat	8729 S. State Street		Chicago	IL	60619
Illinois House of Representative District 35	ative	Kevin	Joyce	tive	6965 W. 111th Street		Worth	IL	60482

Illinois House of Representative District 36	ative	James D.	Brosnahan	tive	5311 W. 95th St.		Oak Lawn	IL	60453
Illinois House of Representative District 5	ative	Kenneth	Dunkin	Representat	1520 N. Wells		Chicago	IL	60610
Illinois House of Representative District 6	ative	Esther	Golar	Representat	4926 South Ashland		Chicago	IL	60609
Illinois Secretary of State	Mr.	Jesse	White	of State	213 State Capitol		Springfield	IL	62756
Illinois Senator District 14	Senator	Emil	Jones III	Senator	507 West 111th Street		Chicago	IL	60628
Illinois Senator District 15	Senator	James T	Meeks	Senator	2050 E. 159th Street		Calumet City	IL	60419
Illinois Senator District 16	Senator	Jacqueline Y.	Collins	Senator	1155 West 79th Street		Chicago	IL	60620
Illinois Senator District 17	Senator	Donne E.	Trotter	Senator	8704 South Constance Avenue	Ste. 324	Chicago	IL	60617
Illinois Senator District 18	Senator	Edward D	Maloney	Senator	10400 South Western Avenue		Chicago	IL	60643
Illinois Senator District 3	Senator	Mattie	Hunter	Senator	2929 S. Wabash Avenue	Ste. 102	Chicago	IL	60616
Illinois State Police	Mr.	Jonathan	Monken	Director	801 South Seventh Street	P.O. Box 19461	Springfield	IL	62794
Illinois State Police District Chicago	Trooper	Clare	Pfotenhauer	Trooper	9511 W. Harrison St.		Des Plaines	IL	60016
Illinois State Toll Highway Authority	Mr.	John	Minolta	Chairman	2700 Ogden Ave		Downer's Grove	IL	60515
State Rep David Miller's Office	Ms.	Valerie	Davis		1350 E Sibley Blvd	Ste 301 A&B	Chicago	IL	60419
Compliance	Mr.	Michael	Chezik	Environme	200 Chestnut St.	Room 244	Philadelphia	PA	19106
Federal Highway Administration	Mr.	Norman	Stoner	Division Adn	3250 Executive Park Drive		Springfield	IL	62703
Federal Highway Administration	Mr.	Chris	DiPalma		200 West Adams, Suite 320		Chicago	IL	60606
Federal Highway Administration	Mr.	Ed	Christopher	n Planning	4749 Lincoln Mall Drive	Ste. 600	Matteson	IL	60443
Federal Highway Administration	Mr.	Michael	Rosenstiehl	ve Team	4749 Lincoln Mall Drive	Ste. 600	Matteson	IL	60443
Federal Railroad Administration	Mr.	Laurence	Hasvold	Regional Ad	200 West Adams, Suite 310		Chicago	IL	60606
Federal Railroad Administration	Mr.	Timothy	Barkley	Office of	1200 New Jersey Ave. SE		Washington	DC	20590
Federal Transit Administration	Mr.	David	Werner	Regional Ad	200 West Adams Street, Suite 320		Chicago	IL	60606
Chicago Bureau of Convention and Tourism	Mr.	Mark	Theis	Vice	2301 N. Lakeshore Drive		Chicago	IL	60616
Chicago Housing Authority	Mr.	Lewis	Jordan	CEO	60 E. Van Buren		Chicago	IL	60605
Chicago Housing Authority, Intergovernmental Affairs	Mr.	Otis	Wright	Director	60 E. Van Buren		Chicago	IL	60605
City of Chicago Department of Aviation	Mr.	Larry	Rzewski		121 N. LaSalle St.		Chicago	IL	60602
City of Chicago Department of Budget and Management	Mr.	Gene	Saffold	Financial	121 N. LaSalle St.	Room 604	Chicago	IL	60602
City of Chicago Department of Community Development	Ms.	Karen	Forte	Architect - C	121 N. LaSalle St.	Ste. 1000	Chicago	IL	60602
City of Chicago Department of Community Development	Mr.	Edward	Lewis	of	121 N. LaSalle St.	Ste. 1000	Chicago	IL	60602
Operations	Mr.	Bob	Richardson	Commissio	121 N. LaSalle St.	Room 704	Chicago	IL	60602
City of Chicago Department of Transportation, Division of Planning	Mr.	Richard	Hazlett	Coordinating	30 N. LaSalle Street	Suite 500	Chicago	IL	60602
City of Chicago Department of Transportation, Division of Planning	Ms.	Brenda	McGruder		30 N. LaSalle Street	Suite 500	Chicago	IL	60602
City of Chicago Department of Transportation, Division of Planning	Mr.	Joe	Alonzo	CREATE Ma	30 N. LaSalle Street, Suite 500		Chicago	IL	60602
Village of Riverdale	Ms.	Deborah	Smiley	Clerk	157 West 144th Street		Riverdale	IL	60827
Chicago Metropolitan Agency for Planning	Ms.	Janet	Bright	Relations	233 S. Wacker Drive	Ste. 800	Chicago	IL	60606
Chicago Metropolitan Agency for Planning	Mr.	Jose	Rodriguez	Programmin	233 S. Wacker Drive	Ste. 800	Chicago	IL	60606
Chicago Metropolitan Agency for Planning	Ms.	Claire	Bozic	Senior Analy	233 South Wacker Drive, Suite 800		Chicago	IL	60606
Cook County Department of Revenue	Mr.	Nathan	Paige	Director	118 N. Clark St.	Room 1160	Chicago	IL	60602
Cook County Highway Department	Mr.	John	Beissel		69 West Washington	Room 2300	Chicago	IL	60602
Cook County Sheriff's Office	Chief	Louis A.	Sbarboro		5600 Old Orchard Rd.		Skokie	IL	60077
Metra Commuter Rail	Ms.	Kristen	Andersen	Transportati	547 West Jackson Boulevard	13th Floor	Chicago	IL	60661
Metra Commuter Rail	Mr.	David	Kralik	Section Mar	547 West Jackson Boulevard, 13th Floor		Chicago	IL	60661
Metropolitan Water Reclamation District	Mr.	Joseph	Schuessler	Principal Civ	111 East Erie		Chicago	IL	60611-3154
Metropolitan Water Reclamation District	Mr.	Nicholas	Venuso	Assistant Ch	111 East Erie		Chicago	IL	60611-3154
Metropolitan Water Reclamation District	Mr.	A.S.	Paintal	Supervising	111 East Erie		Chicago	IL	60611-3154
Northern Indiana Commuter Transportation District	Mr.	John	Parsons		33 East U.S. Highway 12		Chesterton	IN	46304
Northern Indiana Commuter Transportation District	Mr.	Bill	O'Dea		33 East U.S. Highway 12		Chesterton	IN	46304
Pace	Mr.	David	Tomzik	Manager, Ld	550 West Algonquin Road		Arlington Heights	IL	60005
Pace	Mr.	Thomas J.	Ross	Director	550 W. Algonquin Road		Arlington Heights	IL	60005

Regional Transit Authority	Ms.	Aimee	Lee	Manager, R	175 West Jackson Boulevard, Suite 1550		Chicago	IL	60604
Regional Transit Authority	Ms.	Diane	Palmer	Director of C	175 W. Jackson Blvd.	Suite 1550	Chicago	IL	60604
Regional Transit Authority	Mr.	Sid	Weseman		175 West Jackson Boulevard, Suite 1550		Chicago	IL	60604
Illinois Commerce Commission	Mr.	Charles	Box	Chairman	527 East Capitol Avenue		Springfield	IL	62701
Illinois Department of Commerce and Economic Opportunity	Ms.	Felisha	McNeal		100 W Randolph	Ste 3-400	Chicago	IL	60601
Illinois Department of Employment Security	Ms.	Maureen T.	O'Donnell	Director	33 S. State St.		Chicago	IL	60603
Illinois Department of Revenue	Mr.	Brian	Hamer	Director	100 West Randolph Street		Chicago	IL	60601
Illinois Department of Transportation	Mr.	Stanley	Moore		300 W. Adams	2nd Floor	Chicago	IL	60606
Illinois Department of Transportation	Mr.	Chuck	Abraham	Division of P	J. R. Thomson Center, Suite 6-600		Chicago	IL	60601
Illinois Department of Transportation	Ms.	Lil	Budzinski		J. R. Thomson Center, Suite 6-600		Chicago	IL	60601
Illinois Department of Transportation, Bureau of Railroads	Mr.	Michael	Garcia	Engineerin	2300 S. Dirksen Parkway	Room 339	Springfield	IL	62764
Illinois Department of Transportation, Central Bureau of Operations	Ms.	Diane	O'Keefe	Director	201 West Center Court		Schaumburg	IL	60196
Illinois Department of Transportation, District 1 Bureau of Construction	Mr.	Bill	Frey	Chief	201 West Center Court		Schaumburg	IL	60196
Illinois Department of Transportation, Division of Traffic Safety	Mr.	Robert	Hoover	Chief	2300 S. Dirksen Parkway		Springfield	IL	62764
Illinois Department of Transportation, ITS Program Office	Mr.	Chuck	Schmitt	Chief	2300 South Dirksen Parkway		Springfield	IL	62764
Altgeld Branch Public Library	Ms.	Shante	Jackson	Director	950 East 132nd Place		Chicago	IL	60827
Blue Island Public Library	Mr.	Jim	Deiters	Director	2433 York Street		Blue Island	IL	60406
Brainerd Branch Public Library	Ms.	Mary	Jones	Director	1350 West 89th Street		Chicago	IL	60620
Calumet City Public Library	Mr.	Doug	Losey	Director	660 Manistee Avenue		Calumet City	IL	60409
Calumet City Public Library	Mr.	William	Pixley	Director	660 Manistee Avenue		Calumet City	IL	60409
Hegewisch Library Branch	Ms.	Susan	Puterko	Manager	3048 East 130th Street		Chicago	IL	60633
James F. Vodak/East Side Branch Public Library	Mr.	Richard	Mclellan	Director	3710 East 110th Street		Chicago	IL	60617
Jeffrey Manor Branch Public Library	Ms.	Claudia	Brand	Director	2401 East 100th Street		Chicago	IL	60617
Jeffrey Manor Branch Public Library	Ms.	Elizabeth	Garcia	Director	2401 East 100th Street		Chicago	IL	60617
Pullman Public Library	Mr.	Jimmy	Markcom	Director	11001 South Indiana Avenue		Chicago	IL	60628
Riverdale Public Library	Ms.	Barb	Diel	tive	208 West 144th Street		Riverdale	IL	60827
South Chicago Library Branch	Ms.	Kim	Catledge	Manager	9055 South Houston Avenue		Chicago	IL	60617
Tuley Park Library Branch	Ms.	Stella	Beck	Manager	501 East 90th Place		Chicago	IL	60619
Walker Branch Public Library	Ms.	Christina	Matera	Director	11071 South Hoyne Avenue		Chicago	IL	60643
West Pullman Library Branch	Ms.	Duwana	Dorsey	Manager	830 West 119th Street		Chicago	IL	60628
Hope Fellowship Christian Center	Ms.	Carolyn	Cox		PO Box 198567		Chicago	IL	60619
Apostolic Church of God	Rev. Dr.	Arthur M.	Brazier	Pastor	6320 South Dorchester Avenue		Chicago	IL	60637
Bethel House of Prayer	Mr.	James	McFadden		10956 S State Street		Chicago	IL	60628
Bethel House of Prayer	Ms.	Vanessa	Lewis		10956 S. State Street		Chicago	IL	60628
Bethel House of Prayer	Ms.	Bernadette	Lewis		10956 S. State Street		Chicago	IL	60628
Holy Spirit Lutheran	Mr.	Roger	Mitchell		9210 S. Phillips Avenue		Chicago	IL	60617
Joy Fellowship Baptist Church	Mr.	Albert	Reece		7715 So. Throop		Chicago	IL	60620
Joy Fellowship Baptist Church	Mrs.	Sandra	White		9131 So. Claremont Ave.		Chicago	IL	60620
Joy Fellowship Baptist Church	Ms.	Carrie	Ross		11733 S. Stewart		Chicago	IL	60628
Joy Fellowship Baptist Church	Ms.	Viola	Smith		11638 S. Parnell Avenue		Chicago	IL	60628
Joy Fellowship Baptist Church	Ms.	Ruby	Stewart Mitchell		12322 S. Yale		Chicago	IL	60628
Joy Fellowship Baptist Church	Ms.	Donna	Tyson		14427 Chicago Road	Apt. A	Dolton	IL	60419
Joy Fellowship Baptist Church	Ms.	Willa Mae	Wilson		750 W. 87th Street		Chicago	IL	60620
Joy Fellowship Baptist Church	Ms.	Rosa	Young Martin		14130 Calumet		Dolton	IL	60419
Joy Fellowship Baptist Church	Ms.	Roberta	Patterson		2025 E 175th		Lansing	IL	60438
Joy Fellowship Baptist Church	Ms.	Cecile	Shannon		11740 S Longwood Drive		Chicago	IL	60643
Kenwood United Church of Christ	Pastor	Leroy	Sanders		4600-08 S. Greenwood		Chicago	IL	60653
Lilydale 1st Baptist Church	Rev.	Alvin	Love		649 W. 113th St.		Chicago	IL	60628
Lutheran Church of the Holy Spirit	Mr.	Robert	Elliott		1335 W. 115th St.		Chicago	IL	60643

Lutheran Church of the Holy Spirit	Ms.	Carolyn	Lesmeister		12157 S. Michigan Ave.	#3	Chicago	IL	60628
Lutheran Church of the Holy Spirit	Rev.	Rayford	Grady		1335 W. 115th Street		Chicago	IL	60643
New Beginnings Ministry of Faith	Br.	William	Moore		432 154th Place		Calumet City	IL	60409
New Beginnings Ministry of Faith	Ms.	Belinda	Moore		432 154th Place		Calumet City	IL	60409
Salem Baptist Church of Chicago	Rev.	James T.	Meeks	Pastor	752 East 114th Street		Chicago	IL	60628
Sheldon Heights Church of Christ	Mr.	Lionel	Harden		10353 S. Sangamon St.		Chicago	IL	60643
Sheldon Heights Church of Christ	Mr.	CJ	Harmon		5438 S Ridgewood Ct.	#3	Chicago	IL	60615
Sheldon Heights Church of Christ	Ms.	Frances	Garrett		11325 S. Halsted		Chicago	IL	60628
Sheldon Heights Church of Christ	Ms.	Katherine	Raglin		5044 S. St. Lawrence Ave.	1st Floor	Chicago	IL	60615
Sheldon Heights Church of Christ	Ms.	Janet	Bailey		11325 S Halsted		Chicago	IL	60628
Sheldon Heights Church of Christ	Ms.	Vera	Dixon		11325 S Halsted		Chicago	IL	60628
Sheldon Heights Church of Christ	Ms.	LaJoyce	Eason		4929 S. St. Lawrence		Chicago	IL	60615
Sheldon Heights Church of Christ	Ms.	Rhonda	Garrett		11325 S. Halsted		Chicago	IL	60628
Sheldon Heights Church of Christ	Ms.	Brenda L.	Gilbert		11325-55 S Halsted St.		Chicago	IL	60628
Sheldon Heights Church of Christ	Ms.	Marie	Gilbert		209 W 109th Place		Chicago	IL	60628
Sheldon Heights Church of Christ	Ms.	Kietta	McFee		11733 S. Sangamon		Chicago	IL	60643
Sheldon Heights Church of Christ	Pastor	Leonardo	Gilbert		11355 S. Halsted		Chicago	IL	60628
Sheldon Heights Church of Christ	Pastor	Charles	Smith		11355 S. Halsted		Chicago	IL	60628
St. Sabina Church	Rev.	Dr. Michael L.	Pfleger	Pastor	1210 West 78th Place		Chicago	IL	60620
UCC Churches	Rev.	Alice	Harper-Jones		P.O. Box 208491		Chicago	IL	60620
					411 W. 111th Street		Chicago	IL	60628
115-116-117 Elizabeth St. Block Club	Ms.	Marie	Ellis-Milan		11611 S. Elizabeth Street		Chicago	IL	60643
115-116-117 Elizabeth St. Block Club	Ms.	Marie	Milan		11611 S. Elizabeth Street		Chicago	IL	60643
115-116-117 Elizabeth St. Block Club	Ms.	Claudia	Davis		11531 S. Elizabeth Street		Chicago	IL	60643
Block Club 96 Wentworth	Ms.	Sylvia	Durham		9624 S Wentworth		Chicago	IL	60628
Block Club 96 Wentworth	Ms.	Mable	Echols		9622 Wentworth Ave		Chicago	IL	60628
Alianza Leadership Insitute	Mr.	Rey	Lopez-Calderon	Director	2938 E. 91st St.	Ste. 206	Chicago	IL	60617
Carver Military Academy	Mr.	John F.	Thomas	Principal	13100 South Doty Avenue		Chicago	IL	60627
Chicago State Alumni	Ms.	Marianne	Robinson		7530 S. Vernon		Chicago	IL	60619
Chicago State University	Mr.	Mark	Sudeith		8720 S. Calument Ave.		Chicago	IL	60619
Chicago State University	Ms.	Nancy	Hall-Walker		9501 S. King Drive		Chicago	IL	60628
Chicago State University, Office of Public Affaris	Ms.	Patricia	Arnold	Director	9501 South King Drive	ADM 200	Chicago	IL	60628
Corliss High School	Dr.	Anthony	Spivey	Principal	821 East 103rd Street		Chicago	IL	60628
Gwendolyn Brooks College Preparatory High School	Dr.	Dushon A.	Brown	Principal	250 East 111th Street		Chicago	IL	60628
Harlan Community Academy High School	Mr.	Reginald	Evans	Principal	9652 S. Michigan Avenue		Chicago	IL	60628
Illinois Institute of Technology	Mr.	David	Baker	External	3300 South Federal Street	PH 223	Chicago	IL	60616
Kennedy King College	Mr.	Clyde	K. El Amin	President	6800 South Wentworth Avenue		Chicago	IL	60621
Morgan Park High School	Dr.	Beryl	Shingles	Principal	1744 West Pryor Avenue		Chicago	IL	60643
Northeastern University Center for Inner City Students	Dr.	Conrad	Worrill	Educational	700 East Oakwood Avenue		Chicago	IL	60653
Northwestern University	Mr.	Patrick	Ryan	Head	633 Clark Street		Evanston	IL	60208
Olive-Harvey College	Ms.	Stephanie	Johnson	Dean of	10001 South Woodlawn Avenue		Chicago	IL	60628
Percy L. Julian High School	Dr.	Darreyl	Young-Gibson	Principal	10330 South Elizabeth Street		Chicago	IL	60643
Roseland Christian School	Mr.	James	Van Zyl		314 W. 108th Street		Chicago	IL	60628
Simeon Career Academy	Ms.	Tamara	Sterling	Principal	8147 South Vincennes Avenue		Chicago	IL	60620
Tulane University	Mr.	Roland	Solinski		21096 N Taylor Ln		Barrington	IL	
UIC Voorhees	Ms.	Janet	Smith		412 S Peoria St		Chicago	IL	60607
UIC Voorhees Center	Ms.	Katie	Bowman		400 S Peoria	Ste 2100	Chicago	IL	60607
University of Chicago	Mr.	Brian	Shaw	Transit	5555 S. Ellis Ave.	3rd Floor	Chicago	IL	60637
University of Chicago, Community & Government Affairs	Ms.	Anne Marie	Lipinski	Engageme	5801 South Ellis Avenue		Chicago	IL	60637

University of Illinois at Chicago - College of Urban Planning and Policy	Ms.	Danielle	Inendino	Assistant,	412 S Peoria St		Chicago	IL	60607
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Appendix G

Notification Materials

(Direct Mailer, Transit Card, E-mail Blast, Newspaper Ads, Legal Notice, Village and Library Flyer, Media Release)

Red Line Extension

PROJECT OVERVIEW

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Red Line from the 95th Street Station to the vicinity of 130th Street. The extension includes 5.3 new route miles of rapid transit from the existing Red Line, four additional stations – at approximately 103rd, 111th, 115th and 130th Streets – with new bus terminal and parking facilities at each station.

ENVIRONMENTAL PROCESS OVERVIEW

CTA and the Federal Transit Administration (FTA) have initiated the federal environmental process pursuant to the National Environmental Policy Act (NEPA) and are preparing an Environmental Impact Statement (EIS) for the project. The EIS will build upon the Alternatives Analysis (AA) process that occurred from 2006-2009 and culminated in the designation of a Locally Preferred Alternative by the Chicago Transit Board on August 12, 2009. The AA process analyzed an array of transportation alternatives and included an extensive public involvement process. The EIS will evaluate at least four alternatives: a No Build Alternative, a Transportation System Management (TSM) Alternative, the Locally Preferred Alternative that extends the Red Line to 130th Street and a rail alternative along Halsted Street. The EIS will describe the alternatives, the existing environmental setting, the potential impacts from construction and operation of each alternative and proposed mitigation measures to reduce or eliminate potential impacts.

SCOPING MEETINGS

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

WHAT IS SCOPING?

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

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

SCOPING MEETING DATES AND LOCATIONS

Tuesday, September 22, 2009
Historic Pullman Visitor Center
6:00 p.m. to 8:00 p.m.
11141 S. Cottage Grove Avenue
Chicago, IL 60628
This location is accessible to people with disabilities and is served by CTA bus 111, Pace bus 353, and the Metra Electric Main Line.

Thursday, September 24, 2009
Woodson Regional Chicago Public Library
6:00 p.m. to 8:00 p.m.
9525 S. Halsted Street
Chicago, IL 60628
This location is accessible to people with disabilities and is served by CTA bus 108, 112, 8A, 95W, Pace bus 352 and the Metra Electric Rock Island Line.

MEETING AGENDA AND FORMAT


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

SUBMIT COMMENTS

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

ADA AND LANGUAGE ACCOMMODATIONS

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

Chicago Transit Authority
567 West Lake Street
Chicago, IL 60661 

Chicago Transit Authority

Red Line Extension Project

Connecting 95th Street Station to 130th Street

Come Participate in the
September 22 & 24, 2009
Scoping Meetings



Proyecto de Extensión de la Línea Roja

Que conecta la Estación de la 95th Street a la 130th Street
 Venga a participar en las Reuniones de Involucramiento al Público los días 22 y 24 de septiembre de 2009
 Información al cliente: 1-888-YOUR-CTA (1-888-968-7282) • CTA (TTY): 1-888-CTA-TTY1 (1-888-282-8891)
 Información sobre Tránsito: 836-7000 desde todo código telefónico local RTA (TTY): 312-836-4949

Extensión de la Línea Roja

RESUMEN GENERAL DEL PROYECTO

La Chicago Transit Authority (CTA) se propone hacer mejoras de transporte al extender la Línea Roja desde la estación de la 95th Street a las inmediaciones de la 130th Street. La extensión incluye una ruta nueva de 5.3 millas de tránsito rápido de la Línea Roja ya existente, cuatro estaciones más – ubicadas aproximadamente en las 103rd, 111th, 115th, y 130th Streets – con una nueva terminal de autobuses e instalaciones de estacionamiento en cada estación.

RESUMEN GENERAL DEL PROCESO MEDIOAMBIENTAL

La CTA y la Administración Federal de Tránsito (conocida en inglés por sus siglas “FTA”) han iniciado un proceso federal medioambiental, de acuerdo a la Ley sobre la Política Nacional Medioambiental (conocida en inglés por sus siglas “NEPA”) y están en vías de elaborar una Declaración sobre el Efecto Medioambiental (conocida en inglés por sus siglas “EIS”) para el proyecto. La EIS se elaborará en base al proceso de Análisis de Alternativas (conocido en inglés por sus siglas “AA”) que tomó lugar desde 2006 a 2009 y culminó en una Alternativa de Preferencia Local que adoptó la Junta Directiva de Tránsito de Chicago el 12 de agosto de 2009. El Proceso de AA analizó una serie de alternativas de transporte e incluyó un amplio proceso de involucramiento al público. La EIS evaluará por lo menos cuatro alternativas: una Alternativa sin obras de construcción; una Alternativa de Administración del Sistema de Transporte (conocida en inglés por sus siglas “TSM”), una Alternativa de Preferencia Local que extiende la Línea Roja a la 130th Street, y una alternativa ferroviaria por la Halsted Street. La EIS detallará la alternativa, el contexto medioambiental existente, los efectos posibles de la construcción y la puesta en marcha de cada alternativa, y las medidas atenuadoras propuestas para disminuir o eliminar los efectos negativos posibles.

REUNIÓN PARA INVOLUCRAR AL PÚBLICO

Usted queda invitado a asistir una reunión para involucrar al público, con el fin de informarse en más detalle sobre el proyecto y para expresar sus opiniones sobre las alternativas propuestas, el propósito y la necesidad del proyecto, los temas propuestos de evaluación, los efectos negativos posibles, y las medidas atenuadoras que habrá que incluir en la EIS.

¿QUÉ ES EL INVOLUCRAMIENTO AL PÚBLICO?

Se conoce el proceso de determinar el alcance, el enfoque, y el contenido de una EIS como el “involucramiento al público”. Durante este proceso de involucramiento comunitario, los residentes, así como las agencias municipales, condales, estatales, y federales, tendrán la oportunidad de expresar sus opiniones y hacer comentarios. Este proceso de involucramiento se dedica a:

- Identificar las cuestiones de preocupación del público y las agencias gubernamentales por adelantado durante el proceso de evaluación medioambiental.
- Definir las cuestiones y las alternativas que serán estudiadas en la EIS.
- Ahorrar tiempo en el proceso general y agilizar la eficacia del proceso de elaborar la EIS.

INVOLUCRAMIENTO AL PÚBLICO: Fechas y Localidades

martes, 22 de septiembre de 2009

Historic Pullman Visitor Center
 6:00 p.m. to 8:00 p.m.
 11141 S. Cottage Grove Avenue
 Chicago, IL 60628

Esta localidad tiene acceso para las personas con incapacidades, y el autobús 111 de la CTA, el autobús 353 de Pace, y la Línea Eléctrica Principal de Metra brindan servicio de transporte hasta allá.

jueves, 24 de septiembre de 2009

Woodson Regional Chicago Public Library
 6:00 p.m. to 8:00 p.m.
 9525 S. Halsted Street
 Chicago, IL 60628

Esta localidad tiene acceso para las personas con incapacidades, y el autobús 108, 112, 8A, y 95W de la CTA, el autobús 352, de Pace, y la Línea Eléctrica de Rock Island de Metra brindan servicio de transporte hasta allá.

ORDEN DEL DÍA Y FORMATO

Presentación al público: 6:00 pm – 6:45 pm
 Informarse sobre el proyecto y hablar con el personal del proyecto.
 Presentación y comentarios formales del público: 6:45 pm – 8:00 pm
 Después de una breve presentación, habrá una oportunidad para hacer comentarios que constarán formalmente en el acta pública.

ENTREGA DE COMENTARIOS

Además de los comentarios sobre el alcance de la EIS que se entregarán en la reunión, se aceptarán comentarios por escrito proporcionados por el público hasta el 27 de octubre de 2009, los cuales pueden entregarse por correo postal, correo electrónica, por facsímile, o al sitio de web del proyecto, a la atención de Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602.

Correo electrónico: RedExtension@transitchicago.com
 Sitio de web: www.transitchicago.com/RedEIS
 Facsímile: (312)-681-4297

ADAPTACIONES PARA LAS PERSONAS CON INCAPACIDADES Y POR MOTIVOS DE IDIOMA

Para recibir una versión de formato asequible de esta notificación, o en caso de que usted tenga necesidad de un intérprete, incluso el servicio de traducción por señas, u otras adaptaciones para poder participar en esta reunión, por favor comuníquese con Darud Akbar, Government & Community Relations Officer, con cinco días de antelación de esta reunión, al (312) 681-2708, o al dakbar@transitchicago.com. La información también está disponible en el sitio de web www.transitchicago.com/RedEIS.

Red Line Extension | Locally Preferred Alternative



Red Line Extension | Halsted Street HRT Alternative



Red Line Extension | Locally Preferred Alternative



Red Line Extension | Halsted Street HRT Alternative



The logo features a stylized red and white train car icon on the left, followed by the text "Red Line Extension" in a bold, sans-serif font.

Red Line Extension

Connecting 95th Street Station to 130th Street



ATTEND A PUBLIC SCOPING MEETING

Tuesday, September 22, 2009

6:00 to 8:00 p.m.

Historic Pullman Visitor Center

11141 S. Cottage Grove Avenue, Chicago

Thursday, September 24, 2009

6:00 to 8:00 p.m.

Woodson Regional Chicago Public Library

9525 S. Halsted Street, Chicago

Information presented will be the same at both meetings. These facilities are accessible to persons with disabilities.

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

We want to hear from you!

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

Submit a Comment by October 27, 2009

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

Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority

P.O. Box 7602, Chicago, IL 60680-7602

E-mail: RedExtension@transitchicago.com

Fax: (312) 681-4297

For More Info: www.transitchicago.com/RedEIS

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



Red Line Extension



PROJECT OVERVIEW

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Red Line from the 95th Street Station to the vicinity of 130th Street. The extension includes 5.3 new route miles of rapid transit from the existing Red Line, four additional stations – at approximately 103rd, 111th, 115th and 130th Streets – with new bus terminal and parking facilities at each station.

ENVIRONMENTAL PROCESS OVERVIEW

CTA and the Federal Transit Administration (FTA) have initiated the federal environmental process pursuant to the National Environmental Policy Act (NEPA) and are preparing an Environmental Impact Statement (EIS) for the project. The EIS will build upon the Alternatives Analysis (AA) process that occurred from 2006-2009 and culminated in the designation of a Locally Preferred Alternative by the Chicago Transit Board on August 12, 2009. The AA process analyzed an array of transportation alternatives and included an extensive public involvement process. The EIS will evaluate at least four alternatives: a No Build Alternative, a Transportation System Management (TSM) Alternative, the Locally Preferred Alternative that extends the Red Line to 130th Street and a rail alternative along Halsted Street. The EIS will describe the alternatives, the existing environmental setting, the potential impacts from construction and operation of each alternative and proposed mitigation measures to reduce or eliminate potential impacts.

SCOPING MEETINGS

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

WHAT IS SCOPING?

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

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

SCOPING MEETING DATES AND LOCATIONS

Tuesday, September 22, 2009

Historic Pullman Visitor Center

6:00 p.m. to 8:00 p.m.

11141 S. Cottage Grove Avenue

Chicago, IL 60628

This location is accessible to people with disabilities and is served by CTA bus 111, Pace bus 353, and the Metra Electric Main Line.

Thursday, September 24, 2009

Woodson Regional Chicago Public Library

6:00 p.m. to 8:00 p.m.

9525 S. Halsted Street

Chicago, IL 60628

This location is accessible to people with disabilities and is served by CTA bus 108, 112, 8A, 9, 95W and Pace bus 352.

MEETING AGENDA AND FORMAT

Open House: 6:00 pm – 6:45 pm

Learn about the project and talk with project staff.

Presentation and Formal Public Comment:

6:45 pm – 8:00 pm

A brief presentation will be followed by an opportunity to enter formal comments into the public record.

SUBMIT COMMENTS

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

Email: RedExtension@transitchicago.com

Website: www.transitchicago.com/RedEIS

Fax: (312)-681-4297

ADA AND LANGUAGE ACCOMMODATIONS

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

**Chicago Transit Authority
Orange Line Extension NEPA Scoping Meeting Notice**

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

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

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

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

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

In addition to comments received at the meeting, written comments will be accepted until October 27, 2009 and may be submitted via mail, e-mail or fax to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. Email: orangeExtension@transitchicago.com Website: www.transitchicago.com/OrangeEIS Fax: (312) 681-297

To receive an accessible format version of this notice, or if you require an interpreter, including sign language services, or other accommodations at this meeting, please contact Darud Akbar, Government & Community Relations Officer, five days prior to the meeting at (312) 681-2708 or dakbar@transitchicago.com. Information is also available at www.transitchicago.com/OrangeEIS. 00863619 Pub: September 8, 2009

**Chicago Transit Authority
Red Line Extension NEPA Scoping Meeting Notice**

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Red Line from the 95th Street Station to the vicinity of 130th Street. The extension includes 5.3 new route miles of rapid transit from the existing Red Line, four additional stations - at approximately 103rd, 111th, 115th and 130th Streets - with new bus terminal and parking facilities at each station.

CTA and the Federal Transit Administration (FTA) have initiated the federal environmental process pursuant to the National Environmental Policy Act (NEPA) and are preparing an Environmental Impact Statement (EIS) for the project. The EIS will build upon the Alternatives Analysis (AA) process that occurred from 2006-2009 and culminated in the designation of a Locally Preferred Alternative by the Chicago Transit Board on August 12, 2009. The AA process analyzed an array of transportation alternatives and included an extensive public involvement process. The EIS will evaluate at least four alternatives: a No Build Alternative, a Transportation System Management (TSM) Alternative, the Locally Preferred Alternative that extends the Red Line to 130th Street, and a heavy rail alternative along Halsted Street. The EIS will describe the alternatives, the existing environmental setting, the potential impacts from construction and operation of each alternative and proposed mitigation measures to reduce or eliminate potential impacts.

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

Tuesday, September 22, 2009; 6:00 p.m. to 8:00 p.m.; at the Historic Pullman Visitor Center, 11141 S. Cottage Grove Avenue, Chicago, IL 60628

This location is accessible to people with disabilities and is served by CTA bus 111, Pace bus 353, and the Metra Electric Main Line.

Thursday, September 24, 2009; 6:00 p.m. to 8:00 p.m.; at the Woodson Regional Chicago Public Library, 9525 S. Halsted Street, Chicago, IL 60628

This location is accessible to people with disabilities and is served by CTA bus 108, 112, 8A, 9, 95W and Pace bus 352.

In addition to comments received at the meeting, written comments will be accepted until October 27, 2009 and may be submitted via mail, e-mail or fax to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. Email: RedExtension@transitchicago.com Website: www.transitchicago.com/RedEIS Fax: (312) 681-4297

To receive an accessible format version of this notice, or if you require an interpreter, including sign language services, or other accommodations at this meeting, please contact Darud Akbar, Government & Community Relations Officer, five days prior to the meeting at (312) 681-2708 or dakbar@transitchicago.com. Information is also available at www.transitchicago.com/RedEIS. 600863743 Pub: September 8, 2009

**Chicago Transit Authority
Yellow Line Extension NEPA Scoping Meeting Notice**

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Yellow Line from Dempster Station to Old Orchard Road. The Yellow Line Extension includes 1.6 new route miles of rapid transit from the existing Yellow Line, reconfiguration of the existing Dempster Station and one additional station at Old Orchard Road with new bus access and parking facilities.

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

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

Wednesday, September 23, 2009; 6:00 p.m. to 8:00 p.m.; at the Oakton Community Center, 4701 Oakton Street, Skokie, IL 60076

This location is accessible to people with disabilities and is served by CTA bus 97.

In addition to comments received at the meeting, written comments will be accepted until October 27, 2009 and may be submitted via mail, e-mail or fax to: Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602. Email: YellowExtension@transitchicago.com Website: www.transitchicago.com/YellowEIS Fax: (312) 681-4297

To receive an accessible format version of this notice, or if you require an interpreter, including sign language services, or other accommodations at this meeting, please contact Darud Akbar, Government & Community Relations Officer, five days prior to the meeting at (312) 681-2708 or dakbar@transitchicago.com. Information is also available at www.transitchicago.com/YellowEIS. 600864482 Pub: September 8, 2009

CTA to Host Public Meeting for Proposed Orange Line Extension

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

The meeting is scheduled for:

Monday, September 21
6:00 p.m. - 8:00 p.m.
Hancock College Preparatory High School*
4034 W. 56th St., Chicago, IL
(*facility is accessible to people with disabilities)

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

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

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

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

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

###

fore Griffin passed away. "He did a great job for Samford, and all the coaches loved him. That was no surprise to me."

Griffin received one of Samford's Practice Hard Work Awards following his junior

been established in Griffin's name to benefit the Marist basketball program. Donations may be sent to Coach Gene Nolan, c/o Marist High School, 4200 W. 115th St., Chicago, IL 60655.

"Marc was in the right place at the right time," said Clemens. "But that play showed that you just have to put the ball in the right spot to score."

The Caravan dominated

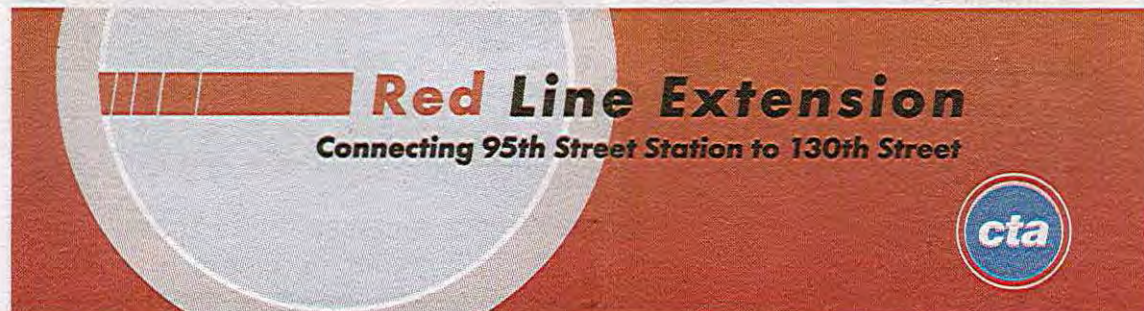
partitions in front of you and was unable to get control on a breakaway, and his shot missed the left post.

It didn't take long for Andrew (2-3-1) to end the game in the extra session.


Jacobs got one past talented Caravan goalie Edson Zagal,

and don't take advantage. The ball needs to get through 10 guys before it even gets to him."

An example of Mt. Carmel's domination of the game, the Caravan had six corner kicks to just one for Andrew and had five more shots on goal.



Red Line Extension
Connecting 95th Street Station to 130th Street



ATTEND A PUBLIC SCOPING MEETING

Tuesday, September 22, 2009

6:00 to 8:00 p.m.

Historic Pullman Visitor Center

11141 S. Cottage Grove Avenue, Chicago

Thursday, September 24, 2009

6:00 to 8:00 p.m.

Woodson Regional Chicago Public Library

9525 S. Halsted Street, Chicago

Information presented will be the same at both meetings. These facilities are accessible to persons with disabilities.

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

We want to hear from you!

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

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**For More Info: www.transitchicago.com/RedEIS
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Softball

(Continued from page 17)

Wabash Tap, which features 10 local players among the 15-player roster, captured the title on Sept. 9.

"We have been playing together for a couple of years," said Player/Coach Matt Hilliard, a Sutherland Elementary School and St. Ignatius College Prep graduate. "It's great that a group of friends who grew up together, but now live all over the city, can still get together to play every week. We plan on

continuing to dominate the Wednesday night league until we are too old and feeble to swing a bat."

Domination was the perfect word to describe the team. It went 9-0 in the regular season, scoring 108 runs and allowing just 38.

Other team members are Conor Ryan, Joe Wilson, Kerry Brackin, Liam McManus, Catherine Corr, Brendan Sheils, Bob Kriz, Pete Steadman, Kathleen Griffin, Samantha Kyme, Jen Sheridan, Colleen McNamara, Meeghan Holly and Lydia Maloney.

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Chicago Transit Authority

as a nurse for five years at St. Francis and then MetroSouth, said she knew cuts were coming. Recently, her hours were cut to the point where she worked just three days in a two-week period. The 48-year-old Blue Island resident said she had noticed fewer patients coming to the hospital.

"You could drop a bomb in

bought MetroSouth from SSM Health Care, a St. Louis-based non-profit and one of the nation's largest Catholic-owned systems.

St. Francis had also struggled with patients unable to pay their medical bills and racked up tens of millions of dollars in losses under SSM ownership.

But MetroSouth executives have said a \$30 million commitment from New York-based Falcon Investors is helping to finance new imaging equipment, an electronic medical records system and a conversion to all private rooms for patients. Kimmel said that all of those projects are still in the works.

MetroSouth has also applied for a tax break from the

formed a TIF district for the hospital, which will capture any new tax revenues from the property and allow the hospital to use that money to reinvest in the facility. The hospital is located at 12935 S. Gregory St. in the heart of the city's commercial business district.

Mayor Donald Pelouquin said he's confident in the hospital's health and said that while the layoffs were painful, they were needed.

"The fact that they laid off people off doesn't affect the hospital's long-term goals," Pelouquin said. "It does show the effect of the economy. They are trying to stay on top of things instead of getting into a hole that they can't get out of."

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"STILL MARCHING TO THE BEAT OF MY OWN DRUM!"

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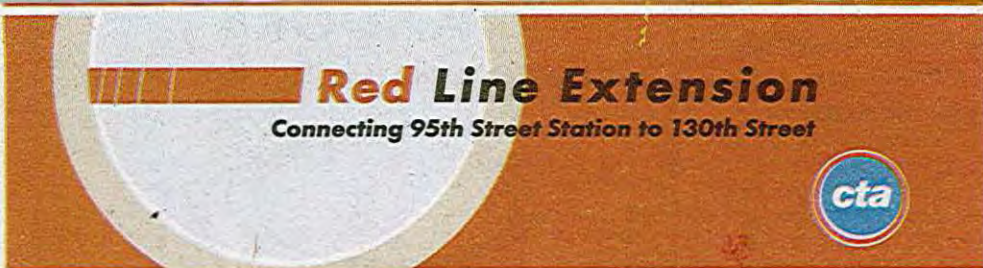
We listen to our residents and respond with the programs and services that will empower them to live the lives they want to live. Our new community in Romeoville offers Memory Care today; our Independent and Assisted Living communities open this Winter.

With Senior Star's progressive, coordinated services our residents live out each day with complete confidence, knowing that if their needs should change we have the ability to care for them longer.

**NOW ACCEPTING
RESERVATIONS!**



Senior Star
at Weber Place



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much of the bells and whistles we're going to put in," he said, adding that the request for proposals will seek separate cost estimate for each item.

Village Clerk Pat Rea said restrooms will be part of the updated station, as will four warming/weather shelter on the inbound platform and one shelter on the outbound.

Although Biggert and Zbrocki put ridership at 3,000, Metra spokesman Michael Gillis said the most recent weekday ridership count—done in fall 2006—puts the 80th Avenue Station at 2,450 passengers. That figure makes it the system's fourth busiest station, just behind third-place Lisle, which showed 2,472 passengers.

"STILL MARCHING TO THE BEAT OF MY OWN DRUM!"

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We listen to our residents and respond with the programs and services that will empower them to live the lives they want to live. Our new community in Romeoville offers Memory Care today; our Independent and Assisted Living communities open this Winter.

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NOW ACCEPTING RESERVATIONS!

Senior Star

Michael G. Shinn, CFP
YOUR MONEY Really Matters

Winning the financial game

by Michael G. Shinn

"Winning is not a sometime thing. It's an all time thing. You don't win once in a while, you don't do things right once in a while, you do them right all the time. Winning is a habit. Unfortunately, so is losing," stated

Winning financially and achieving financial goals is not a sometime thing, it's an all time thing. The seven steps to setting and achieving financial goals are not secrets. We do it all the time on our jobs, when we set sales or production goals, cost reductions or specific project achievements. The trick is to apply the same techniques to your finances, with the same rigor and personal management. It starts with a winning attitude.

Steps to setting financial goals:

Step 1- Sit down with a clean sheet of paper and brainstorm the question, "What do I really want out of life?" Write down every possible financial goal that comes to mind - a house,

early retirement, debt payoff, children's education, new car, overseas vacation, etc. Dream and write all down.

Step 2- Discuss the list with family or people who are significant in your life. With their input, expand and modify the list. In working with clients, I find that many times have not discussed their financial goals and agreed on the priority. This lack of communication about finances can lead to serious family conflicts.

Step 3- Now go over your list a second time. This time, refine and prioritize the list, adding an element of realism to it. Write down the goals that are most important on a separate paper called "Key Financial Goals." Cross off the items you really want or need. Move anything you might have mixed emotions to a separate sheet called "Future Goals." After you have achieved some of your key goals, you may want to include some items from this list.

Step 4- Expand each of your goals, estimating the cost (in total dollars) and when you will achieve the goal. It is very important that goals are specific in each of these areas.

Step 5- Separate your Key Goals into short-term, intermediate and long-term objectives. Short-term goals can be achieved in less than a year and might include; establishment of an emergency fund, your vacation, or minor home improvements. Intermediate goals one to five years might include; paying off credit card debt, saving for a house down payment or major home improvements. Long-term goals of more than five years might include; college fund, retirement or a vacation home purchase.

Step 6- Develop a plan for achieving each Key Goal, breaking down large goals into their main elements. Using the college fund example, Research public college costs; Open a 529 Saving Plan account; Invest \$328 per month using automatic withdrawal from my checking account; Research investments that could provide a higher return.

Step 7- Monitor your progress by reviewing your financial goals at least annually and revising your plan as necessary.

Michael G. Shinn, CFP® is a Registered Representative of securities and investment advisory services offered through Financial Network Investment Corporation, a member SIPC.



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 11141 S. Cottage Grove Avenue, Chicago

OR

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6:00 to 8:00 p.m.

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cutting a fool when the President spoke at the joint session of Congress. It was totally disrespectful of this dunder head to heckle the President as he gave his speech. No one, especially Black U. S. legislators ever did such a thing to President George Dubya Bush, although it was pretty darn clear he did not always tell the truth and coupled with the lying Vice President in the world in Dick Cheney, a heckle or two would have been in order for this pair. They lied about WMD (Weapons of Mass Destruction) as the reason to invade Iraq, lied about exposing a CIA Agent to harm, you name it, yet our Congresspersons were restrained and respectful to the office of President. But just like everything else once we get to goals such as being President of the United States, the rules change. Money I hear has been pouring in to the Congressman to further his campaign by racists everywhere. And that's exactly who (racists) poured into Washington over the weekend to demonstrate and talk about the President.

**HATE SIGNS
REMINISCENT OF KKK**

If Ima had not been told differently she would have headed for the hills last week when the hate mongers of the world spilled over into Washington, D. C. You see Ima remembers the KKK riding

ulate where this all will end up. It's scary. But it is also clear that the racists are now synonymous with the Republican Party.

OUT OF CONTROL

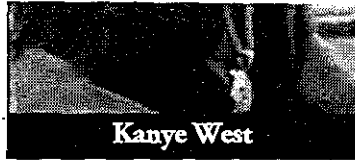
If it ain't enough and the real reason Ima consulted the trusty Almanac about the moon is that one of our revered sports figures and a popular music artist started acting crazy. Ima was shocked to see Serena Williams at as she did at the U.S. Open Tennis Match. Ima has been known to know how to weave the f word into sentences at the appropriate places, was speechless when one such as



Serena Williams

Serena, who has been subjected to all kinds of challenges in fighting her way to the top, let go on a line judge at the tennis competition.

Now she has apologized but it

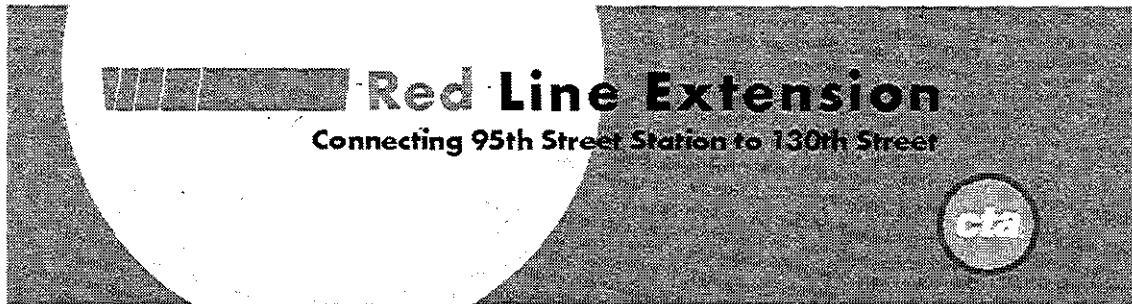


Kanye West

that his last "buffoonery" piece pulled in \$24 million dollars this past weekend for "I Can Do Bad All By Myself." So Spike, et al

now suffering from.

**-Ima-
(Continued on page 17)**



ATTEND A PUBLIC SCOPING MEETING

<p>Tuesday, September 22, 2009 6:00 to 8:00 p.m. Historic Pullman Visitor Center 11141 S. Cottage Grove Avenue, Chicago</p>	<p>Thursday, September 24, 2009 6:00 to 8:00 p.m. Woodson Regional Chicago Public Library 9525 S. Halsted Street, Chicago</p>
<p><i>Information presented will be the same at both meetings. These facilities are accessible to persons with disabilities.</i></p>	

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Red Line Extension

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Jeffrey Busby, General Manager, Strategic Planning

ing and math. Most community colleges offer exemptions to students who score high enough on the ACT college entrance exam, or have successful college coursework in a given subject area. Others make exceptions on a case-by-case basis.

"Sometimes students just test poorly, and there's other things—grades, other pieces of information that we have on a student—that can factor into that overall decision," said Sheryl Otto, dean of student development at Harper College, where about 37 percent of new students take remedial courses.

About a third of entering freshmen are taking remedial courses this fall at College of DuPage in Glen Ellyn. Glenda Gallisath, associate

to high school seniors so any remedial work can begin in high school; to align high school, remedial and college-level standards, and to develop a system to reward community colleges for helping students progress through remedial courses and on to full-credit classes.

Illinois is pursuing several initiatives to bridge the academic gap. Last fall, educators joined the American Diploma Project, a national effort to develop a more rigorous curriculum for high school students.

"The key to trying to improve outcomes is first improving our standards," said Mary Fergus, a spokeswoman for Illinois State Board of Education. "We're really focusing on preparing students

thing they didn't know before, but to refresh as rapidly as I can, that information," said Marie Eibl, math/science tutor coordinator Harper.

Harper nursing student Stacey Wolf, 27, of Muncie, shed tears of relief when she passed the math exam the last day of testing. After cramming all night, Wolf paid \$50 for a two-hour private tutoring session before taking the test, narrowly avoiding a remedial algebra course and a one-year postponement of nursing studies.

"I didn't think I was going to pass it," said Wolf, who plans to work as an emergency room nurse. "That's why I'm so emotional, because now I get to start nursing school."

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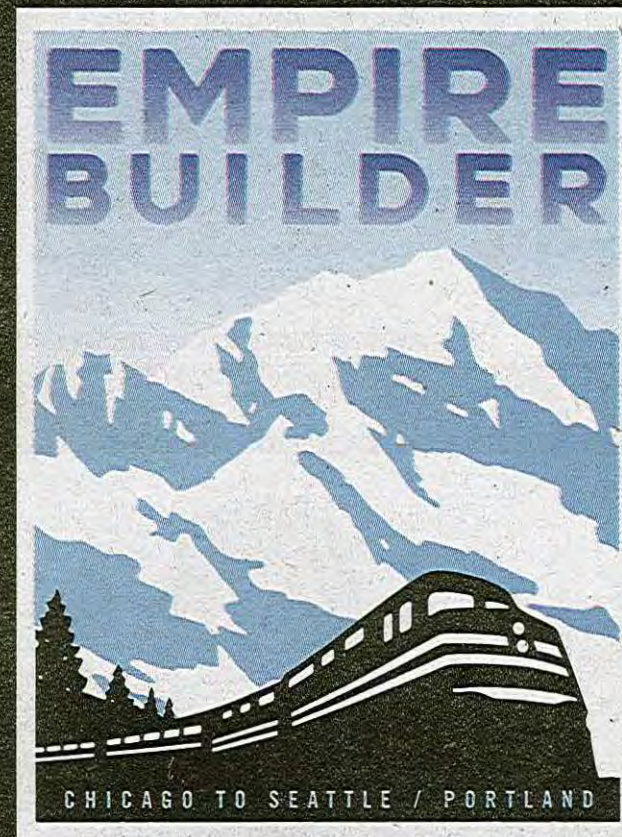
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	MINOT	\$111	1-800-USA-RAIL
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	PORTLAND/SEATTLE	\$150	



Yellow Line Extension
Connecting Dempster Station to Old Orchard Road

ATTEND A PUBLIC SCOPING MEETING

Wednesday, September 23, 2009
6:00 to 8:00 p.m.
Oakton Community Center
4701 Oakton Street, Skokie
Facility accessible to persons with disabilities.

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

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6:00 to 8:00 p.m. **6:00 to 8:00 p.m.**
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11141 S. Cottage Grove Avenue, Chicago 9525 S. Halsted Street, Chicago
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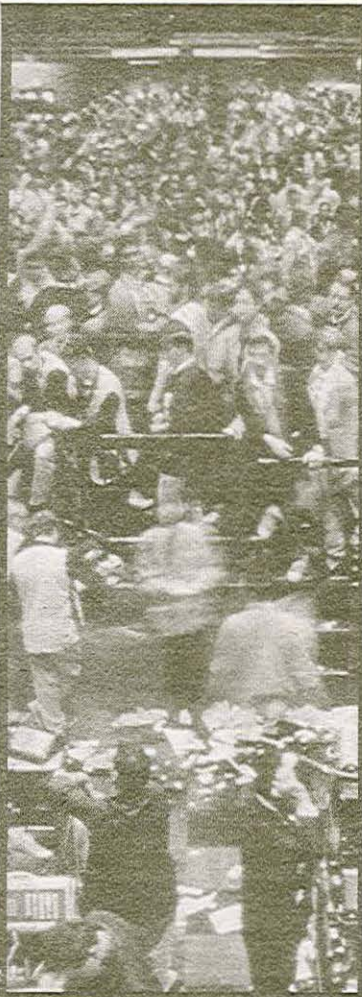
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In addition to comments received at the meeting, written comments will be accepted until October 27, 2009. Comments may be submitted by mail, e-mail or fax, with attention to:

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

For More Info: www.transitchicago.com/RedEIS
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Orange Line Extension
Connecting Midway to Ford City

ATTEND A PUBLIC SCOPING MEETING

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

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

We want to hear from you!

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

Submit a Comment by October 27, 2009

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

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

Extensión de la Línea Anaranjada
Que conecta el Midway a Ford City



ASISTA A UNA REUNIÓN DE INVOLUCRAMIENTO AL PÚBLICO

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

La Chicago Transit Authority (CTA) se propone hacer mejoras de transporte al extender la Línea Amarilla desde la Dempster Station a la Old Orchard Road.

¡Queremos oír sus opiniones!

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

Entregue sus comentarios hasta el día 27 de octubre de 2009.

Además de los comentarios que se entregarán en la reunión, se aceptarán comentarios por escrito hasta el 27 de octubre de 2009, los cuales pueden entregarse por correo postal, correo electrónica, por facsímile, a la atención de:

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

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Extensión de la Línea Amarilla
Que conecta la estación de la Dempster a la Old Orchard Road



ASISTA A UNA REUNIÓN DE INVOLUCRAMIENTO AL PÚBLICO

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

La Chicago Transit Authority (CTA) se propone hacer mejoras de transporte al extender la Línea Amarilla desde la Dempster Station a la Old Orchard Road.

¡Queremos oír sus opiniones!

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

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P.O. Box 7602, Chicago, IL 60680-7602
Email: OrangeExtension@transitchicago.com • Fax: (312) 681-4297

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

Extensión de la Línea Roja
Que conecta la Estación de la 95th Street a la 130th Street



ASISTA A UNA REUNIÓN DE INVOLUCRAMIENTO AL PÚBLICO

martes, 22 de septiembre de 2009 6:00 to 8:00 p.m. Historic Pullman Visitor Center 11141 S. Cottage Grove Avenue, Chicago	jueves, 24 de septiembre de 2009 6:00 to 8:00 p.m. Woodson Regional Chicago Public Library 9525 S. Halsted Street, Chicago
--	---

Se presentará la misma información en ambas reuniones. Esta localidad tiene acceso para las personas con incapacidades.

La Chicago Transit Authority (CTA) se propone hacer mejoras de transporte al extender la Línea Roja desde la estación de la 95th Street a las inmediaciones de la 130th Street.

¡Queremos oír sus opiniones!

Asista a una de las reuniones de involucramiento al público, para enterarse en más detalle sobre el proyecto y para expresar sus opiniones sobre las alternativas propuestas, el propósito y la necesidad del proyecto, los efectos medioambientales y comunitarios que habrá que considerarse en el borrador de la Declaración sobre el Efecto Medioambiental (conocida en inglés por sus siglas "EIS"), programada para repaso por el público a fines del 2010.

Entregue sus comentarios hasta el día 27 de octubre de 2009

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Email: RedExtension@transitchicago.com • Fax: (312) 681-4297

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

Caribe **América Latina****Interceptan en alta mar a 35 indocumentados**

Iban en un velero hacia Puerto Rico. Había un chino

EFE
SANTO DOMINGO

La Marina de Guerra dominicana interceptó ayer en alta mar a treinta y cinco personas, entre ellas un nacional chino, que se dirigían clandestinamente en un velero a Puerto Rico, informó la Armada local.

REPÚBLICA DOMINICANA

El grupo viajaba en el velero "Mi niña" de matrícula dominicana, que fue detenido a seis millas de Cap Cana, en la provincia La Altagracia, en el extremo oriental del país.

Los indocumentados, que se encuentran en buen estado de salud, serán trasladados a la sede de la Marina de Guerra, en Santo Domingo, para ser interrogados, dijo a Efe un portavoz de la institución.

La Marina de Guerra apresó la semana pa-

sada a 18 personas, entre ellas dos menores de edad y dos ceilandeses, que intentaban viajar a Miami (EE.UU.) también en un velero.

La Procuraduría General y la Armada local anunciaron el mes pasado que coordinan acciones para perseguir a los traficantes de personas, muchas de las cuales pierden la vida cada año en las aguas del Mar Caribe en ruta hacia la vecina isla de Puerto Rico.

Los trabajos son coordinados en cumplimiento a la Ley-137-03 que sanciona en el país el delito del tráfico ilícito de inmigrantes y trata de personas, implementando así una política de combate al crimen organizado con jurisdicción en todo el país.

Cada año miles de dominicanos tratan de llegar a Puerto Rico para sortear la precaria situación económica en la que viven.

En julio pasado, entre 20 y 25 dominicanos desaparecieron en ruta a Puerto Rico tras zarpas el día 11 de la playa de Gaspar Hernández, en la provincia Espaillat, norte del país.

Extensión de la Línea Anaranjada

Que conecta el Midway a Ford City

**ASISTA A UNA REUNIÓN DE INVOLUCRAMIENTO AL PÚBLICO****lunes, 21 de septiembre de 2009**
6:00 to 8:00 p.m.Hancock College Preparatory High School
4034 W. 56th Street, Chicago

Esta localidad tiene acceso para las personas con incapacidades.

La Chicago Transit Authority (CTA) se propone hacer mejoras de transporte al extender la Línea Amarilla desde la Dempster Station a la Old Orchard Road.

¡Queremos oír sus opiniones!

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

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

E-mail: OrangeExtension@transitchicago.com • Fax: (312) 681-4297

**Para más información: transitchicago.com/OrangeEIS
Información al cliente: 1-888-YOUR-CTA (1-888-968-7282)****Extensión de la Línea Roja**

Que conecta la Estación de la 95th Street a la 130th Street

**ASISTA A UNA REUNIÓN DE INVOLUCRAMIENTO AL PÚBLICO****martes, 22 de septiembre de 2009**
6:00 to 8:00 p.m.Historic Pullman Visitor Center
11141 S. Cottage Grove Avenue, Chicago**jueves, 24 de septiembre de 2009**
6:00 to 8:00 p.m.Woodson Regional Chicago Public Library
9525 S. Halsted Street, Chicago

Se presentará la misma información en ambas reuniones. Esta localidad tiene acceso para las personas con incapacidades.

La Chicago Transit Authority (CTA) se propone hacer mejoras de transporte al extender la Línea Roja desde la estación de la 95th Street a las inmediaciones de la 130th Street.

¡Queremos oír sus opiniones!

Asista a una de las reuniones de involucramiento al público, para enterarse en más detalle sobre el proyecto y para expresar sus opiniones sobre las alternativas propuestas, el propósito y la necesidad del proyecto, los efectos medioambientales y comunitarios que habrá que considerarse en el borrador de la Declaración sobre el Efecto Medioambiental (conocida en inglés por sus siglas "EIS"), programada para repaso por el público a fines del 2010.

Entregue sus comentarios hasta el día 27 de octubre de 2009

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Información al cliente: 1-888-YOUR-CTA (1-888-968-7282)****Extensión de la Línea Amarilla**

Que conecta la estación de la Dempster a la Old Orchard Road

**ASISTA A UNA REUNIÓN DE INVOLUCRAMIENTO AL PÚBLICO****miércoles, 23 de septiembre de 2009**
6:00 to 8:00 p.m.Oakton Community Center
4701 Oakton Street, Skokie

Esta localidad tiene acceso para las personas con incapacidades.

La Chicago Transit Authority (CTA) se propone hacer mejoras de transporte al extender la Línea Amarilla desde la Dempster Station a la Old Orchard Road.

¡Queremos oír sus opiniones!

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

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Información al cliente: 1-888-YOUR-CTA (1-888-968-7282)**

CTA PUBLIC SCOPING MEETINGS

Red Line Extension Project – Environmental Impact Statement (EIS)

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Red Line from the 95th Street Station to the vicinity of 130th Street. Attend the public scoping meetings to learn more about the project and provide feedback on the proposed alternatives, the purpose and need for the project and the environmental and community impacts to be evaluated. In addition to comments received at the meeting, written scoping comments will be accepted until October 27, 2009.

Attend Public Scoping Meetings:

Tuesday, September 22, 2009

Historic Pullman Visitor Center
6:00 to 8:00 p.m.
11141 S. Cottage Grove Avenue
Chicago, IL

Thursday, September 24, 2009

Woodson Regional Chicago Public Library
6:00 to 8:00 p.m.
9525 S. Halsted Street
Chicago, IL

For More Info: www.transitchicago.com/RedEIS

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Appendix H

Scoping Meeting Materials

(Comment Sheet, Speaker Card, Scoping Information Books)



Red Line Extension

Connecting 95th Street Station to 130th Street



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

Name: _____

Organization: _____ Title: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

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

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

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Strategic Planning
Chicago rãnsit Authority
P.O. Bx7602
Chicago, IL60680-7602

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Tape Ends Before Mailing

Deadline to submit comments:
October 27, 2009



Connecting 95th Street Station to 130th Street

Red Line Extension



Date: September 22, 2009
 September 24, 2009

Scoping Meeting Speaker Card

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

Name: _____

Organization: _____ Title: _____

Address: _____

City: _____ State: _____ Zip: _____



Date: September 22, 2009
 September 24, 2009

Scoping Meeting Speaker Card

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

Name: _____

Organization: _____ Title: _____

Address: _____

City: _____ State: _____ Zip: _____



Date: September 22, 2009
 September 24, 2009

Scoping Meeting Speaker Card

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

Name: _____

Organization: _____ Title: _____

Address: _____

City: _____ State: _____ Zip: _____



Date: September 22, 2009
 September 24, 2009

Scoping Meeting Speaker Card

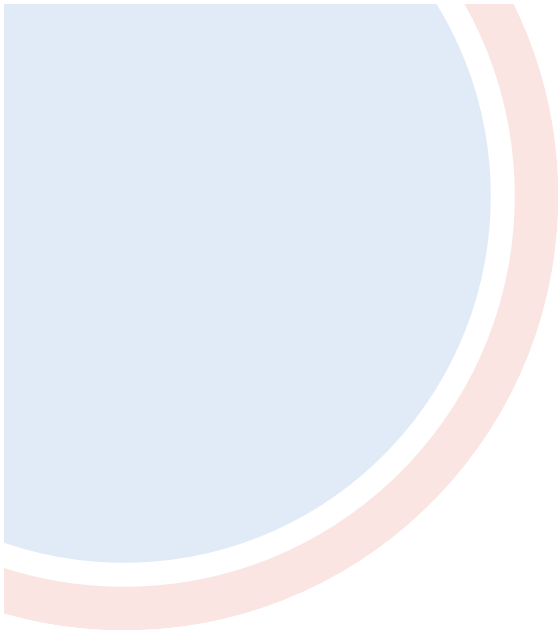
Complete this card if you wish to speak this evening. Your input is a vital component of this phase of the project. Please comment on the proposed alternatives, the purpose and need for the project, the proposed topics of evaluation and the potential impacts and mitigation measures to be considered.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

Name: _____

Organization: _____ Title: _____

Address: _____

City: _____ State: _____ Zip: _____



Red Line Extension

Connecting 95th Street Station to 130th Street

Environmental Impact Statement Scoping Information

September 2009





INTRODUCTION

The Chicago Transit Authority (CTA) is proposing to make transportation improvements by extending the Red Line from the 95th Street station to 130th Street. CTA and the Federal Transit Administration (FTA) will be preparing an Environmental Impact Statement (EIS) that will evaluate the environmental impacts of constructing and operating the extension.

PURPOSE OF THE EIS AND SCOPING PROCESS

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

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



ENVIRONMENTAL ANALYSIS

Environmental issues to be examined in the EIS include:

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

PROJECT OVERVIEW

In 2006, the Chicago Transit Authority (CTA) and the Federal Transit Administration (FTA) began the Alternatives Analysis process for the proposed Red Line Extension. As part of the three step screening process, CTA has held six public meetings over the past three years in order to gather input from the public regarding alternative options. CTA evaluated nine alternatives and has adopted the Union Pacific Railroad (UPRR) Heavy Rail Transit (HRT) Alternative as the Locally Preferred Alternative (LPA) for further study in the EIS. The proposed Red Line Extension will be further refined during the conceptual design phase of the project and is being carried forward for additional study in the EIS.



PROJECT ALTERNATIVES TO BE EVALUATED IN THE EIS

The EIS will include an evaluation of the following alternatives:

No Build Alternative

The No Build Alternative is defined as the existing transportation system, plus any committed transportation improvements that are already in the Chicago Metropolitan Agency for Planning (CMAP) FY 2007 – 2012 Transportation Improvement Program (TIP). TIP projects within the project area consist of five bridge reconstructions and several road improvement projects that include landscaping, fencing, resurfacing, coordination of signal timing, and a bicycle/pedestrian multi-use trail. All elements of the No Build Alternative are included in each of the other alternatives.

Summary:

- Existing transportation system
- Plus committed transportation improvements: bridge and road improvement projects
- Bus transit service focused on the preservation of existing services and projects

Transportation System Management (TSM) Alternative

The proposed TSM Alternative is a Bus Rapid Transit (BRT) alternative that operates between the 95th Street Station and 130th Street via East 95th Street, Michigan Avenue, East 127th Street, South Indiana Avenue, and East 130th Street.

Summary:

- No Build Alternative, plus:
- Bus Rapid Transit (BRT) that operates between the 95th Street Station and 130th Street
- 5.5 miles long with four intermediate stops at 103rd, 111th, 115th and 130th Streets
- Park-and-ride facilities proposed at all new stops

- Operates in mixed traffic with traffic signal priority along 95th Street, Michigan Avenue, and 130th Street
- 95th Street terminal expanded to extend the existing bus bays along State and Lafayette Streets approximately 250-feet north to 94th Street to improve circulation and safety
- Existing buses from the south continue to serve the 95th Street station

Locally Preferred Alternative (LPA): Union Pacific Railroad (UPRR) Heavy Rail Transit (HRT) Alternative

The proposed LPA would extend the heavy rail transit line from the existing Red Line 95th Street Station to 130th Street.

Summary:

- No Build Alternative, plus:
- Heavy rail transit line extension from 95th Street Station to 130th Street
- 5.3 mile extension with three new intermediate stops at 103rd, 111th and 115th Streets and a new terminal station at 130th Street
- New park-and-ride and bus terminal facilities at each station
- Operates on an elevated structure from 95th Street as it heads south along the I-57 Expressway for nearly one-half mile until reaching the UPRR corridor in the vicinity of Eggleston Avenue. It would then turn south along the UPRR corridor to approximately 111th Street where it would turn southeast. East of South Prairie Avenue the alignment crosses over the CN/Metra tracks near 119th Street where it transitions to an at-grade profile and then continues southeast along the former Michigan Central/Indiana Harbor Belt (IHB) railroad right-of-way to terminate in the vicinity of 130th Street.
- Buses from the south would be rerouted to serve the new intermediate and terminal stations to speed passenger travel to downtown Chicago
- Two alignment options will be studied in the EIS: Tracks could be placed immediately adjacent to the UPRR right-of-way on either the west side (West Side Option) or the east side (East Side Option)
- Two options for the 130th Street terminal station will be studied in the EIS: The line would continue south along the IHB right-of-way to either a south or west terminal station location along the north side of 130th Street, just west of the I-94 Bishop Ford Freeway

Red Line Extension • Environmental Impact Statement Scoping Information



Halsted Street Heavy Rail Transit (HRT) Alternative

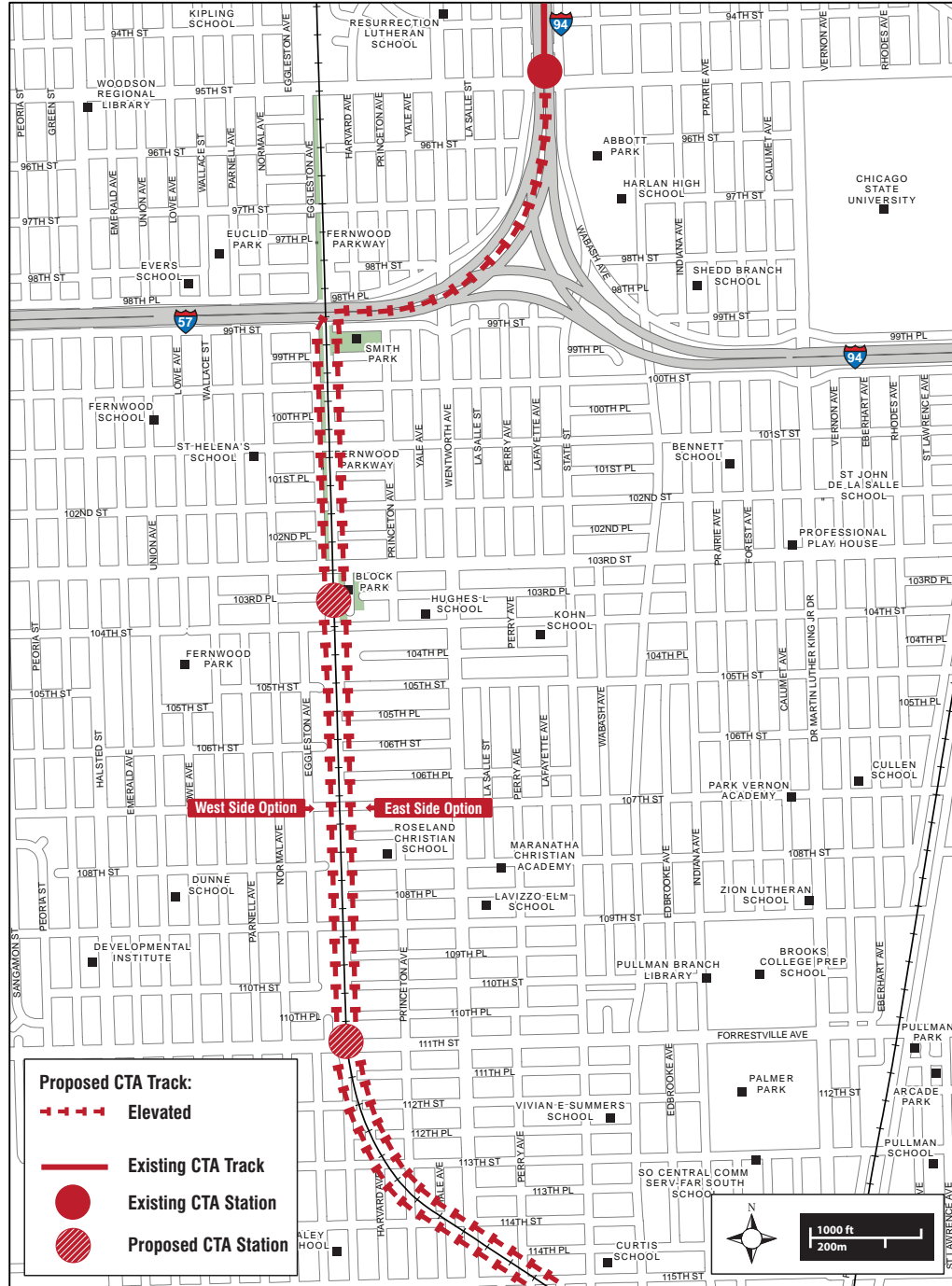
The proposed Halsted Street HRT Alternative would extend the rail transit line from the existing Red Line 95th Street Terminal station to terminate at the Halsted Street/Vermont Avenue intersection in the vicinity of 127th Street.

Summary:

- No Build Alternative, plus:
- Heavy rail transit line extension from 95th Street Station to Halsted Street/Vermont Avenue intersection
- 5.0 mile extension with three new intermediate stops at 103rd, 111th, 119th Streets and a new terminal station at Vermont Avenue
- New park-and-ride facilities at intermediate and terminal stations
- Operates on an elevated structure between the existing Red Line 95th Street Station and the Halsted Street/Vermont Avenue intersection in the vicinity of 127th Street. The alignment would follow the median of I-57 Expressway until reaching Halsted Street. It would then turn south onto Halsted Street and continue in the median to Vermont Avenue
- Buses from the south would be rerouted to serve the new intermediate and terminal stations

Other alternatives may also be identified in the scoping process.

Red Line Extension | Locally Preferred Alternative



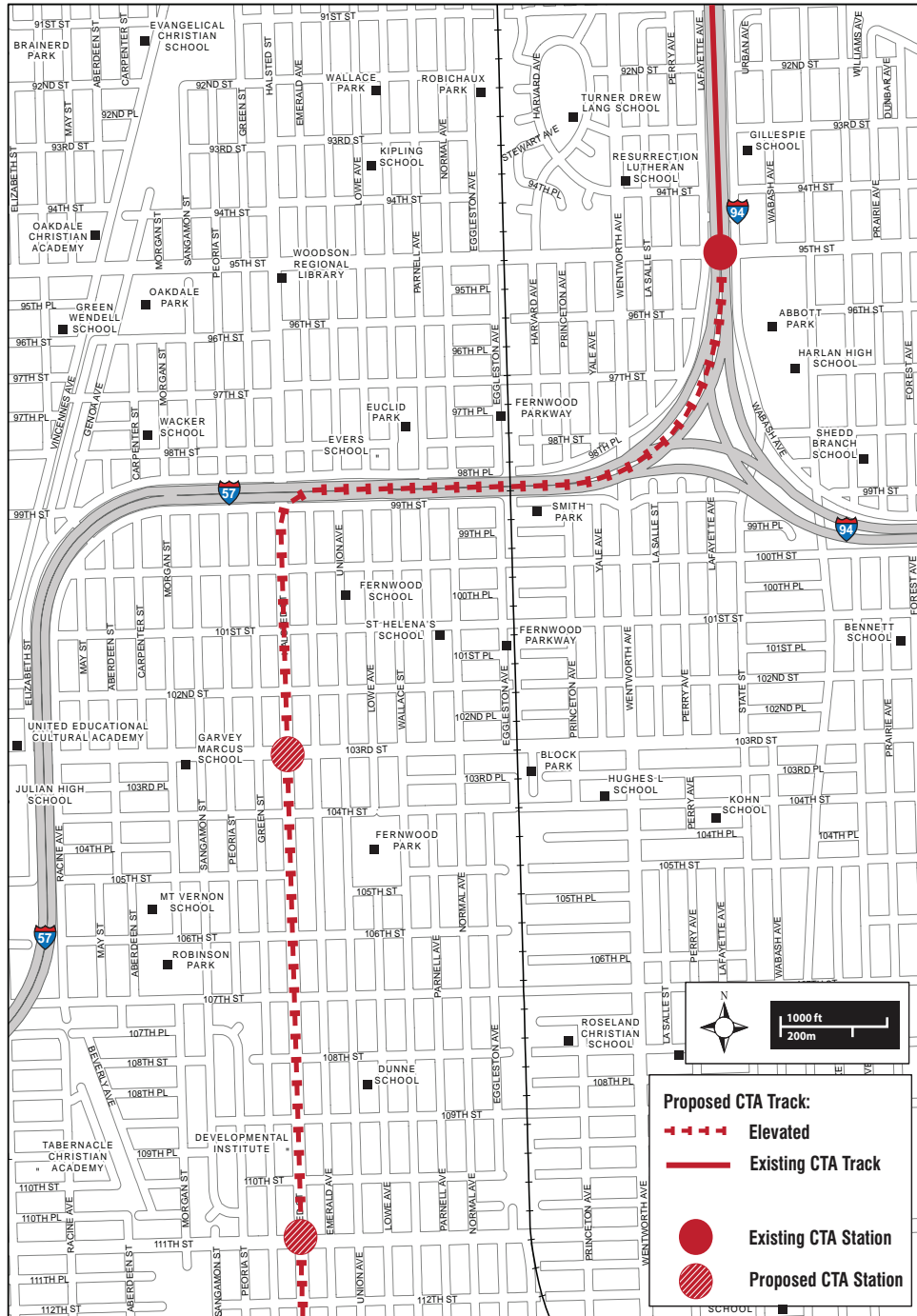
Red Line Extension • Environmental Impact Statement Scoping Information

Red Line Extension | Locally Preferred Alternative



Red Line Extension • Environmental Impact Statement Scoping Information

Red Line Extension | Halsted Street HRT Alternative



Red Line Extension | Halsted Street HRT Alternative





PROJECT PURPOSE AND NEED

The purpose of the Red Line Extension project is to reduce travel times to jobs for Far South Side and South Suburban residents and improve the performance of the existing Red Line 95th Street Station terminal. The project would also provide an opportunity to support economic development initiatives.

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

- Lack of park-and-ride, passenger drop off and poor pedestrian facilities limit access to the existing 95th Street terminal of the Red Line
- Customers accessing the existing terminal facility by bus experience measurable delays resulting from poor performance of surrounding arterial intersections, insufficient space for bus loading and unloading, and insufficient space for bus layovers
- Congested bus and passenger conditions at the existing terminal station and bus facility result in safety issues and diminish the attractiveness of transit as an alternative to other travel modes
- Roadway performance in the study area is adversely impacted by narrow arterial streets and frequent at-grade freight rail crossings
- Study area population is highly transit dependent, minority, and low-income.

PUBLIC PARTICIPATION

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

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

HOW TO PARTICIPATE

Attend a Meeting

Tuesday, September 22, 2009
6:00 p.m. to 8:00 p.m.
Historic Pullman Visitor Center
11141 S. Cottage Grove Ave.
Chicago, IL 60628

Thursday, September 24, 2009
6:00 p.m. to 8:00 p.m.
Woodson Regional Chicago
Public Library
9525 S. Halsted St.
Chicago, IL 60628

Oral and written comments can be made at the meeting.

Comment

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

Mail your comments to:

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

Or e-mail:

RedExtension@transitchicago.com

Comments can be submitted by mail or e-mail.

Stay Involved

For project information, visit: www.transitchicago.com/RedEIS

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

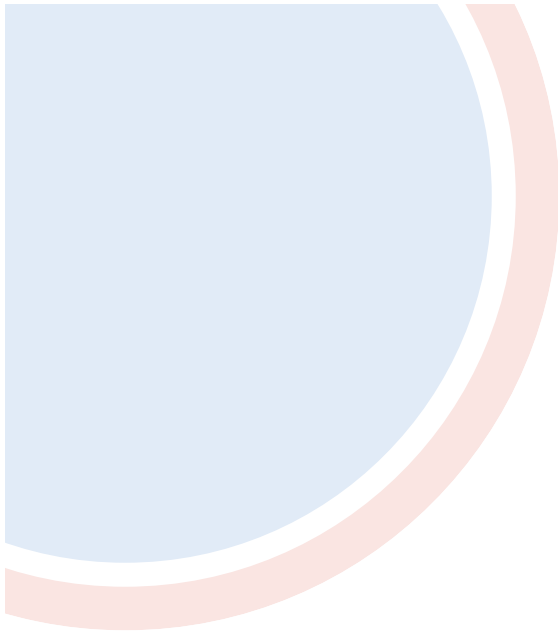
THE DECISION MAKING PROCESS AND NEXT STEPS

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

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

TARGETED PROJECT SCHEDULE

Fall 2009	2010-2011	2011-2013	2016
Public Scoping Meetings, September 22 and 24, 2009	Preliminary Engineering and Draft EIS	Final EIS, ROD, Final Design, Start of Construction	Open for Operation



Extensión de la Línea Roja

Que conecta la Estación de la 95th Street a la 130th Street

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

Septiembre de 2009





INTRODUCCIÓN

La Chicago Transit Authority (CTA) se propone hacer mejoras de transporte al extender la Línea Roja desde la estación de la 95th Street a la 130th Street. La CTA y la Administración Federal de Tránsito (conocida en inglés por sus siglas “FTA”) pasarán a preparar una Declaración sobre el Efecto Medioambiental (conocida en inglés por sus siglas “EIS”), la cual evaluará los efectos medioambientales de construcción y de funcionamiento de la extensión.

PROPÓSITO DE LA EIS Y EL PROCESO DE INVOLUCRAMIENTO AL PÚBLICO

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

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



ANÁLISIS MEDIOAMBIENTAL

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

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

REPASO DEL PROYECTO

En 2006, la Chicago Transit Authority (CTA) y la Administración Federal de Tránsito (FTA) iniciaron un proceso de análisis de alternativas para la extensión propuesta de la Línea Roja. Como parte de este proceso de revisión de tres etapas, la CTA ha celebrado seis reuniones públicas durante los últimos tres años, con el fin de recoger opiniones del público sobre las alternativas posibles. La CTA evaluó nueve alternativas y ha adoptado la Alternativa del Tránsito Ferroviario Pesado (conocida en inglés por sus siglas "HRT") de la Union Pacific Railroad (UPRR) como la Alternativa de Preferencia Local (conocida en inglés por sus siglas "LPA") para mayor estudio en la EIS. Se irá perfeccionando la Extensión de la Línea Roja propuesta durante la etapa del diseño conceptual del proyecto y se someterá a mayor estudio durante la etapa de la EIS.



ALTERNATIVAS DEL PROYECTO QUE SERÁN EVALUADAS EN LA EIS

La EIS incluirá una evaluación de las siguientes alternativas:

Alternativa sin Obras de Construcción

La Alternativa sin Obras de Construcción se define como el sistema de transporte ya existente, además de las otras mejoras de transporte para las cuales ya se ha contraído el compromiso de realizarlas y que ya quedan incluidas en el Programa de Mejoras de Transporte (conocida en inglés por sus siglas "TIP") para los ejercicios fiscales de 2007-2012 dentro de la Dirección Metropolitana de Chicago para la Planificación (conocida en inglés por sus siglas "CMAP"). Los proyectos de TIP dentro del área del proyecto consisten en la reconstrucción de cinco puentes y los proyectos de mejoras de algunos caminos, los cuales incluyen la jardinería, la colocación de cercos, obras de repavimento, la coordinación de sincronización de señales, y un sendero de multiuso para ciclistas y peatones. Todos los elementos de la Alternativa sin Obras de Construcción se incluyen en cada una de las otras alternativas.

Para resumir:

- Sistema de transporte ya existente;
- Además de las otras mejoras de transporte: proyectos de mejoras de puentes y caminos;
- Servicio de tránsito por autobús que se enfoca sobre la conservación de servicios y proyectos ya existentes.

Alternativa de Administración del Sistema de Transporte (conocida en inglés por sus siglas "TSM")

La Alternativa propuesta de TSM es una alternativa de tránsito rápido por autobuses (conocida en inglés por sus siglas "BRT"), que anda entre la Estación de la 95th Street y la 130th Street, por medio de la East 95th Street, la Michigan Avenue, al East 127th Street, la South Indiana Avenue, y la East 130th Street.

Para resumir:

- Alternativa sin Obras de Construcción, además de:
- El tránsito rápido por autobuses (BRT) que anda entre la Estación de la 95th Street y la 130th Street;

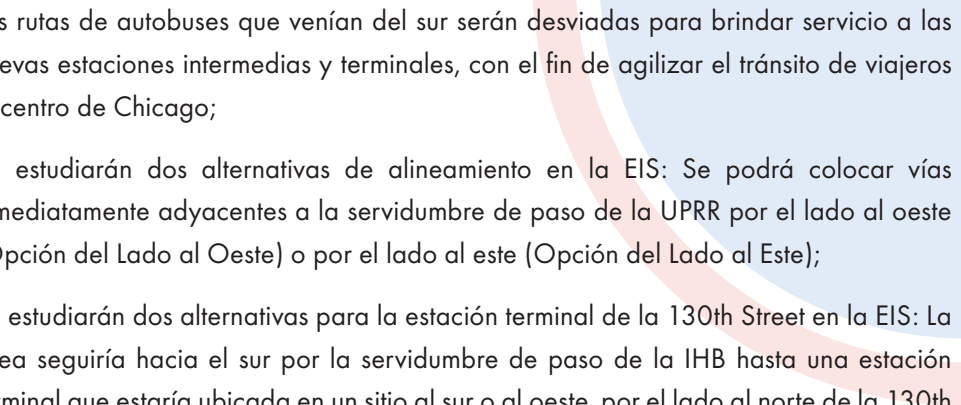
- Un recorrido de 5.5 millas con cuatro paradas intermedias en la 103rd, 111th, 115th, y 130th Streets;
- Estaciones con instalaciones de estacionamiento propuestas para todas las nuevas paradas
- Anda en el tránsito mixto con señales de preferencia por la 95th Street, la Michigan Avenue, y la 130th Street;
- La terminal de la 95th Street ampliada para extender las plataformas de entrada ya existentes para los autobuses por la State y Lafayette Streets, ubicados aproximadamente 250 pies al norte a la 94th Street, con el fin de mejorar la circulación y la seguridad;
- Los autobuses que andan del sur seguirán brindando servicio a la estación de la 95th Street.

Alternativa de Preferencia Local (LPA): Alternativa de Tránsito Ferroviario Pesado (HRT) de la Union Pacific Railroad (UPRR)

La propuesta LPA extenderá la línea de tránsito ferroviario pesado desde la Estación de la 95th Street ya existente de la Línea Roja a la 130th Street.

Para resumir:

- Alternativa sin Obas de Construcción, además de:
- Extensión de la línea de tránsito ferroviario pesado desde la Estación de la 95th Street a la 130th Street;
- Una extensión de 5.3 millas con tres nuevas paradas intermedias en la 103rd, 111th, 115th, y 130th Streets y una estación terminal nueva en la 130th Street;
- Estaciones nuevas con instalaciones de estacionamiento y terminales de autobuses en cada estación;
- Anda por encima de una estructura elevada desde la 95th Street, mientras que va hacia el sur por la I-57 Expressway por casi media milla hasta llegar al corredor de la UPRR en proximidad de la Eggleston Avenue. Luego se dirigiría al sur por el corredor de la UPRR hasta aproximadamente 111th Street, donde daría la vuelta al sudeste. Al este de la South Prairie Avenue, el alineamiento cruza sobre las vías de la CN/Metra cerca de la 119th Street, donde adoptaría una configuración de andar a nivel de calle, para seguir después hacia el sudeste por la servidumbre de paso de la antigua compañía de ferrocarril periférico de Michigan Central/Indiana Harbor (Michigan Central/Indiana Harbor Belt Railroad, o IHB por sus siglas en inglés), acabando en proximidad de la 130th Street;

- 
- Las rutas de autobuses que venían del sur serán desviadas para brindar servicio a las nuevas estaciones intermedias y terminales, con el fin de agilizar el tránsito de viajeros al centro de Chicago;
 - Se estudiarán dos alternativas de alineamiento en la EIS: Se podrá colocar vías inmediatamente adyacentes a la servidumbre de paso de la UPRR por el lado al oeste (Opción del Lado al Oeste) o por el lado al este (Opción del Lado al Este);
 - Se estudiarán dos alternativas para la estación terminal de la 130th Street en la EIS: La línea seguiría hacia el sur por la servidumbre de paso de la IHB hasta una estación terminal que estaría ubicada en un sitio al sur o al oeste, por el lado al norte de la 130th Street, justamente al oeste de la I-94 Bishop Ford Freeway.

Alternativa de Tránsito Ferroviario Pesado (HRT) de la Halsted Street

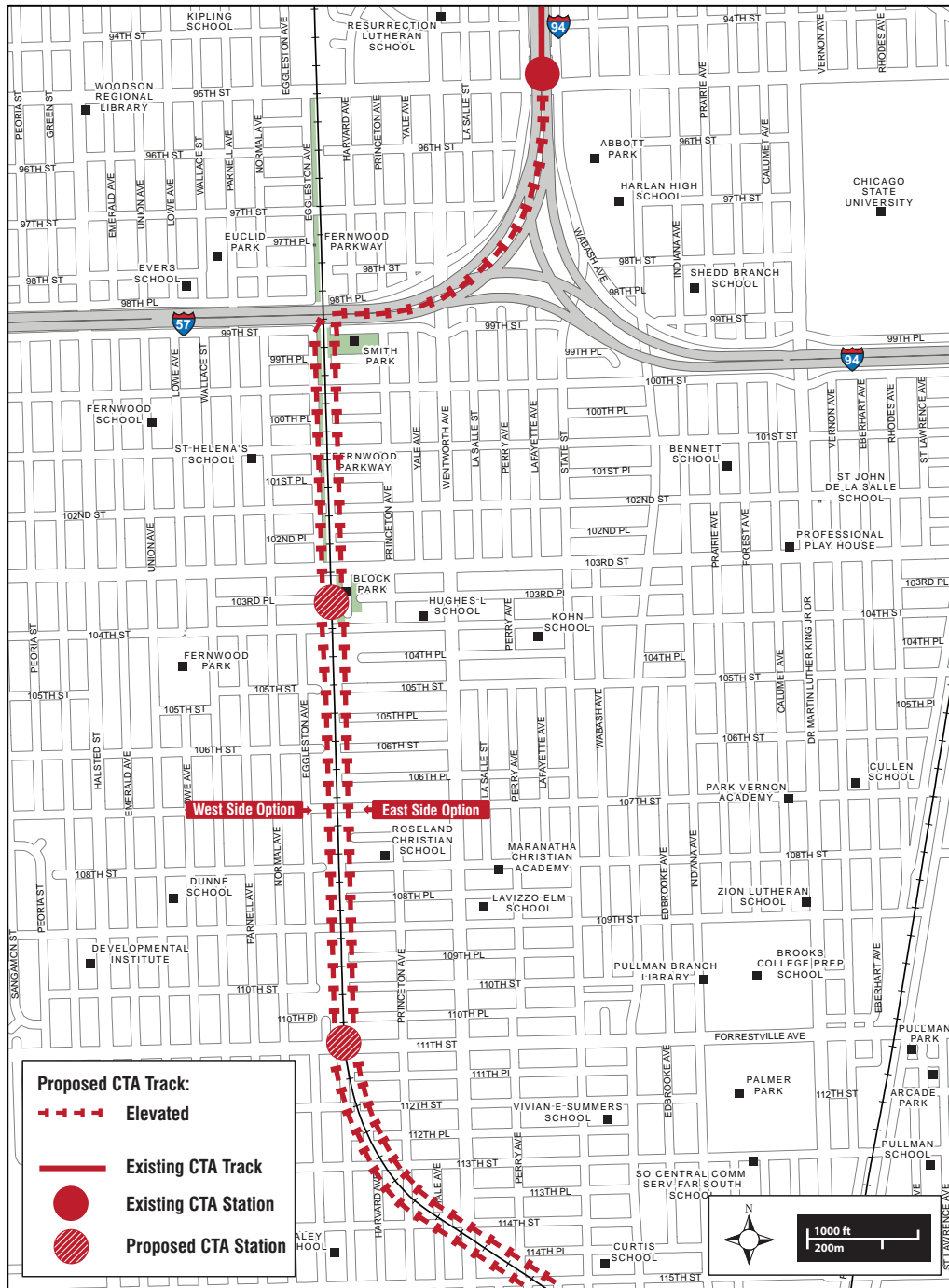
La Alternativa propuesta de HRT de la Halsted Street extendería la línea de tránsito ferroviario desde la estación terminal de la 95th Street ya existente de la Línea Roja para acabar en el cruce de caminos entre la Halsted Street/Vermont Avenue, en proximidad a la 127th Street.

Para resumir:

- Alternativa sin Obras de Construcción, además de:
- Extensión de la línea de tránsito ferroviario pesado desde la Estación de la 95th Street al cruce de caminos entre la Halsted Street/Vermont Avenue;
- Una extensión de 5.0 millas con tres nuevas paradas intermedias en la 103rd, 111th, 119th, y una estación terminal nueva en la Vermont Avenue;
- Nuevas estaciones con instalaciones de estacionamiento en las estaciones intermedias y terminales;
- Anda por encima de una estructura elevada entre la Estación de la 95th Street ya existente de la Línea Roja y el cruce de caminos entre la Halsted Street/Vermont Avenue, en proximidad de la 127th Street. El alineamiento seguirá el camellón o zona media de la I-57 Expressway hasta que llega a la Halsted Street. Luego daría una vuelta hacia el sur, entrando en la Halsted Street, para seguir después por la zona media hasta llegar a la Vermont Avenue.
- Las rutas de autobuses que venían del sur serán desviadas para brindar servicio a las nuevas estaciones intermedias y terminales

Se podrán identificar otras alternativas en el proceso de involucrar al público..

Red Line Extension | Locally Preferred Alternative

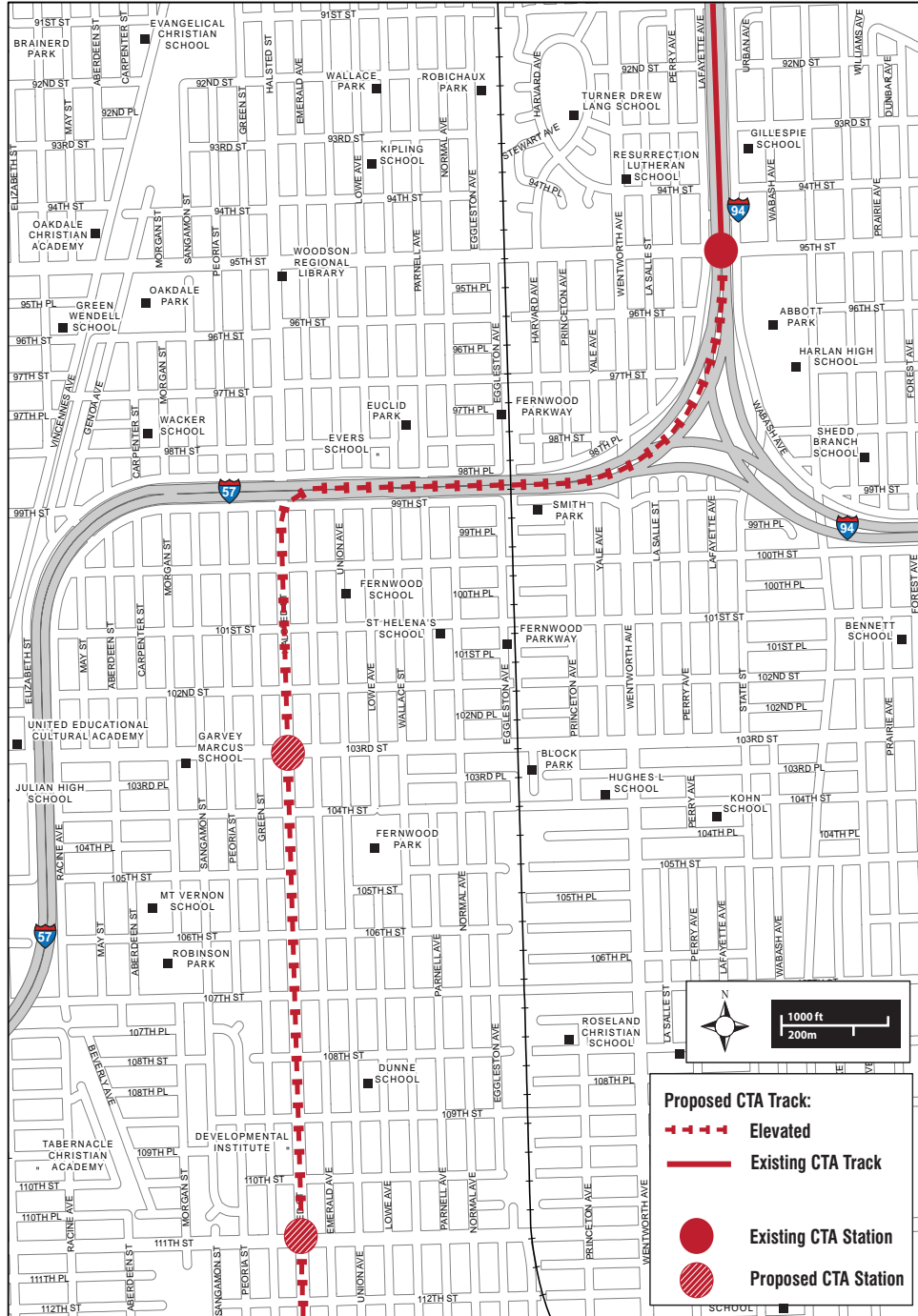


Red Line Extension | Locally Preferred Alternative



Red Line Extension • Environmental Impact Statement Scoping Information

Red Line Extension | Halsted Street HRT Alternative



Red Line Extension | Halsted Street HRT Alternative





PROPÓSITO Y NECESIDAD DEL PROYECTO

El proyecto de Extensión de la Línea Roja tiene el propósito de reducir el tiempo de viaje al trabajo para los residentes ubicados en el lado del sur lejano y de los suburbios del sur y de mejorar el funcionamiento de la estación terminal de la 95th Street ya existente de la Línea Roja. El proyecto también daría la oportunidad para fomentar las iniciativas de desarrollo económico.

La necesidad del proyecto se basa en las siguientes consideraciones:

- La falta de estaciones con instalaciones de estacionamiento y de un lugar para dejar y recoger a pasajeros, y las instalaciones pobres para peatones limitan el acceso a la estación terminal ya existente de la 95th Street de la Línea Roja.
- Los viajeros que llegan a las instalaciones terminales ya existentes por autobús sufren de demoras numerosas que resultan del mal rendimiento de los cruces de caminos arteriales en los alrededores, del espacio insuficiente para la carga y la descarga de pasajeros en los autobuses, y del espacio insuficiente para las paradas intermedias (escalas) de autobuses.
- Las condiciones congestionadas para autobuses y pasajeros en las estaciones terminales ya existentes y en las instalaciones de autobuses resultan en los problemas de seguridad y disminuyen lo atractivo del tránsito como alternativa de otras modalidades de viaje.
- El rendimiento de las calzadas en este estudio queda perjudicado por las calles arteriales estrechas y cruces ferroviarios frecuentes de carga a nivel de calle.
- La población en el área del estudio consiste en grupos étnicos minoritarios, sumamente dependientes del tránsito, y de ingresos bajos.

PARTICIPACIÓN DEL PÚBLICO

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

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

CÓMO PARTICIPAR

Asistir a una reunión

martes, 22 de septiembre de 2009

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

Historic Pullman Visitor Center

11141 S. Cottage Grove Avenue

Chicago, IL 60628

jueves, 24 de septiembre de 2009

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

Woodson Regional Chicago Public Library

9525 S. Halsted Street

Chicago, IL 60628

Se pueden hacer comentarios orales y por escrito en las reuniones.

Hacer comentarios

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

Enviar sus comentarios a:

Jeffrey Busby

General Manager, Strategic Planning

Chicago Transit Authority

P.O. Box 7602

Chicago, IL 60680-7602

O enviar por correo electrónico a:

RedExtension@transitchicago.com

Se pueden entregar comentarios por correo postal o electrónico.

Quedar involucrado

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

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

EL PROCESO DE TOMAR DECISIONES Y LOS PRÓXIMOS PASOS

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

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

CRONOGRAMA ANTICIPADO DEL PROYECTO

Otoño del 2009	2010-2011	2011-2013	2016
Reuniones de Involucramiento al Público, 22 y 24 de septiembre de 2009	Ingeniería Preliminar y Borrador de la EIS	Versión Definitiva de la EIS, Acta de Decisión (ROD), Diseño Definitivo, y Inicio de las Obras de Construcción	Entrar en funcionamiento

Appendix I

Meeting Presentation



Red Line Extension

Connecting 95th Street Station to 130th Street

Environmental Impact Statement Scoping
September 2009



Red Line Extension

Environmental Impact Statement (EIS)

Public Scoping Meetings

September 22 & 24, 2009



Meeting Agenda

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



Background/History

- Alternatives Analysis process began in 2006
- Evaluated nine alternatives
- Extensive public outreach program
- Adopted Union Pacific Railroad Heavy Rail Transit Alternative as Locally Preferred Alternative (LPA)
- Environmental Impact Statement (EIS) builds on Alternatives Analysis process



Environmental Impact Statement (EIS)

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

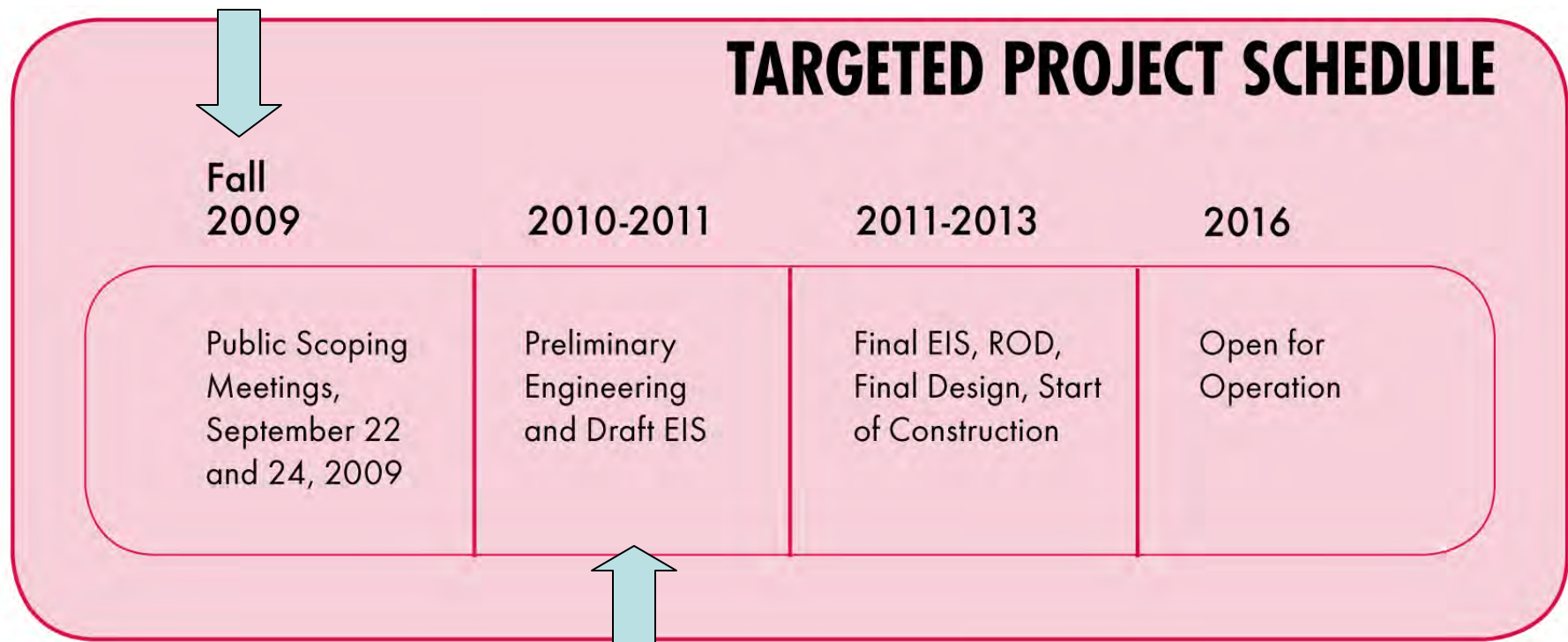
Red Line Extension

Connecting 95th Street Station to 130th Street

Environmental Impact Statement Scoping
September 2009



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



Public review of Draft EIS; relevant scoping comments addressed in Draft EIS



Project Alternatives Proposed for Study in EIS

- No Build Alternative
- Transportation System Management (TSM) Alternative
- Locally Preferred Alternative (LPA): Union Pacific Railroad Heavy Rail Transit Alternative
- Halsted Street Heavy Rail Transit Alternative

Locally Preferred Alternative





Red Line Extension

Connecting 95th Street Station to 130th Street

Environmental Impact Statement Scoping

September 2009



Public Comments on Scope of EIS



Stay Involved

www.transitchicago.com/RedEIS

Contact:

Darud Akbar

Government & Community Relations Office

Chicago Transit Authority

P.O. Box 7567

Chicago, IL 60680-7567

(312) 681-2708

dakbar@transitchicago.com



Scoping Comments

Focus comments on:

- Purpose and Need
- Proposed Alternatives
- Proposed Environmental Issues to be Examined
- Potential Environmental Effects and Mitigation Measures to be Considered



Speaker Guidelines

- Submit a speaker card
- Moderator will call speakers by name
- Re-state your name
- Speakers have 3 minutes to comment
 - **Yellow Card**- 30 seconds remaining
 - **Red Card**- speaking time is over
- Tonight we will not respond to your comments
- Comments will be documented in scoping report



Scoping Comments due by October 27, 2009

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

Appendix J

Meeting Exhibit Boards



No Build Alternative

- Existing transportation system
- Plus committed transportation improvements in Chicago Metropolitan Agency for Planning Transportation Improvement Program including select bridge and road improvement projects
- Focus on preservation of existing bus service



Transportation System Management (TSM) Alternative

Bus Rapid Transit (BRT) alternative that operates between the 95th Street Station and 130th Street via East 95th Street, Michigan Avenue, East 127th Street, South Indiana Avenue, and East 130th Street.

- 5.5 miles long with four intermediate stops at 103rd, 111th, 115th and 130th streets
- Park & Ride facilities proposed at all new stops
- Operates in mixed traffic with traffic signal priority along 95th Street, Michigan Avenue, and 130th Street
- 95th Street terminal expanded to extend the existing bus bays along State and Lafayette streets to 94th Street to improve circulation and safety
- Existing buses from the south would continue to serve the 95th Street Station

**Locally Preferred Alternative (LPA):
Union Pacific Railroad (UPRR) Heavy Rail Transit (HRT) Alternative**



Red Line Extension
Connecting 95th Street Station to 130th Street



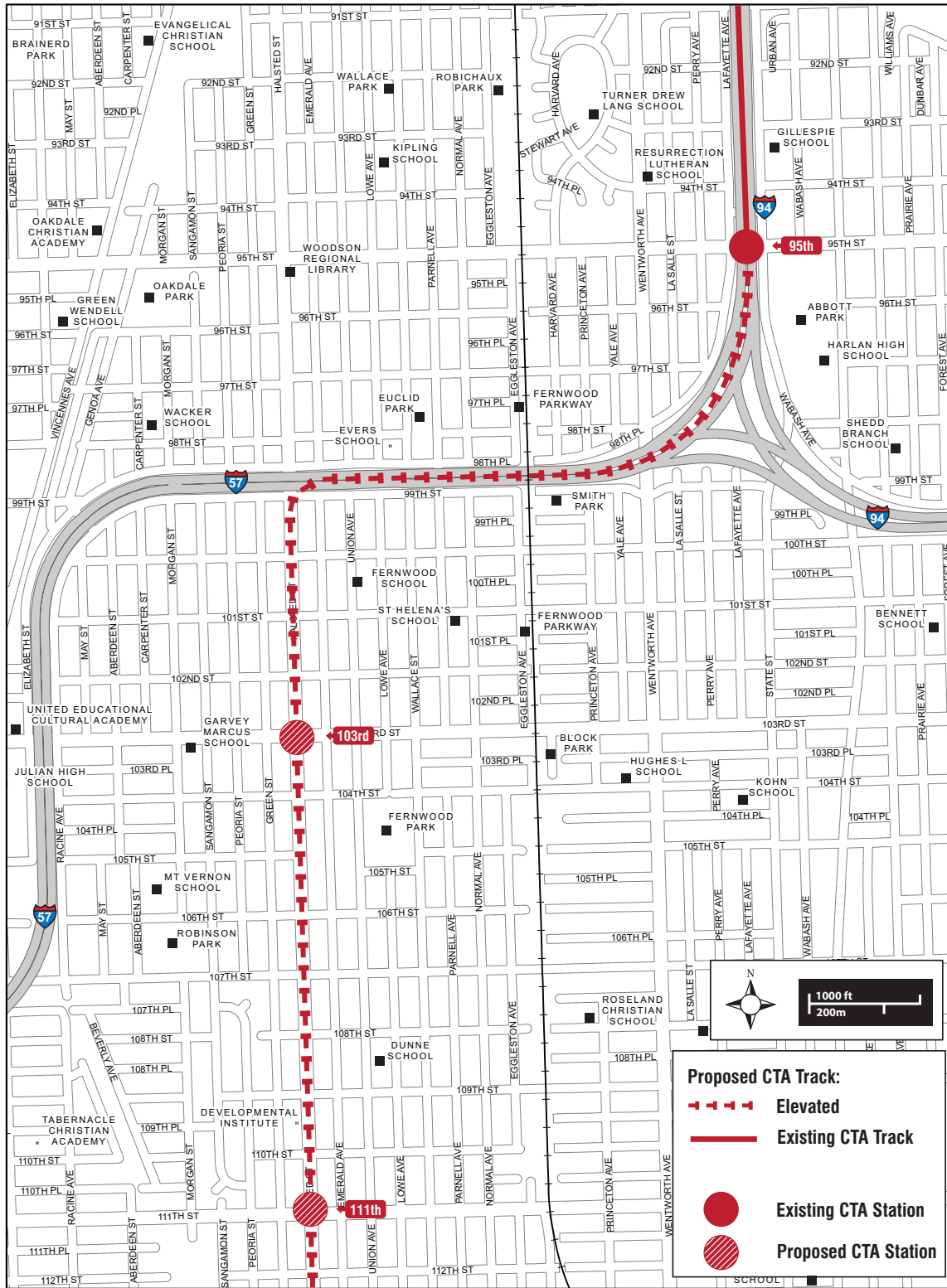
**Locally Preferred Alternative (LPA):
Union Pacific Railroad (UPRR) Heavy Rail Transit (HRT) Alternative**



Red Line Extension
Connecting 95th Street Station to 130th Street



Halsted Street Heavy Rail Transit (HRT) Alternative



Red Line Extension

Connecting 95th Street Station to 130th Street



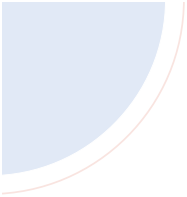
Halsted Street Heavy Rail Transit (HRT) Alternative



Red Line Extension

Connecting 95th Street Station to 130th Street





Locally Preferred Alternative (LPA): Union Pacific Railroad (UPRR) Heavy Rail Transit (HRT)

Extend Red Line rapid transit from the existing Red Line 95th Street Station to 130th Street.

- 5.3-mile extension with three new intermediate stops at 103rd, 111th and 115th Streets and a new terminal station at 130th Street
- New Park & Ride and bus terminal facilities at each station
- Buses from the south would be re-routed to serve the new intermediate and terminal stations to speed passenger travel to downtown Chicago



Halsted Street Heavy Rail Transit (HRT) Alternative

Extend Red Line rapid transit from the existing Red Line 95th Street station to Halsted Street/Vermont Avenue intersection in the vicinity of 127th Street.

- 5-mile extension with three new intermediate stops at 103rd, 111th, 119th streets and a new terminal station at Vermont Avenue
- New Park & Ride facilities at intermediate and terminal stations
- Buses from the south would be re-routed to serve the new intermediate and terminal stations



Red Line Extension

Connecting 95th Street Station to 130th Street





Project Purpose

- Reduce travel times to jobs for Far South Side and South Suburban residents
- Improve performance of existing Red Line 95th Street Station terminal
- Provide an opportunity to support economic development initiatives

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

- Lack of Park & Ride, passenger drop off and poor pedestrian facilities limit access to existing 95th Street Red Line terminal station
- Customers accessing existing terminal facility by bus experience measureable delays
- Congested bus and passenger conditions at existing terminal station and bus facility result in safety issues and diminish the attractiveness of transit as an alternative to other travel modes
- Roadway performance in study area is adversely impacted by narrow arterial streets and frequent at-grade freight rail crossings
- Study area population is highly transit dependent, minority and low-income



Submit Comments

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

Jeffrey Busby

General Manager, Strategic Planning

Chicago Transit Authority

P.O. Box 7602

Chicago, IL 60680-7602

Fax: 312-681-4297

E-mail: RedExtension@transitchicago.com

 **Red Line Extension**

Connecting 95th Street Station to 130th Street





Stay Involved

Visit: www.transitchicago.com/RedEIS

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

Darud Akbar

Government and Community Relations Officer

Chicago Transit Authority

567 W. Lake Street

Chicago, IL 60661

Fax: 312-681-2796

E-mail: RedExtension@transitchicago.com



Red Line Extension

Connecting 95th Street Station to 130th Street



Appendix K

Public Scoping Meeting Transcripts

1 CHICAGO TRANSIT AUTHORITY
2 PUBLIC HEARING
3 "RED LINE EXTENSION
4 CONNECTING 95TH STREET STATION TO 130TH STREET"
5 September 22, 2009
6
7 STENOGRAPHIC REPORT OF PROCEEDINGS
8 had in the above-entitled matter held at the
9 Historic Pullman Visitor Center, 11141 South
10 Cottage Grove Avenue, Chicago, Illinois, commencing
11 at 6:44 o'clock p.m.

12
13 PRESENTERS:
14 MR. DARUD AKBAR, Government & Community
15 Relations Officer, Chicago Transit
16 Authority
17 MR. JEFFREY BUSBY, General Manager,
18 Strategic Planning, Chicago Transit
19 Authority
20 MS. SARAH LAYTON WALLACE, Moderator

21
22
23 Reported by: Anna M. Morales, CSR, RMR
24 License No. : 084-002854

1 (Whereupon, the following
2 proceedings commenced at

3

4 MR. AKBAR: Good evening, everyone. If we
5 could have folks begin to take their seats, we
6 would like to go ahead and get the presentation
7 started.

8 Good evening. Once again, my name is
9 Darud Akbar. I'm the Government & Community
10 Relations Officer with the Chicago Transit
11 Authority. I would like to welcome everyone to the
12 CTA's public scoping meeting for the Red Line
13 Extension Project. Before we begin the
14 presentation, I would like to acknowledge
15 Lorie Lipson. She is representing
16 Alderman Austin's office. If you could just raise
17 your hand, Lorie. Thank you.

18 I'm going to turn things over to Sarah.
19 Sarah is going to give us a talk about the meeting
20 agenda tonight, and then we're going to go ahead
21 and begin the presentation shortly.

22 MS. WALLACE: Thank you. Before we get
23 started, I just want to check, is there anyone that
24 will be in need of Spanish translation this

3

1 evening? We do have that service available.

2 Tonight, as you see our agenda, we are
3 just completed with the open house portion of the
4 agenda, and now we're going to move into the
5 presentation that's going to be about a ten-minute
6 presentation, and Jeff Busby from CTA is going to

7 APPENDIX K_Red Line Transcript 09-22-09 Pullman
8 make that presentation to you, after which we'll
9 move to our public comment period. And just before
10 the public comment period, I'm going to go through
11 some guidelines with you so that you have an
12 understanding of how that process works and your
13 time limitations and so forth that you have.

14 At the conclusion of the public comment
15 period -- and I will just say that if it's not
16 8 o'clock yet and we've gotten all the comments
17 initially, we are going to remain here to take
18 public comment until 8 o'clock as we gave you
19 notice, and then we'll just go over some next steps
20 before we adjourn the meeting.

21 So with that, let's turn it over to Jeff
22 for a presentation.

23 MR. BUSBY: Hi. Thanks, Sarah. Thanks all for
24 coming out.

25 I'm Jeff Busby. I work in the Planning

4

1 Department at CTA. I see quite a few familiar
2 faces from our previous work.

3 Just a little bit of background on the Red
4 Line Extension Project. The idea to extend the Red
5 Line has really been around since the 1970s; but
6 we, at CTA, got very busy with the first and
7 foremost stage of a federal process to begin to
8 apply for money back in 2006 when we started an
9 Alternatives Analysis study.

10 The purpose of that study was to look at a

11 whole range of transportation options to improve
12 the service in the study area to the far south side
13 and the south suburbs. We looked at different
14 transit technologies or modes, different corridors,
15 different profiles where the transit would be in
16 relationship to the street level.

17 We had three rounds of public outreach.
18 Very strong attendance at all of those. We had
19 some really nice media coverage.

20 Recently, in August, we concluded that
21 study when the Board of the CTA adopted the Union
22 Pacific Railroad Alternative as the Locally
23 Preferred Alternative. That will be one of the
24 alternatives we'll look at in the environmental

5

1 studies. I will talk a little bit about that in
2 more detail. But this environmental study which
3 we're starting right now really is a culmination --
4 it starts from the work we did in the Alternatives
5 Analysis and advances that into significantly more
6 detail.

7 Why are we doing this? Well, we would
8 like to use federal funds, at least a portion of
9 the federal funds, to help pay for an extension to
10 the Red Line. To spend large amounts of federal
11 money on really anything, you need to comply with
12 the National Environmental Policy Act which
13 requires that you identify potential impacts both
14 positive and negative to the environment from the

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15 construction and operation of a rapid transit

16 facility. So we're starting that process tonight.

17 The purpose of preparing this document is
18 both to inform members of the public about the
19 likely impacts, but to also help decision-makers
20 who will pay for and be responsible for operating
21 the line about the impacts and how we might
22 mitigate those impacts that are adverse to the
23 community.

24 Here's a schedule for you, just to give

6

1 you a sense of where the project is and where we
2 would like to go. This is a target. It's not
3 something that unfortunately I can guarantee for
4 you. But we're going to start this evening
5 receiving your comments on what you would like us
6 to study in the environmental review. We're going
7 to study that over the next year and share a draft
8 of the Environmental Impact Study at the end of
9 2010 or perhaps early 2011.

10 At that stage, we need to ask the federal
11 government for additional money and for permission
12 to begin final design. That's the preparation of
13 really the construction drawings. We hope for that
14 period to last between 2011 and 2013. At that
15 point, we need to have identified all the funds for
16 the start of construction. If those funds were
17 available and, again, if we got federal permission,
18 we would like to start construction in 2013 to open

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19 in 2016.

20 I think this is a realistic schedule. It
21 is ambitious. Certainly your support is helpful in
22 making that realized. I mentioned that we'll be
23 studying the Locally Preferred Alternative which
24 came out of the Alternative Analysis Study; but

7

1 there are also three alternatives that will be
2 studied as part of the Environmental Impact Study.

3 The first is a No-Build Alternative. That
4 becomes a point of comparison, so what would be the
5 environmental impacts of not doing anything.

6 The second is a Transportation System
7 Management Alternative. It's a long word, but what
8 it really means is a lower cost alternative to
9 building the Red Line; and, in this case, it would
10 be express buses and some improvements at
11 95th Street so that those express buses could have
12 a place to drop people off.

13 The Locally Preferred Alternative, there
14 are maps in the back and we'll be talking about
15 that in more detail. That's an extension of the
16 Red Line from 95th Street following the Union
17 Pacific Railway with stations at 103rd, 111th,
18 115th and Michigan, and a final station at 130th.
19 It's an elevated extension, so it's above the
20 street level but adjacent to those Union Pacific
21 freight tracks.

22 And, finally, another alternative in the

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23 Alternatives Analysis that performed very well that
24 we thought we would include in the environmental

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1 study as a point of comparison was an elevated
2 extension along Halsted Street. It would be
3 elevated above the median of that street. Similar,
4 four stations at 103rd, 111th, 119th, and 127th and
5 Vermont.

6 This is a map of the Locally Preferred
7 Alternative. As I mentioned, it leaves
8 95th Street, travels in the median of I-57, and
9 then is an elevated line above the street level
10 traveling next to the Union Pacific Railroad. It
11 ends at 130th and the Bishop Ford, very close to
12 Altgeld Gardens.

13 And, similarly, the Halsted alternative
14 which leaves 95th Street, again using the median of
15 I-57, travels south elevated above Halsted, ending
16 at 127th.

17 So we're very interested in your comments
18 tonight. Sarah is going to help us with rules on
19 how that's all going to work and I will turn it
20 over to her.

21 MS. WALLACE: Okay. Thank you very much. So
22 it's time for the public comment process, and I
23 want to go over some of the guidelines.

24 First of all, so that you know, we would

9

1 I like you to focus your comments on the work that we
2 have ahead, which is the purpose and need for the
3 project; the proposed alternatives; the proposed
4 environmental issues to be examined; and the
5 potential environmental effects and mitigation
6 measures to be considered. So those should be the
7 focus of your comments tonight.

8 The guidelines. If you would like to
9 speak and if you haven't done so already, you will
10 need to fill out one of these speaker cards.
11 Christy will be happy to collect those and bring
12 them to me. I will plan to call speakers up in the
13 order that I have received them. And I will call a
14 couple at a time so that you can go ahead and get
15 lined up and know where you're coming.

16 When you come to the microphone, I'd ask
17 you first to restate your name so we get that for
18 the record. We have a court reporter here who's
19 going to be documenting your comments. And we
20 would ask you to direct your comments to CTA here
21 at the front table.

22 You're going to have three minutes to
23 comment. And the good news is you're not going to
24 have to keep track of the three minutes. We got a

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1 stoplight here so everyone can see that. When you
2 begin your comments, the stoplight will be green.
3 When you have got about 30 seconds left, the

4 stoplight will turn yellow; and then it will begin
5 flashing when you have 15 seconds. So you should
6 be able to gauge your comments and know when you
7 need to be wrapping up. Once that turns red, that
8 means your comment time is up.

9 We would ask everybody to stick with that
10 comment period. The only exception to that is
11 anyone who needs translation, we're going to allow
12 six minutes because of the time that it takes to go
13 back and forth with the translator. So be aware of
14 that.

15 Tonight, we're really here to hear what
16 you have to say. This is your chance for input on
17 the process. CTA is here to listen to you. And so
18 they won't be responding to your comments in any
19 way at this time, but your comments are going to be
20 documented in a scoping report.

21 So that's the process. Hope that's clear
22 to one and all, and we're ready to get started.

23 Okay. We have -- the first couple are
24 Helen Rockingham, Derrick Brownlee, and Reverend

11

1 Isaac Hayes. You want to get situated at the
2 microphone. And, Helen, please go ahead and
3 restate your name first.

4 MS. ROCKINGHAM: My name is Helen Rockingham.
5 I would like to say good afternoon to everyone. I
6 would also like to give my appreciation to CTA --
7 express my appreciation to CTA for this effort.

8 It's been long past due, and there are a lot of
9 residents who are going to appreciate having this
10 kind of facility available to them.

11 Myself, I'm a rider on CTA's Red Line
12 train and buses at some point in time to work
13 everyday. And what I find at 95th Street is that
14 the parking is nonexistent and we're always getting
15 traffic tickets there. So these lines and the
16 proposed parking spaces that would be available at
17 the different terminals would be a plus for this
18 project to us, to the community, and we appreciate
19 that, if the project becomes finalized.

20 Another thing is I'm a property owner and
21 that Pacific Line comes right past my home. As a
22 matter of fact, I'm the second house from that
23 line, south of that line on Princeton. And the
24 environmental impact, I know for the benefit of the

12

1 community, if we have to be relocated, that would
2 not be an issue to some homeowners, but CTA's
3 obligation to us, when will we find that out or if
4 it would be found out in the 2013 year, and how
5 would those -- how would those homeowners be
6 contacted and at what point, would be my question.

7 Okay, I'm still on green. Great. Yes, it
8 appears that the preferred route would be the
9 Pacific Line. I have been bouncing this,
10 brainstorming with a lot of neighbors, and we see
11 Halsted would be the least route for the advantages

12 for the businesses and traffic going to the
13 expressway. We just know we will see the benefits
14 of it in our neighborhood, and that's the end of my
15 comments. Thank you.

16 MS. WALLACE: Derrick Brownlee. Derrick
17 Brownlee? Okay. Reverend Isaac Hayes.

18 REV. HAYES: Reverend Isaac Hayes, candidate
19 for U.S. Congress in the Illinois 2nd Congressional
20 District, and I just want to commend the CTA for
21 taking this step. Certainly I know many residents
22 and citizens on the south side have long wanted
23 this, and people are happy they will have an easier
24 commute to work or to school or wherever they may

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1 go. And so I don't need the full three minutes. I
2 just wanted to commend the CTA, and the residents
3 on the south side are very happy for this step.
4 Thank you.

5 MS. WALLACE: Robert Franklin and then
6 Charlie Yale.

7 MR. FRANKLIN: All right. My name is
8 Robbie Franklin. I would like to know if you're
9 going to run the El starting at 99th and Eggelston,
10 are you going to be on that platform on the tracks
11 to the Pacific or are you going from the west side
12 or the east side? And are you going to damage the
13 little park that's in there between 99th and 103rd?

14 MS. WALLACE: Do you have other comments?

15 MR. FRANKLIN: No. That's it.

16 MS. WALLACE: Charlie Yale and then
17 Eugene Taylor. Please restate your name.

18 MR. YALE: I'm Charlie Yale from Citizens
19 Taking Action. I work with the unions and I got a
20 high seniority.

21 It's a wonderful thing that CTA is doing
22 right now with that extension. If the economy
23 picks up and the recession gets better in the near
24 future, where are you going to extend the Red Line?

14

1 How far out may I ask? How far out? The Red Line,
2 how far out will it go out? How far in distance,
3 north or south? May I ask, please?

4 MS. WALLACE: Right now we're in the public
5 comment portion, so we're just listening to you,
6 but that's the kind of discussion you can have as
7 you are looking at the board.

8 MR. YALE: Fine. If this works out for the
9 public and everybody else, it would be a wonderful
10 thing. Let the economy pick up with the recession.
11 Right now, it's pretty bad right now. If this
12 could be done, it would be a wonderful, wonderful
13 thing for everybody and everybody. I want to see
14 what happens. Analyze this.

15 There's construction going on I heard.
16 This I heard. But this could be done by everybody
17 and be one good thing for the future. I want to
18 see what happens.

19 MS. WALLACE: Eugene Taylor and Michael Bryant.

20 Eugene Taylor?

21 MR. TAYLOR: Yes.

22 MS. WALLACE: Please restate your name.

23 MR. TAYLOR: My name is Eugene Taylor, and I'm

24 here to represent Developing Communities Project.

15

1 We are a faith-based community organizing agency
2 that has served the Chicago community areas of
3 Greater Roseland since 1986.

4 In 2003, DCP began organizing a
5 transportation campaign advocating for the
6 expansion of rapid transit on Chicago's far south
7 side. DCP through its CTA Red Line Oversight
8 Committee, or RLOC, comprised of community
9 residents, churches, community leaders, and local
10 grass root organizations initiated a referendum
11 drive in 2004 that resulted in 38,000 votes
12 supporting the extension of the CTA Red Line along
13 the Union Pacific Railroad Corridor.

14 We have come to recognize the critical
15 importance of mass transit to Chicago and its
16 residents. From the increased exposure to air and
17 noise pollution throughout the region to the
18 increased travel time imposed upon both workers and
19 students, addressing our mass transit service needs
20 was and is paramount to our community's future and
21 its quality of life. This community has paid a
22 high price for this urban transit dilemma.

23 But today is a good day. This day is long

24 awaited by many and fully expected by some,

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1 expected because the public's desire for economic
2 justice and equity in capital spending
3 decision-making was reasonable. Yet, its
4 anticipation for nearly 40 years has become an
5 urban legend.

6 So, today, we thank the Federal
7 Transportation Administration for requiring this
8 public hearing, and we thank the CTA, the Chicago
9 Transit Authority, for selecting the Union Pacific
10 Rail route as the locally preferred route.

11 We here today want to register our initial
12 public comments as part of the scoping process. On
13 September 18th, 16 members of DCP's Red Line
14 Oversight Committee toured the Union Pacific
15 Railroad route to examine the physical and
16 environmental conditions along the corridor.

17 MS. WALLACE: 30 seconds.

18 MR. TAYLOR: The RLOC participants documented
19 parkways, homes, small businesses, and tracks and
20 so forth.

21 Much like the Federal Transportation
22 Agency, the DCP Red Line Oversight Committee will
23 be listening to the CTA's environmental impact
24 consultant's statement. Our committee will

17

1 continue our review of the locally preferred route,
2 the environmental and engineering requirements.
3 We'll conduct and assemble additional public
4 comments.

5 MS. WALLACE: Thank you.

6 MR. TAYLOR: And thank you.

7 MS. WALLACE: We look forward to written
8 comments for those of you who have more than you
9 can say during your three minutes. Michael Bryant.

10 MR. BRYANT: (Through an interpreter). Hi. My
11 name is Michael Bryant, and I have been dreaming of
12 this for like a long time. It's amazing how this
13 idea is very similar to what I dreamed about. And,
14 of course, I prefer the UPR route. You know, I
15 prefer that very much because at 95th Street,
16 there's really a lot of traffic there. Like I went
17 there and I went to the other meeting and I tried
18 to explain, but I just want to know what they're
19 going to do for the future. I mean, we discussed
20 like what the plans might be.

21 I think it's great if the 95th Street line
22 could be set up, you know, on 130th Street, and if
23 they could add that, that would be perfect. But I
24 know the choice -- the decision hasn't been made.

18

1 It's a future decision, but I know it's going to be
2 a speedy process -- I know it's not going to be a
3 speedy process. And there's a lot of things that

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4 are going to have to change, but I think the
5 environment will change rapidly with the changes
6 that are going to be made by the CTA. Thank you.

7 MS. WALLACE: Okay. Ernest Williams and then
8 Lou Turner. Ernest Williams?

9 MR. WILLIAMS: Coming. Good evening. My name
10 is Ernest Williams, and I'm here on behalf of the
11 Golden Gate Community Association.

12 The one question that I had was when the
13 Orange Line was extended southwest to Midway, I'm
14 sure that these same studies were done. I think it
15 would be -- it would benefit us to talk to some of
16 the leaders that helped implement that plan and
17 live through the process to see what the line
18 impacted and what the community concerns were at
19 that time to give us something to compare to if you
20 had those feasibility studies that you probably
21 started back when that happened so that we can put
22 it possibly together. Just a thought.

23 MS. WALLACE: Okay. Lou Turner and then
24 David May. And please restate your name.

19

1 MR. TURNER: Hi. My name is Lou Turner. I'm
2 with the Developing Communities Project. You have
3 already heard from the president of our Red Line
4 Oversight Committee.

5 I think a number of people here already
6 know that the Developing Communities Project has
7 been mobilizing the community and interest and

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9 opinions in the community around this project since
10 2003. And we put together a historic referendum in
11 2004 in which 39,000 voters in the 9th and the
12 34th Ward voted for this very project. And that's
13 one of the things that the CTA has included as part
14 of the reasons for their selection for the Locally
15 Preferred Alternative.

16 I have a few things and I will submit it
17 also in a written form, but in the instructions,
18 particularly in the introduction to the folder that
19 you have here, it says that -- the EIS scoping info
20 says that the CTA and the FTA will be preparing the
21 EIS. How will the FTA participate in the
22 preparation of the EIS?

23 Secondly, what weight will public comment
24 have in the decision-making process of the EIS and
the preliminary engineering?

20

1 Thirdly, what governmental agencies will
2 also participate? Because it says public comment
3 and governmental agencies or agencies will
4 participate in the scoping process. Will their
5 comment and analysis be made public? If so, where?
6 I assume the EPA and people like that. What weight
7 will their input, that is, the governmental
8 agencies, carry? And if there's a conflict between
9 the input of the public agencies -- excuse me, the
10 governmental agencies and the public comment, how
11 will these conflicts be resolved?

12 You mentioned the proposal for topics of
13 evaluation. One, it seems to me, especially for
14 environmental impact that becomes important, is to
15 identify brown fields along the route. I assume
16 that there is some kind of map somewhere or there's
17 some process at hand in terms of identifying --
18 30 seconds -- identifying brown fields.

19 Secondly, if these brown fields are
20 identified, I want to know what the process is for
21 minority procurement opportunities for mitigating
22 those brown fields.

23 And, lastly, what are the scoping -- what
24 is the scoping analysis going to do in terms of

21

1 identifying transit-oriented development
2 opportunities along the route?

3 MS. WALLACE: Thank you.

4 MR. TURNER: Thank you.

5 MS. WALLACE: David May and Harry Brooks.

6 MR. MAY: I'm David May. I'm here speaking as
7 an individual. I think it's a very valuable
8 project for underserved communities here on the
9 south side, and I think these extension projects
10 are great in terms of leveraging the existing
11 facilities.

12 The cost estimates I have seen for the LPA
13 seem very high compared to similar projects that
14 have been built in other countries. CTA has a bad
15 record in terms of managing large construction

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16 projects, and I recommend that you look at the Army
17 Corps of Engineers' Early Contractor Involvement
18 Process; P3 processes being used in Alberta and
19 Ontario; FDOT's recent I-95 procurement; and how
20 BART is doing the Oakland Airport Connector.

21 In looking at this extension, I thought
22 the design criteria that should have been used
23 would be to maximize the number of customers living
24 within a half mile of a station. So you need more

22

1 stations and you need the routes running through
2 residential neighborhoods; avoiding overlapping
3 coverage with METRA; using existing rights-of-way;
4 running on ground as much as possible; and serving
5 Chicago State and Olive-Harvey.

6 I think a preferable way to design this
7 thing which I think you should consider as one of
8 your alternatives is a one-way loop, a 9 and a half
9 mile long loop, one-way loop, instead of your
10 5 mile two-way design could give you seven
11 stations, for example, at Ford and Rhodes, 103rd
12 and Dauphin, 111th and Langley, 115th and State,
13 114th and Halsted, 107th and Racine, and I-57 and
14 Halsted which would serve many more people within
15 walking distance in your design.

16 It would give you 2 miles on ground in the
17 Bishop Ford right-of-way. It would give you
18 2 miles on ground on the I-57 right-of-way; 1 mile
19 on ground on the abandoned railroad right-of-way;

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20 and 3 miles on ground in the excess railroad
21 right-of-way, all which are great improvements
22 compared to your mostly elevated, very expensive
23 guideway design. Thank you.
24 MS. WALLACE: All right. Harry Brooks and

23

1 William James. Harry? William, you will be after.
2 MR. BROOKS: Good evening. One of the things
3 that needs to be done immediately is something to
4 relieve the bus turn-around at 95th and the
5 Dan Ryan, because the number of buses that go in
6 and out of there, they have outgrown that terminal.
7 When I was coming here this evening, I
8 happened to get there in just one of those rare
9 moments. I'm sure it was like a perfect storm.
10 All the bus lines, CTA and PACE, plus a Greyhound
11 all were in the station at the same time. And that
12 was interesting to watch, but it caused quite a
13 traffic jam.
14 So I would hope, of course, when this
15 extension is put in that some of those lines that
16 go up to 95th Street now would go to the new
17 stations or that something be done somehow, even
18 though it's kind of landlocked, to expand the
19 terminal because you get all -- you get everybody
20 in there at the same time and it just doesn't work.
21 The 111 bus that I took to get over here
22 stops behind the Number 106 bus, for example. And
23 the Chicago Police Department decided to park a

1 recovery time. So I wasn't late or anything, but
2 we had to sit there until it was time for the 106
3 to leave, and there were a couple of other buses
4 that were trying to get out.

5 Now that particular problem could be dealt
6 with if CTA told the police that they would have to
7 park large vehicles elsewhere. But something still
8 needs to be done now and in the future for that
9 95th terminal because, as I said before, and I'm
10 repeating, I know, if everybody is in there at the
11 same time, it's not working. Fun to watch, but I'm
12 sure it's not fun for the drivers.

13 MS. WALLACE: Okay. William James.

14 MR. JAMES: Okay. My name is William James.
15 I've lived in Roseland all my life.

16 MS. WALLACE: Could you please speak into the
17 microphone?

18 MR. JAMES: Yeah. I came here as a teenager.
19 I'm very familiar with Roseland, all parts of it.
20 I have lived all over the community.

21 I have also lived near train tracks.
22 Where I'm at presently, I'm near that Union
23 Pacific. My concern is noise, vibration, property
24 damage. What happens is these trains roll past.

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1 Right now, there's a group in our community trying
2 to stop the whistle blowing of the train there.
3 Okay. They're not very successful. They have been
4 campaigning for years. It's not stopping. The
5 train is still blowing the whistle. The noise goes
6 on. I lived there 20 years. I'm now oblivious to
7 it. Other people are not.

8 With a CTA train running down your
9 mysteriously preferred location -- I don't know who
10 prefers this -- I'm going to have constant noise.
11 I'm telling you now, I don't want you. Go away.
12 Go down Halsted.

13 I have another issue there. With these
14 train tracks and these stations, I'm going to get
15 dirt. I'm going to get crowds there that I don't
16 want in my backyard. I live very close to 103rd.
17 I don't want you in my backyard. I don't want you
18 crawling through my yard going to the train
19 station. It's an issue for me. Okay?

20 Another thing that disturbs me is that
21 through these vibrations, they damage the
22 foundations to your homes. Many people who live
23 close to this train have cracked foundations. CTA
24 is going to come, they're going to build their

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1 little train, you're going to go ahead about your
2 business, I'm going to be stuck with damage, more
3 home damage. Okay? I don't want it. These are
4 just issues that concern me.

5 You're only going to build on one side of
6 the track. Many people are thinking that they're
7 going to get money through eminent domain. You're
8 going to come in and pay them and they're going to
9 move off happy. But there's two sides of that
10 track. When you build that train, elevate it, it's
11 going to be running through some of your bedrooms.
12 That train is up over your head. Only one side is
13 going to get paid. The other people are going to
14 get stuck. And I think we need to keep this in
15 mind. This is not about money. This is about
16 where we live and about our comfort. Thank you.

17 MS. WALLACE: Are there other folks who would
18 like to comment this evening? Okay. We're going
19 to be available until 8 o'clock to take comment if
20 additional people come in or you decide you want to
21 comment.

22 For those of you who don't, let me go over
23 a couple of things. If you want to leave, you can
24 leave. If you want to spend some more time at the

27

1 board, you are welcome to do that.

2 So, again, tonight the verbal comments
3 were reported by our court reporter. There's other
4 ways that you can submit your comments. So you can
5 write comments and place it in the box over here.
6 You're welcome also to mail your comments to the
7 contact and contact information listed here. You
8 can e-mail or you can fax your comments.

9 We also encourage you to keep updated on
10 what's going on with the project, and a couple ways
11 to do that, one is to regularly go to the Web site
12 that you see here on the screen or you can join the
13 e-mail mailing list by writing to Darud.

14 So thank you so much for your input this
15 evening. We appreciate it. And, again, we'll be
16 available for comment until 8.

17 (Whereupon, there were no
18 further speakers.)

19 (Public Hearing adjourned at
20 8 o'clock p.m.)

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22
23
24

28

1 STATE OF ILLINOIS)
2) SS:
3 COUNTY OF COOK)

4
5 ANNA M. MORALES, being first duly sworn,
6 On oath says that she is a court reporter doing
7 business in the City of Chicago; and that she
8 reported in shorthand the proceedings of said
9 Public Hearing, and that the foregoing is a true
10 and correct transcript of her shorthand notes so
11 taken as aforesaid, and contains the proceedings
12 given at said Public Hearing.

13

14

15

Certified Shorthand Reporter

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APPENDIX K_Red Line Transcript 09-24-09 Woodson

1 CHI CAGO TRANSIT AUTHORITY
2 PUBLI C HEARI NG
3 "RED LI NE EXTENSI ON
4 CONNECTI NG 95TH STREET STATION TO 130TH STREET"
5 September 24, 2009

6
7 STENOGRAPHI C REPORT OF PROCEEDI NGS
8 had i n the above-entit led matter held at the
9 Woodson Regional Chi cago Publi c Li brary, 9525 South
10 Hal sted Street, Chi cago, Illi noi s, commenci ng at
11 6: 48 o' cl ock p. m.

12
13 PRESENTERS:
14 MR. DARUD AKBAR, Government & Communi ty
15 Rel ati ons Offi cer, Chi cago Transi t
16 Authori ty
17 MR. JEFFREY BUSBY, General Manager,
18 Strategi c Pl anni ng, Chi cago Transi t
19 Authori ty
20 MS. SARAH LAYTON WALLACE, Moderator

21
22
23 Reported by: Anna M. Moral es, CSR, RMR
24 Li cense No. : 084-002854

1

1 (Whereupon, the fol l owi ng
2 proceedi ngs commenci ed at
3 6: 48 o' cl ock p. m.)
 Page 1

4 MR. AKBAR: Good evening, everyone. My name is
5 Darud Akbar. I'm with the Government & Community
6 Relations Department at the Chicago Transit
7 Authority. I want to welcome and thank everyone
8 for coming to the Red Line -- this is actually our
9 second public scoping meeting. So I want to thank
10 you for coming out this evening.

11 I'm going to turn things over to Sarah.
12 Sarah is going to talk to us about tonight's
13 agenda, and then we're going to go into a brief
14 presentation and come back to Sarah to explain what
15 our rules and regulations are for this evening. So
16 thank you once again.

17 MS. WALLACE: Great. Good evening. Before we
18 get started, I want to check, is there anybody in
19 need of Spanish translation? Okay. So we have
20 that service if anyone is in need of that.

21 As you see from our agenda this evening,
22 we've just completed the open house portion of the
23 meeting. In just a moment, I'm going to turn it
24 over to Jeff Busby, and Jeff is going to give a

2

1 brief presentation on the project, and then we're
2 going to go into the formal public comment period
3 of the meeting. And right before we do that, I
4 will walk through some guidelines. We are going to
5 be limiting comments to three minutes. So be
6 thinking about that now as you are composing your
7 thoughts, those of you that are speakers. I will

8 go over some other things to get us on track.

9 After the public comment period, then we'll go over
10 some next steps and adjourn the meeting.

11 And I do want to note that if we conclude
12 before 8 o'clock, you will be, you know, free to
13 leave if you want at that time, but we are going to
14 stay here and available for anyone who arrives and
15 still wants to comment. So we'll remain here until
16 8 o'clock for sure.

17 So with that, Jeff will provide a
18 presentation.

19 MR. BUSBY: Hi. Thanks for coming out again.
20 I'm Jeff Busby. I work in the Planning Department
21 at CTA.

22 I wanted to give you a background on where
23 we are on the Red Line Extension. Really, the idea
24 for bringing the Red Line further south has been

3

1 around for a very long time. In the 1960s, when
2 they were building the freeways, they left space
3 for a Red Line Extension; and, recently -- and this
4 is not a new problem -- but recently the CTA has
5 started a study called an Alternatives Analysis,
6 and that study is intended to look at a whole range
7 of transit options to try to improve some of the
8 transportation problems south of 95th Street.

9 Many of you are aware, if you take CTA,
10 that the 95th Street station is very crowded.
11 There's lots of buses going there and there's lots

12 of delays associated with getting there. So people
13 have very long trips sometimes to get to the
14 existing station.

15 So what we could accomplish with an
16 extension of the Red Line is shorter and faster
17 trips for people to get to CTA services as well as
18 solving some of those congestion problems at the
19 95th Street station.

20 As I mentioned, we started this study in
21 2006. We looked at a whole range of options and
22 identified a couple of options which we're going to
23 talk about tonight which we're advancing into this
24 next step. Part of the Alternatives Analysis

4

1 included public involvement. So we've been to
2 Woodson Regional a couple times and actually had a
3 series of other meetings -- three rounds of
4 meetings with six total meetings prior to this
5 leading up to tonight's recommendation.

6 The local -- I'm sorry. The Alternatives
7 Analysis ended in August when the Chicago Transit
8 Board adopted what's called a Locally Preferred
9 Alternative. It's the one option that, resulting
10 from the study, looks to be best at solving the
11 problems we've identified, and that is an extension
12 of the Red Line, following or running next to the
13 Union Pacific Railroad at about 400 west. I will
14 show you a map in a moment.

15 So tonight's meeting starts the

16 Environmental Impact Statement which very much
17 relies on the previous work we completed in the
18 Alternatives Analysis.

19 So what's an Environmental Impact
20 Statement? The CTA is hoping to use -- to ask for
21 federal money to pay for a portion of the
22 extension; and any time you use federal money for a
23 large project, you have to comply with the National
24 Environmental Policy Act. And the National

5

1 Environmental Policy Act, or NEPA, requires that
2 the CTA in a public setting identify and evaluate
3 the potential impacts of both building an extension
4 and operating an extension for the Red Line.

5 And the idea here is to help us make
6 decisions about the environmental impacts and where
7 -- and they're both positive and negative
8 environmental impacts -- but where we identify
9 negative environmental impacts, come up with
10 potential ways to mitigate those, make them less
11 adverse.

12 This is a schedule which gives you an idea
13 of where we're headed. As I mentioned, we're
14 starting the environmental process tonight with
15 these scoping meetings. We had a meeting, very
16 same presentation, a couple of days ago on the same
17 subject. We're receiving input on what we should
18 study in this environmental process.

19 We'll come back to you next year with the
Page 5

20 results of the environmental process in what's
21 called a draft EIS, a draft Environmental Impact
22 Study, and that's your opportunity to review both
23 the impacts we've identified and what we proposed
24 to mitigate them.

6

1 At the same time, we're going to be asking
2 the federal government for additional funds and
3 permission to start more detailed engineering.
4 That's called preliminary engineering on this map.
5 We think that process would take about two years.
6 And so by 2013, we would need to have identified
7 all of the money, both the federal and the
8 nonfederal share, to fund the extension, and we
9 would need federal permission to begin the final
10 design.

11 2013 would be the year in which we would
12 start construction. We show a three-year
13 construction period; and the Red Line Extension
14 opening for operation in 2016.

15 It's important to point out that this is
16 our targeted schedule. It's not something we can
17 guarantee. There's a couple of reasons for that.
18 As I mentioned, we rely on additional funding from
19 Washington, D.C., to continue these studies, and we
20 also rely on permission from the Federal Transit
21 Administration. But we think this is an achievable
22 target and we're going to pursue it.

23 We're going to study alternatives, project
Page 6

24 alternatives in the Environmental Impact Study.

7

1 This is a list of them. The first alternative is a
2 No-Build Alternative. It's really important as a
3 point of comparison. What this alternative is is
4 what would be the impact to the environment of not
5 doing anything?

6 We're also going to study what's called a
7 Transportation System Management Alternative.
8 That's a very long name, but what it means is a
9 lower cost alternative to building a rail
10 extension. In this case, it would be an express
11 bus service with limited stops; some technology to
12 help speed the buses down the road through giving
13 them priority to traffic signals; and a pretty
14 significant expansion of the station at 95th Street
15 to make the buses in that corridor work better as
16 well as accommodate new buses in this alternative.

17 We also will be studying what's called the
18 Locally Preferred Alternative, an extension of the
19 Red Line following the Union Pacific rail
20 right-of-way, an elevated extension, I should point
21 out.

22 And we have identified a fourth
23 alternative which is also an extension of the
24 Red Line but follows Halsted Street.

8

1 Let me show you a map of the Locally
2 Preferred Alternative. So starting with the map on
3 the left, the Red Line would run south from
4 95th Street in the middle of the I-57 highway, and
5 then it would climb up out of the highway and run
6 elevated at about 400 West Eggelston Avenue and
7 would travel next to the Union Pacific rail
8 right-of-way all the way south to 130th. It would
9 make four stops. The stops are at 103rd, 111th,
10 115th and Michigan, and 130th and the Bishop Ford
11 Expressway close to Altgeld Gardens.

12 We're also showing two options here, the
13 reason there's two dotted lines. We have a choice
14 of being on the east or the west side of the
15 freight rail tracks.

16 The Halsted alternative is a similar link.
17 It runs about a half mile to the west. So, again,
18 the train would use the median of the expressway,
19 I-57, traveling south. When it gets to Halsted
20 Street, it would go into the air and run down the
21 middle of Halsted Street, above the street. It
22 would make four stops again at 103rd, 111th, and
23 119th, and at Vermont which is about 127th.

24 This is an elevated structure. The

9

1 columns to support the elevated structure would be
2 made of concrete most likely and be placed in the
3 median of Halsted Street.

4 So those are our four alternatives. We
5 are interested in your comments tonight. I'm going
6 to turn things over to Sarah to give you some
7 instructions on how we're going to receive those.

8 MS. WALLACE: Okay. It's time for the comment
9 portion of our meeting; and, as promised, I want to
10 go over a few things with you.

11 Because we're working on this
12 environmental study, there are sections that we
13 need to write and we need your input in order to do
14 that. So we would ask you to focus your comments
15 tonight on these areas: The purpose and need for
16 the project; the proposed alternatives; the
17 proposed environmental issues to be examined; and
18 the potential environmental effects and the
19 mitigation measures to be considered. So those are
20 the areas we specifically need your input.

21 Some guidelines. If you haven't done so
22 already, please submit a speaker card, and we can
23 collect those and they will be brought up front.
24 I'm going to call speakers by name. I will

10

1 probably call several at a time so that you can get
2 lined up and prepared to speak. Here's the mic you
3 will use, the standing mic on that side.

4 The first thing you will want to do is
5 restate your name. I may not get the pronunciation
6 right, and we want to make sure that we have that
7 right for the record. We've got a court reporter

8 APPENDIX K_Red Line Transcript 09-24-09 Woodson
here that is going to be documenting your comments.

9 You'll have three minutes to comment. The
10 good news is you're not going to have to try to
11 keep track of where you are in that three minutes.
12 We have this stoplight here that is going to assist
13 you in that process. So once you start, we'll turn
14 that on and the green light will turn on, and that
15 lets you know that your three minutes are starting.
16 Once you have 30 seconds left, the light will go
17 yellow. And once you have 15 seconds left, the
18 light will be flashing yellow. So that kind of
19 helps you gauge wrapping up your comment. And once
20 it turns red, that means your comment period is up.

21 So we would like everyone to keep to the
22 three minutes so that we can keep things moving and
23 we're hearing from everyone who wants to speak
24 tonight.

11

1 Because we're here tonight to hear from
2 you -- that's the whole purpose of the meeting is
3 to hear your comments -- CTA is not going to be
4 responding to your comments tonight. We're going
5 to be listening. We're going to be documenting and
6 all your comments will be documented in the report.

7 So we would ask you to -- there are two
8 folks from the CTA here. We would ask you to
9 direct your comments to them, but do, again, keep
10 an eye on the light.

11 So our first speakers up: Thomas Brown,

12 Senior, followed by Rob Kelsey, and I believe this
13 is McCIellan. So are those folks here?

14 Yes. And I do want to remind everybody,
15 if you haven't done so already, turn off cell
16 phones or pagers or at least change the setting to
17 vibrate so that we don't cut into people's time
18 that are speaking.

19 Could Thomas Brown, Senior, please
20 approach the microphone? Go ahead.

21 MR. BROWN: Again, my name is Thomas Brown,
22 Senior. I live directly in the area where the
23 proposed train will be built and constructed. My
24 comments center around myself as well as my

12

1 neighbors. I'm right on 325 West 99th Place,
2 directly in front of Wendell Smith Park, and most
3 of my neighbors are senior citizens.

4 So in the environmental study, I would
5 like for you all to take into consideration the
6 fact that a lot of the homeowners are senior
7 citizens and the fact that we would want -- we
8 don't want to be -- they don't want to be disrupted
9 unduly, and just to take those factors into
10 consideration in the environmental study, as well
11 as Wendell Smith Park is a park that is utilized,
12 and also to look at, in addition to what you're
13 already studying, the noise impact and the safety
14 impact of that park.

15 Another comment I would like to make is

16 the fact that the proposed plan going down
17 Eggelston Avenue, it's very residential, and
18 there's definitely some concern about having a
19 commuter line directly through the residential
20 corridor that's there. Those are my comments.
21 Thank you.

22 MS. WALLACE: Thank you. Rob Kelsey, and then
23 McClellan, and then Dorothy Boyd.

24 MR. KELSEY: Good evening, everyone. My name

13

1 is Robert Kelsey. I'm a Chicago Public School
2 counselor. I work in the West Pullman area,
3 Gompers Fine Arts Option School.

4 As a counselor, I fill out numerous
5 applications, help students fill out applications
6 for high school. And being an educator, I also
7 recognize that a number of students don't get
8 downtown unless it's a field trip a lot of times.
9 So this new Red Line or -- I'm not sure exactly
10 what this -- Red Line Extension will be helpful in
11 a lot of aspects.

12 I heard the speaker before me. He had a
13 lot of excellent concerns there, but I think
14 there's also some advantages for some of our
15 younger people. So that's my comment. Thank you.

16 MS. WALLACE: Okay. McClellan? Could you
17 state your name and speak directly into the mic?

18 MS. McCLELLAN: Gina McClellan. I have three
19 concerns. The lighting around the tracks that are

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20 going to be made, and I was hoping that we could be
21 able to see some kind of visual, what this was
22 going to look like, but for security reasons, will
23 it become dark like the El stations down by Lake
24 Street? That was a question.

14

1 The construction time, how long is this
2 going to take, 2016? And then once you start, what
3 does it do to me? Is it going to be three, four
4 years where I'm going to be inconvenienced where I
5 can't even get into my home since I'm right off of
6 Halsted Street.

7 I'm concerned about the noise level that I
8 will have to live with the trains going constantly.
9 I'm concerned that the parking lot that you're
10 going to put there, when it's filled, that I can't
11 park on my block because I'm one block off of
12 Halsted. So are those things being taken into
13 consideration, too?

14 MS. WALLACE: Okay. Dorothy Boyd, Lou Turner,
15 and Ben Christy.

16 MS. BOYD: My name is Dorothy Boyd. My concern
17 is the families on Egelston Street; I need to know
18 if they're going to be relocated. We don't want to
19 be relocated.

20 I want to know how the property value, how
21 will that affect us? And I want to know about the
22 incoming traffic that this is going to cause.

23 There are a lot of seniors in our area,

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24 and we do not want to move. We already have that

15

1 train that goes down Eggelston. It keeps up a lot
2 of noise. We need another batch of noise like we
3 need two heads. I'm not seeing this.

4 MS. WALLACE: Lou Turner, Ben Christy, and
5 John Paul Jones.

6 MR. TURNER: Hello. My name is Lou Turner.
7 I'm the Public Policy Director for Developing
8 Communities Project which is a project for the last
9 six years.

10 My concern is really just singular
11 tonight -- I spoke on Tuesday -- and that's the
12 impact, the positive impact, the collateral
13 benefits that this project could have for the
14 residents in Altgeld Gardens, 130th Street, which
15 is where the Red Line Extension would end.

16 Back in 2005, we did a study which showed
17 that of all the households in this area, one out of
18 four of these households don't have or don't own an
19 automobile. That's the same as the 9th Ward in
20 New Orleans; and were the same kind of catastrophe
21 to hit, we would have the same kind of crisis of
22 this community that we saw in New Orleans at the
23 time of Katrina.

24 I think that given the history of

16

1 transportation planning, in big cities like
2 Chicago, where very often minority communities have
3 been more the victim than the beneficiary of
4 transportation planning, this is an opportunity
5 and, particularly out of Altgeld Gardens, to really
6 provide access to one of the most isolated
7 communities in the city. This is an opportunity to
8 use transportation planning to provide benefit
9 rather than victimization of a minority community.

10 So I would ask that the Environmental
11 Impact Statement look at the environmental impacts
12 that would be for the residents at Altgeld Gardens;
13 and the fact that Altgeld Gardens is an area that
14 has high toxicity; a lot of waste sites surround
15 the area. It is one of the highest levels of
16 cancers in the city amongst any group of people.

17 And so with the construction of this Red
18 Line Extension, it seems to me that one of the key
19 environmental impact factors or areas of analysis
20 should be the impact that the construction of the
21 Red Line Extension would have on mitigating the
22 toxic degradation out at Altgeld Gardens and the
23 opportunities that would provide for a very
24 isolated community.

17

1 So, again, I urge that CTA really focus
2 singularly on Altgeld Gardens and really push the
3 LPA, the Locally Preferred Alternative, which is
4 the one that would go to 130th Street. None of the

5 impacts that are mentioned here, a number that
6 others can think of were mentioned, would really be
7 mitigated by the other alternatives. Only the
8 alternatives, the LPA going down to 130th Street
9 near Altgeld Gardens would really impact favorably
10 these communities in these areas. Thank you.

11 MS. WALLACE: Ben Christy, then John Paul Jones,
12 then Donald Miller.

13 MR. CHRISTY: Yes. I'm Ben Christy. I don't
14 live in the area. Instead, I use the Red Line to
15 get to the area. In fact, I didn't go to the other
16 impact study because I couldn't -- you know, I'm
17 sure there's a bus that gets by there; but 95th,
18 95th station, what bus to use and everything, I
19 just didn't do it. So that's why I'm here today
20 instead of Tuesday.

21 I actually do live right next to the
22 Red Line by Berwyn. Come on by and say hi. The
23 noise of the train, hey, it's a train. When I grew
24 up, I lived a block away from the train. Now I

18

1 live just across the alley from a train. Yes, it's
2 a noise. You get used to it. So don't worry too
3 much about that.

4 The thing I'm worried about is the TV
5 reception every time a train goes by. With this
6 new better TV? No way. Anyway, that has no effect
7 with this group.

8 What I see on the alternatives here is

9 that there are people in the Halsted area that
10 don't want their train down Halsted; but, if I
11 wanted to get to Halsted there, I would use the
12 train to get to your businesses.

13 The plan -- the LPA, which is not the
14 Halsted, does have the positive that it could help
15 bring people in from out of state if we have enough
16 parking, park-and-ride spaces. So I would expect
17 you to decide how many park-and-rides you want and
18 then triple it.

19 Other than that, we need more trains. For
20 years, we've needed more trains. Some people will
21 be discomforted by the building of them, but don't
22 let that keep us from plowing ahead. They have
23 said for years that they expected to extend this,
24 but they haven't.

19

1 MS. WALLACE: 30 seconds.

2 MR. CHRISTY: So please give us -- give us our
3 ride, extend it as much as possible. Thank you.

4 MS. WALLACE: John Paul Jones, and
5 Donald Miller, and Thomas Jundani an.

6 MR. JONES: I'm John Paul Jones. I'm an
7 organizer for the far south region, also a resident
8 in the Englewood District. For 50 years, I've been
9 involved in organizing and urban planning, and I
10 have seen a significant value in the Union Pacific
11 Railroad corridor. And if you look at the far
12 south region, they have always had a challenge of

13 public and private -- the investment. That Union
14 Pacific corridor provides a venue where you can
15 begin to introduce to the community, a very urban
16 community, a whole new set of ideas and investment
17 around transit and developing that and turn that
18 corridor, provide venues so that the end of the
19 station can add value to the property, at the same
20 time, give greater access to the greater part of
21 Chicago.

22 Also, from Englewood, we've always had
23 challenges with getting transportation to jobs; and
24 with the Union Pacific Railroad corridor, again,

20

1 you can begin to hire a lot more people, connect
2 with the south suburban communities that are going
3 to have job growth, much more than you get in
4 Chicago during the economic downturn.

5 But, also, the environmental impact piece
6 that we're concerned about and want to speak to
7 tonight, that corridor, much like rail corridors
8 throughout my community of Englewood, areas where
9 there's always a decline of public investment and
10 through the years you had accumulation of blight,
11 if you look at that corridor, you look at a
12 corridor that is over run with many forestries now.
13 There's open space that's been denied any real
14 attention for many, many decades.

15 So it's an opportunity for you, the city
16 and the community, to kind of think through how do

17 we use these corridors more wisely and
18 strategically to improve our community, encourage
19 reinvestment, and increase the travel time for us
20 to get to work or recreation and other venues.

21 So it's a real plus for the region more
22 than a negative. I would want to encourage that
23 more -- supporting what the person said from
24 95th Street corridor. Certainly, we want to be

21

1 careful and considerate of the residential impacts.
2 We want to be very careful of the impact to the
3 brown field districts, but also opportune as
4 possible relative to the eroding issues. We
5 certainly want to be helping the community
6 anticipate and remediate any particular eroding
7 problems that may occur in some of these wooded
8 areas that have been neglected for 30 or 40 years.

9 So we want to use that opportunity to work
10 more closely with any governmental plan to figure
11 out ways to impact the environmental impact on the
12 roads maybe through this reconstruction strategy.
13 Thank you.

14 MS. WALLACE: Donald Miller, Thomas Jundani,
15 and Lori Baldwin.

16 MR. MILLER: Thank you. My name is
17 Donald Miller. I heard a lot of complaints --
18 concerns, rather, about the environment and the
19 noise and how the train would sound coming through
20 the communities. But this is dealing with rail. I

21 think we should take a model from some of the rails
22 that run on the north side. You know, you are
23 going to have these type of problems.

24 What we are trying to do is get a system

22

1 that would fit our community, that would be
2 accessible for us to get in and out of our
3 community efficiently and safely. And I would
4 think the transit people should look at the highest
5 concentration of the population, where could -- the
6 highest volume of population and let the train be
7 used in that corridor, in that area where the
8 population would be affected the most.

9 And I think it's an excellent idea because
10 the south side of Chicago needs a little bit more
11 of a public system in our community, and I'm for
12 it, and I hope that it happens very soon. Thank
13 you.

14 MS. WALLACE: Thomas Jundani an, Lori Bal dwi n,
15 and then Bradena Thomas.

16 MR. JUNDANI AN: Good evening. My name is
17 Thomas Kei th Jundani an. I'm the thi rd generati on
18 owner/operator of an 85-year-old Rosel and-based
19 busi ness. I'm a Rosel and boy, born and raised.

20 I have a di fferent perspective on thi s
21 than maybe some, having grown up in thi s communi ty
22 and having our fami ly busi ness based here all the
23 time, all those years. I'm not 85, but -- don't
24 rush me.

1 On the heels of Donald's comments, I too
2 kind of feel like the south side of the city has
3 been a very neglected location in our beautiful
4 metropolis, and it would be -- I think either one
5 of these plans are going to be a positive thing for
6 us. I'm not qualified to say which one is going to
7 be better than the other.

8 Initially, I was surprised to find out
9 that the LPA was the preferred alternative with
10 more public support because it seems that it's
11 going to disrupt some lives, some memories, some
12 households if it occurs on the east side of the
13 tracks. If it's on the west side of the tracks, I
14 know from my own childhood and playing in some of
15 those empty lots, there's more industry over there.

16 My business is located on Halsted Street
17 at 116th Street. It's the K. A. Pridjian rug
18 store, that big old rug store there on Halsted
19 Street. So one of the concerns that I would have
20 as a business owner having seen long construction
21 projects mean the demise of some businesses that
22 have been interrupted with their traffic flow.

23 What have previous construction projects
24 like this and studies that have gone on indicated

1 with those businesses? How are they impacted? I
2 have got nothing to base this on. When this
3 trestle goes up on Halsted Street, what is it going
4 to look like? It's probably going to be concrete.
5 Jack and I were talking outside. Would it be
6 something that's attractive? Will the elevated
7 tracks all the way down Halsted Street create a lot
8 of dark shadows, a lot of shadowing areas where
9 people can congregate and do things that are not in
10 the best interest of the community? Will the
11 trestle be placed where garbage and other debris
12 and litter accumulate? Will it be a blight to
13 Halsted Street?

14 As far as bringing people down Halsted
15 Street, yeah, it will. The stations are going to
16 be -- you know, 111th and 119th are a mile apart.
17 So that's still quite a ways to try to get to one
18 of the businesses. I was chatting with a lady who
19 also has a building at 108th and Halsted. That
20 kind of encapsulates some of my concerns. I think
21 either one of these things are a positive thing for
22 the south side, whichever is best for our city and
23 our community. Thank you.

24 MS. WALLACE: Lori Baldwin, and then

25

1 Bradena Thomas, and JoAnne Guillemette.

2 MS. BALDWIN: I am Lori Baldwin, and I'm
3 representing the West Chatham community and the
4 Park Advisory Council of that area, but I'm also

5 APPENDIX K_Red Line Transcript 09-24-09 Woodson
part of the Red Line Oversight Committee.

6 I would just like to interject that I'm
7 thanking the FTA for requiring this public hearing
8 as well as CTA for selecting the Union Pacific
9 Railroad as the locally preferred route,
10 particularly, because this route will give the
11 greatest need and take care of a lot of the needs
12 of disparity that we have had in that community for
13 a very, very long time on the south side of
14 Chicago, to give us more transportation options; as
15 well as we have had the opportunity on
16 September 18th, some of the members of DCP Red Line
17 Oversight Committee toured the entire Union Pacific
18 Railroad, and we examined the physical and
19 environmental conditions and the impact along the
20 corridor, and we found that there are documented
21 parkways, homes, small businesses, and tracks of
22 forestry along that route.

23 However, most of that route, as has been
24 stated before, is open space, and so this would be

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1 a great asset to the community. Also, because of
2 the need for us to have transportation in this
3 area, and it's been such a long, long time, this is
4 the area that I think the city should be focusing
5 on much more than some of the other options.

6 We also looked at the environmental
7 impact, and this provided greater access to a
8 number of residents. And also this route had less

9 APPENDIX K_Red Line Transcript 09-24-09 Woodson
10 environmental impacts in terms of conditions and
11 areas and the taking of homes.

12 So I, again, just want to encourage you
13 and let you know that the community will benefit
14 from this new development. Thank you.

15 MS. WALLACE: Bradena Thomas and then
16 JoAnne Guillemette.

17 MS. THOMAS: My name is Bradena Thomas. I am
18 concerned as a senior living in the area. In fact,
19 I'm right at 97th and LaSalle which is where 94 and
20 57 split.

21 My concern is whether or not there would
22 be an elevated track right behind me or whether
23 it's going to be recessed?

24 Also I have a business, a building on
Halsted at 108th. Now is this going to be an

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1 elevated structure which would darken, you know,
2 the area? So that is my concern for both. But I
3 definitely wouldn't want an elevated area looking
4 out of my backyard. That's my concern.

5 They do need transportation to the south
6 because 95th is extremely congested, and I realize
7 that; but, hopefully, I wouldn't want to have to
8 move. Thank you.

9 MS. WALLACE: JoAnne Guillemette.

10 MS. GUILLEMETTE: Good evening. My concerns
11 have been previously stated by several others, but
12 to say it as succinctly as possible, my concern

APPENDIX K_Red Line Transcript 09-24-09 Woodson
13 would be for the increased foot and vehicle
14 traffic; the increased debris; as well as the
15 increased crimes that would follow a structure like
16 this.

17 I have lived near the Red Line and I know
18 that it also -- because of the activity and
19 vibration of the ground, it increases the presence
20 of termites and other rodents. And when you're
21 dealing with termites, you're talking about the
22 destruction of homes; and, to prevent it,
23 homeowners would incur tremendous expense on a
24 yearly basis to ward off the termites. So that's

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1 an extreme concern for me. And I would hold that
2 for other homeowners as well.

3 Further, who would bear the maintenance
4 expense of this extension? Because the homeowners
5 nearest the tracks, are their property taxes going
6 to increase? Is their property value going to go
7 down? And what mechanisms are being put in place
8 to address these issues? Because it's my feeling
9 that you're going to go ahead with this in spite of
10 what we say. And especially if we should be
11 successful with our bid for the Olympics, this is
12 going to be a major development. It's going to be
13 pressed forward, and the residents need to know the
14 true impact on them in terms of dollars and cents.
15 Thank you.

16 MS. WALLACE: Could you please restate your

APPENDIX K_Red Line Transcript 09-24-09 Woodson
17 name for the record?

18 MS. GUI LLEMETTE: JoAnne Gui lI emette.

19 MS. WALLACE: Thank you. Are there any other
20 speaker cards? Gwendol yn Ri ce and then
21 Barry Fi nkel .

22 MS. RICE: My name i s Gwendol yn Ri ce, and I
23 work for Devel opi ng Communi ti es Proj ect whi ch has
24 been worki ng wi th thi s i ssue for si x years.

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1 MS. WALLACE: Cou ld you get l i ttle closer to
2 the mi c, pl ease? Thank you.

3 MS. RICE: But I thi nk I' m comi ng from a more
4 personal poi nt of vi ew, because al l the other
5 i ssues have been tal ked about.

6 For the last I won' t say how many years of
7 my worki ng l i fe, I have worked i n one way or
8 another wi th resi dents of Al tgel d Gardens as a
9 counsel or or as a recreati on worker or j ust si mply
10 knowi ng chi ldren who l i ve there or adu lts who l i ve
11 there. And I remember and I j ust -- my mi nd was
12 refreshed on the way i n when one of the workers
13 outsi de menti oned that she had l i ved i n
14 Al tgel d Gardens and she remembered havi ng to take
15 the PACE bus i nto Chi cago and then taki ng a CTA bus
16 and then fi nally getti ng to the Red Li ne.

17 But I remember al so havi ng to take ki ds
18 home at ni ght because the transportati on was not
19 avai lable for the ki ds to take advantage of the
20 ameni ti es i n Chi cago. I remember many ti mes havi ng

21 to do that, even in the afternoon having to do
22 that, which I didn't mind doing because I could do
23 it. But their parents may not have always been
24 able to do that, provide the access.

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1 This project is going to provide access to
2 what is a transit disadvantaged community. We are
3 kind of in competition with other lines throughout
4 Chicago that are going beyond the city limits. On
5 the south side, there's nothing that goes to the
6 city limits. And I really say that we must take
7 that Locally Preferred Alternative through to
8 130th Street. I don't think there's an
9 alternative. That's the only option.

10 I don't know what else to say, but I just
11 am passionate about the fact that you're going to
12 Altgeld Gardens, an isolated community that is not
13 outside of Chicago. It is in the Riverdale
14 community area of Chicago -- not in Riverdale,
15 Illinois -- and it's important that the CTA go at
16 least to the city limits to serve its constituents.
17 It will also serve people who live in the suburbs
18 who commute to Chicago who will have a chance to
19 park and ride and ride downtown and eliminate a lot
20 of pollution.

21 Again, I just want to speak on behalf of
22 the residents of Altgeld. I don't live there, but
23 I have been there many times. I have worked there,
24 and it can make a big difference in providing an

1 opportunity for people to have access, to be able
2 to be exposed to the larger community. As the
3 teacher said earlier, people generally who live in
4 transit deserts do not get out and understand
5 what's going, and it would cut down on violence and
6 cut down on a lot of other factors. Thank you.

7 MS. WALLACE: Thank you. Barry Finkel. If
8 there is anybody else who wishes to speak, send
9 your speaker card in.

10 MR. FINKEL: My name is Barry Finkel. I have
11 been a resident of the Beverly area, 103rd and
12 Western, since 1951, and I take the Red Line
13 downtown at least once a week. I see at
14 95th Street station lots of PACE buses coming in
15 from the south suburbs, and I think an extension of
16 the Red Line would help in getting those buses --
17 to get the train and not have to come all the way
18 to 95th Street to service those people.

19 We're talking here about public
20 transportation, and I see in all the alternatives,
21 there's talk of park-and-ride. It seems to me, and
22 I have sort of a disagreement with some of the
23 speakers, but it seems to me that if we have good
24 feeder bus lines into the stations, there's no need

1 to have a large park-and-ride facility at each

2 station. Maybe at the farthest station. But I
3 don't see really a need, for example, a big
4 park-and-ride station at 103rd and Halsted.
5 There's no room there for a park-and-ride, and I
6 don't see any need for it. Thank you.

7 MS. WALLACE: Alice Harper-Jones.

8 REV. HARPER-JONES: Good afternoon. I am
9 Reverend Alice Harper Jones. I'm the Dean of
10 Cluster 6 of Chicago Metropolitan Association of
11 the United Church of Christ and represent about
12 13 churches on the south side. And I'm also a
13 member of the Chicago State University Alumni
14 Board, and so I'm speaking, commenting on two
15 things.

16 The first one is our churches. There are
17 people who live on the far south side who will have
18 better access to the church, being able to get
19 there and to get back home again, especially those
20 who do not have cars or sometimes you wake up and
21 the car is not working. So I think that would be
22 positive for those people.

23 Also, from Chicago State University. I'm
24 thinking in terms of our academic program that we

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1 have there, it would be better accessible to many,
2 many people; and those young people that we're
3 trying to attract to the university would certainly
4 be able to have access to and from the university.
5 Especially if a person is working, they can come in

6 the evening to attend the university and be able to
7 go back home again without having to, you know,
8 wait for buses and everything on 95th Street
9 because Chicago State is very accessible to
10 95th Street right there.

11 My concern is that -- one of the proposals
12 I looked at, the Halsted Street would still --
13 there's still a gap it seems like from Halsted
14 Street all the way to the Altgeld Garden projects
15 there. So in constructing, you know, that Halsted
16 Street project -- and I'm kind of leaning toward
17 Halsted because you're not destroying homes. But
18 if you can, you know, think in terms of your
19 construction of getting that closer to the people
20 in the project, then they don't have to take a bus
21 from Halsted to where their home is so that they
22 would be able to have access to the university and
23 to the churches.

24 Again, as I say, I prefer the Halsted one

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1 because then we're not destroying homes. People
2 have lived in this community -- I live in the
3 community. I know the value of my home, and I
4 don't believe that if you give me fair value that
5 it will be -- you know, it would really come to
6 where I think that my home should be priced at
7 because of the improvements I have made.

8 So that should be a consideration
9 especially when we think about seniors who have

10 been there for years and who take pride in their
11 home and their neighborhoods and their friends
12 around there, that to destroy that community, you
13 know, with the train is not a preferred option.
14 Thank you.

15 MS. WALLACE: William Warren. Please restate
16 your name.

17 MR. WARREN: Good evening. It's
18 William Warren, W-a-r-r-e-n. I'm here representing
19 the Vernon Park Community Council. I'm president
20 of the Vernon Park Community Council. We live in
21 the area as well. I'm also a member of the
22 Oversight Committee who had the opportunity to do a
23 tour of the actual site last week -- actually, this
24 week.

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1 And, you know, we feel that by all means
2 that the Red Line should be extended to the south
3 side. We're in support of it. We think it would
4 be a positive move in every respect. A lot of
5 comments that were made earlier in reference to the
6 rodent issues, the way the tracks are going to
7 look, the lighting issues, the garbage and that
8 sort of thing, of course, we're very concerned
9 about those issues, but we feel very in support of
10 bringing this extension to the south side. Thank
11 you very much.

12 MS. WALLACE: Are there other speakers? Okay.

13 Again, we're going to be here until

14 8 o'clock if others arrive and still want to speak.
15 I did want to mention that scoping comments are due
16 by October 27th. So in addition to speaking
17 tonight, you have an opportunity to write comments
18 and place it in the box outside. You have an
19 opportunity to mail in comments, fax or e-mail your
20 comments. And we'll make sure this is back up for
21 your reference.

22 We also encourage you to stay involved.
23 You can visit this Web site. You can also get on
24 an e-mail list so that you can receive updates

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1 through e-mail and through Darud, if you'll e-mail
2 him.

3 Any other comments at this time? Have you
4 filled out a card, sir? Right now, we're taking
5 public comment. If you want to fill out a speaker
6 card and come to the mic --

7 MR. TURNER: I did.

8 MS. WALLACE: Well, three minutes is the rule.
9 Are there others that want to speak?

10 We'll stick around. You are welcome to
11 spend some more time out at the boards if you like
12 or you are welcome to head on out, but we'll be
13 here until 8 o'clock.

14 (Off the record at 7:34 p.m.)

15 (On the record at 7:46 p.m.)

16 MS. WALLACE: Johnnie Burke. Please restate
17 your name and speak directly into the mic.

18 MS. BURKE: Johnnie Burke, and I'm a member of
19 the 96th and Prairie Block Club. I had two
20 questions. One, how many residences would be
21 disturbed with the park-and-ride construction? And
22 also, in the entire project, how many residences
23 would be destroyed? How many people would be
24 removed from the community? Thank you.

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1 (Whereupon, there were no
2 further speakers.)
3 (Public Hearing adjourned at
4 8 o'clock p.m.)
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1 STATE OF ILLINOIS)
2) SS:
3 COUNTY OF COOK)

4
5 ANNA M. MORALES, being first duly sworn,
6 On oath says that she is a court reporter doing
7 business in the City of Chicago; and that she
8 reported in shorthand the proceedings of said
9 Public Hearing, and that the foregoing is a true
10 and correct transcript of her shorthand notes so
11 taken as aforesaid, and contains the proceedings
12 given at said Public Hearing.

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Certified Shorthand Reporter

Appendix L
Public Scoping Written Comments

RS #1

Cheever, Kim

From: Red Extension [redextension@transitchicago.com]

Sent: Friday, September 18, 2009 4:31 PM

To: Peters, Melissa

Cc: Kornblatt, Helene B.

Subject: FW: CTA Redline

From: Aristotle Socrates Haywood [aristotlesocrates@hotmail.com]

Sent: Wednesday, September 16, 2009 7:12 PM

To: Red Extension

Subject: CTA Redline

As a 30 year southside resident I welcome the proposed extension of the Dan Ryan branch of the Redline. The Union Pacific corridor is the best route. The extension would enhance the neighborhoods it runs through, ease traffic congestion and give better transit options to user of CTA buses, Pace, Metra, and South Shore trains.

"See the world as it really is--not as you wish it should be"

Hotmail: Free, trusted and rich email service. Get it now.

9/30/2009

Cheever, Kim

From: Red Extension [redextension@transitchicago.com]
Sent: Monday, September 28, 2009 9:41 AM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Red Line Extension One-Way Loop Alternate
Attachments: Red Line Ext One Way Loop Proposal Table of Contents.doc; CTA Red Line Extension design criteria.doc; Red Line Loop Description.doc; red line loop map.JPG; CTA Red Line Extension map description.doc; red line statistics 7 stations.xls; Red Line loop Station Locations and features.doc; red line comparisons.xls; red line design criteria compare LPA and loop.xls

From: May, David [dmay@walshgroup.com]
Sent: Sunday, September 27, 2009 7:38 PM
To: Red Extension
Subject: FW: Red Line Extension One-Way Loop Alternate

Mr. Jeffrey Busby,

Attached is the One-Way Loop alternate proposal that I recommended to the CTA at the public hearing on Tuesday night. Let me know if you have any questions.

David May

Disclaimer: I am not a professional transit system designer. I represent no organization, nor my employer. I prepared the proposal for the common good and to pursue my personal interest in the problem.

CTA RED LINE EXTENSION

south from 95th Street

One-Way Loop Alternate Proposal

David May - Sept 27, 2009

TABLE OF CONTENTS

1. Design Criteria
2. Description of Proposed One-Way Loop Alternate
3. Map of One-Way Loop and of CTA's LPA
4. Map Description
5. Statistics of One-Way Loop
6. Stations Locations and Features
7. Red Line Extension Proposals Comparison
8. Red Line Design Criteria Comparison

Extension South of 95th St.

DESIGN CRITERIA

1. Maximize number of stations within walking distance of customers homes to provide many one-seat trips. *Therefore:*
 - a. Locate stations at ~1.0 mi on center
 - b. Locate stations within or adjacent to residential neighborhoods
2. Provide convenient rail transit access to those without, by avoiding overlapping coverage with existing Metra stations. So focus the routing east of I-57, north of 119th St. and west of King Drive.
3. Minimize property acquisition costs, construction costs, grade separation structures and noise in quiet neighborhoods by maximizing the use existing vacant and excess transportation rights-of-way.
4. To control construction costs, run the line at grade (on ground) as much as possible.
5. Serve Chicago State University and Olive Harvey College.

Proposed One-Way Loop Alternate

After considering several options, the CTA narrowed its study of Red Line Extension designs to 3 possibilities: two heavy rail and one BRT. All three were 2-way, north-south lines running south to 127th or 130th Streets. Both of the heavy rail line extensions had only 4 stations. The CTA selected the UPRR heavy rail extension alternative (designated the Locally Preferred Alternative = LPA).

I believe CTA made a mistake in considering only two-way linear extension options and in selecting the UPRR line. The study should have also considered one or more one-way loop extensions of the existing heavy rail system. A one-way loop at the end of an existing two-way mainline offers many advantages over a two-way linear extension. Compared to a two-way line of the same length with the same number of added stations, some one-way loop extension trips take longer; but others are quicker. The one-way loop requires half as much track as the same length two-way line, allows single side stations with no crossover structures, can use narrower (and, in this case, often existing) rights of way, requires narrower and less expensive elevated guideway structures, requires fewer train cars, fewer train operators and consumes less electric power.

Attached is proposal for a 10.0 mile long single track one-way loop Red Line Extension with 7 stations spaced about 1 mile apart. To better serve Washington Heights, Roseland and Pullman neighborhoods that lack rail transit service, the entire loop is located more than ½ mile north of the Metra Electric Line's 4 stations on 121st St. Compared to the CTA's preferred 4 station, two-way, 5.3 mile long extension(LPA), this proposed one-way loop extension is conveniently accessible by walking to 50% more local residents. The one-way loop extension has lower construction costs of elevated structures and bridges, more use of existing public rights-of-way, less track rail to purchase, much less expensive costs per station, and similar traction power distribution costs.

The proposed 10.0 mile one-way loop route will have low right-of-way acquisition costs because:

- > 1.9 miles are located in the median of the Bishop Ford Expressway
- > 2.5 miles are located in the median of I-57
- > 1.1 miles are located on an abandoned railroad right-of-way
- > 2.9 miles are located on unused railroad right-of-way next to existing freight train tracks.

Combined, these comprise 83% of the required rights-of-way.

Over three quarters of the proposed 10.0 mile one-way loop route is at grade to substantially reduce guideway and stations construction costs. Six of the seven stations are at grade. Only three of the seven stations require stairs and elevators. All seven stations are single side platform – reducing the area required, the cost of construction and the need for cross-over structures.

Locations of the Seven Stations

Bishop Ford Xway and Rhodes (Chicago State)

103rd and Woodlawn (Olive Harvey)

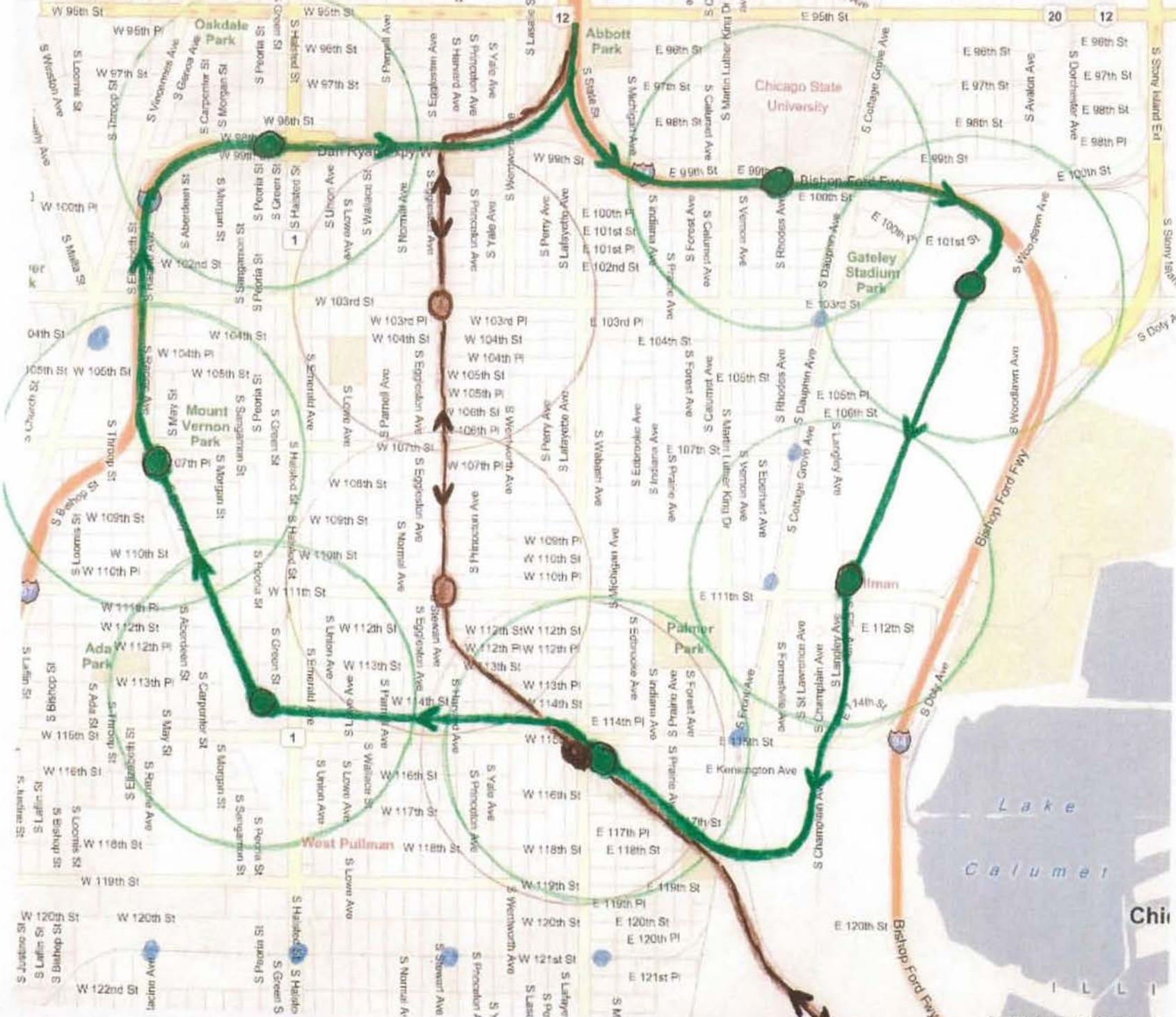
111th and Ellis

Kensington/115th and State

114th and Peoria/Halsted

107th and Racine

I-57 and Halsted



Extension South of 95th St.

MAP DESCRIPTION

1. Proposed One-Way Loop Route is the Green line. Stations are Green ovals. Green circles are ½ mile radius from Green stations.
2. CTA UPRR Locally Preferred Alternate route is the Brown line. (South end and station at 130th Street are not shown.) Stations are Brown ovals. Brown circles are ½ mile radius from Brown stations.
3. Metra Electric line stations are Blue circles.

Red Line Extension
One-way Loop Proposal

Station	Route	Route Distance	Direct Distance	At Grade	Elevated	Elevated Structure	ROW Status	ROW notes	Station Elevated?	Station Components		
Existing 95 th St		miles		miles	miles					stair	elevator	at grade crossing
1 Bishop Ford & Rhodes (south edge Chi St. U.)	Bishop Ford median	1.0	0.9	1.0		NA	existing public					
									no (below street)	yes	yes	no
2 103rd th & Woodlawn (SW edge of Olive-Harvey)	Bishop Ford median	0.9	0.7	0.9		NA	existing public					
	West side of Railroad	0.2	0.1	0.2		NA	existing private (RR)					
3 111 th & Ellis									no	no	no	yes
	Next to Railroad 111th to 118th	1.0	1.0	1.0		NA	existing private (RR)					
4 Kensington (15500) & Michigan	Over Metra Elec & Cottage Grove	0.5	0.5		0.5	beam & column	various public & private					
	Next to UPRR 117th to 115th	0.5	0.5		0.5	embankment	railroad, private & public					
									yes	yes	yes	no
5 114 th & Peoria	Over 115th and UPRR	0.2	0.2		0.2	beam & column	railroad, private & public					
	N. of 115 th Wentworth to Peoria	0.9	0.8		0.9	beam & column	public + private	maybe buy all houses adjacent or north side of alley for new ROW				
6 107 th & Aberdeen									no	no	no	yes
	Former RR ROW (now elec & bike)	1.0	1.0	1.0		NA	open (owner?)					
7 I-57 (9900) & Halsted	to I-57 median	0.1	0.1	0.1		NA	open (owner?) & public					
	down to grade at median	0.1	0.1		0.1	beam & column	existing public	use existing abandoned rr bridge to across I-57 NB lanes to median? (need new ramp down to median level)				
	I-57 Median	1.3	1.0	1.3		NA	existing public					
									no (below street)	yes	yes	no
Existing 95 th St	I-57 Median	0.9	0.9	0.9		NA	existing public					
	bridge expressway lanes	0.2	0.2		0.2	beam & column	existing public	need a bridge or tunnel				
TOTALS =>		10.0	8.2	7.6	2.4							

Red Line Extension 1-way Loop Alternate

Stations

All 7 stations have a single platform. No crossover structures.

Station Locations

Bishop Ford Xway and Rhodes (Chicago State)

103rd and east of Woodlawn (Olive Harvey)

111th and Ellis

Kensington/115th and State

114th and Peoria/Halsted

107th and Racine

I-57 and Halsted

Station Features

stairs & elevator (& ramp?) up to King Drive

at grade (no stairs, no elevators)

at grade (no stairs, no elevators)

elevated (stairs & elevator down to ground)

at grade (no stairs, no elevators)

at grade (no stairs, no elevators)

stairs & elevator (& ramp?) up to Halsted

Red Line Extension Proposals Comparison

Item	CTA Preferred ("LPA")		One-Way Loop Alt	
ROW length (miles)	5.3		10.0	
ROW area (SF)	1,259,280	if 45 ft wide	1,584,000	if 30 ft wide
Track pair length (miles)	10.6		10.0	
Elevated guideway structure (miles)	3.9		2.4	
Elevated guideway structure area (SF)	617,760	if 30 ft wide	253,440	if 20 ft wide
Stations (number)	4		7	
Elevated stations	3		1	
Stations requiring stairs and elevator	3		3	
Area within 1/2 mile of stations (sq miles)	3.1		5.5	
Institutions served	none		Chicago State Univ Olive Harvey JC	

Red Line Extension Design Criteria Comparison

LPA vs "one-way loop"

Criteria	CTA Preferred ("LPA")	One-Way Loop	which is better:
1. Maximize number of stations within walking distance of customers homes to provide many one-seat trips. Therefore:	4 Stations	7 Stations	One-Way Loop
a. Locate stations at ~1.0 mi on center	Yes: 3 of 4	Yes: 7 of 7	One-Way Loop
b. Locate stations within or adjacent to residential neighborhoods	Yes: 3.5 of 4	Yes: 6 of 7	tie
2. Provide convenient rail transit access to those without, by avoiding overlapping coverage with existing Metra stations. So focus the routing east of I-57, north of 119 th St. and west of King Drive.	Yes: 3 of 4	Yes: 5 of 7	tie
3. Minimize property acquisition costs, construction costs, grade separation structures and noise in quiet neighborhoods by maximizing the use existing vacant and excess transportation rights-of-way.	Yes	Yes	tie
4. To control construction costs, run the line at grade (on ground) as much as possible.	25% at grade	76% at grade	One-Way Loop
5. Serve Chicago State University and Olive Harvey College.	No: neither	Yes: both	One-Way Loop

0.245283019

Cheever, Kim

RS#3

From: Red Extension [redextension@transitchicago.com]
Sent: Friday, September 18, 2009 4:32 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: RED LINE EXT.

From: RonnC7@aol.com [RonnC7@aol.com]
Sent: Friday, September 18, 2009 11:08 AM
To: Red Extension
Subject: RED LINE EXT.

I BELIEVE YOU SHOULD SEND THE RED LINE DOWN THE EXPRESSWAY FROM 95TH TO 130TH. YOU WILL NOT HAVE TO DISPLACE ANYONE.

Cheever, Kim

RS#4

From: Red Extension [redextension@transitchicago.com]
Sent: Friday, September 18, 2009 4:31 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Red Line Extension Comment

From: White Oak [quercus_alba@hotmail.com]
Sent: Sunday, September 13, 2009 1:13 PM
To: Red Extension
Subject: Red Line Extension Comment

To whom it may concern:

I really like the idea of extending the Red Line South. It should greatly improve the transit options for the far South Side. However, it seems very strange to have an alignment that crosses over the Metra Electric and South Shore lines but does not provide for convenient transfer between those lines and the Red Line.

A much better option in terms of improving overall connectivity in the transit system would be an alignment that left the UP right-of-way at either 115th St or Kensington Ave, traveling east to the Metra Electric line, crossing over the Metra Electric line and turning south onto the IHB right-of-way. A Red Line station on either Kensington or 115th could provide a relatively easy connection to Metra and the South Shore.

If such an alignment is not feasible, the CTA should work with Metra and/or the South Shore to establish a convenient transfer station somewhere for the Red Line extension.

Thank you,

Mark Ambrose

Cheever, Kim

RS #5

From: Red Extension [redextension@transitchicago.com]
Sent: Friday, September 18, 2009 4:30 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Meeting Announcement: Red Line Extension
Follow Up Flag: Follow up
Flag Status: Completed

From: Jon Evans [jkeiit963827@sbcglobal.net]
Sent: Friday, September 04, 2009 4:44 PM
To: Red Extension
Subject: Re: Meeting Announcement: Red Line Extension

Ladies & Gentlemen:

I thought that if I could sell the idea of a Boston style High Speed Electric Trolley Bus (Articulated) running parallel to the Norfolk and Western railroad tracks that the Red Line Extension could be built and operational much faster, and at a substantially lower cost than a Conventional Fixed Rail system.

I was told that modifying Eggleston Avenue to take high speed buses would've been so cost prohibitive that it would've been better to go conventional anyway. I liked South Halsted Street better, but I've learned that it too, has been passed over.

The Green Line's Kenwood Corridor uses alleys to the east of Prairie Avenue. I was therefore wondering why alleys to the east of South State Street or South Michigan Avenue were not considered.

There has to be a cheaper, faster means of putting the Red Line Extension together and making it operational.

Jon Evans
11936 South Princeton Avenue
Chicago, Illinois 60628-6014
1-773-821-8142 Home
1-773-383-2363 Cell
jkeiit963827@sbcglobal.net
JKEIIT96@hotmail.com

— On **Fri, 9/4/09**, Red Extension <redextension@transitchicago.com> wrote:

From: Red Extension <redextension@transitchicago.com>
Subject: Meeting Announcement: Red Line Extension
To:
Date: Friday, September 4, 2009, 4:31 PM

9/30/2009

Cheever, Kim

RS #6

From: Red Extension [redextension@transitchicago.com]
Sent: Friday, September 18, 2009 4:29 PM
To: Peters, Melissa; Kornblatt, Helene B.
Subject: FW: Red Line Extension
Follow Up Flag: Follow up
Flag Status: Completed

From: Edmund Hawkins [eghawk@sbcglobal.net]
Sent: Tuesday, September 01, 2009 8:07 AM
To: Red Extension
Subject: Red Line Extension

It's about time that the CTA is finally considering seriously an extension to the Red Line from 95th St. As you know, the far south is the **only** area is the Chicagoland area that is not served by rapid transit. The South Side of town for some reason is almost always ignored when it comes to either new service or improvements to service.

This is something that has been talked about for at least the past 25-30 years and I hope that the political hoops and ladders that have to be cleared don't get in the way of making this project happen, at least I would like to see it happen in my lifetime. The problem with the rest of the Red Line is there is no parking facilities to serve riders. I have been in other cities and many of the stations have very adequate parking. I believe that it is the key to growing ridership. I have parked at quite a few of the stations on this system and I have noticed that there is parking available after the morning rush hour. When you double the price of parking from \$2.00 to \$4.00, this would make an impact. People are suffering enough with loss of income and rising prices. Now, it is cheaper to drive to your destinations rather than ride your system which is at best slow.

Cheever, Kim

RS#7

From: Red Extension [redextension@transitchicago.com]
Sent: Wednesday, September 30, 2009 9:13 AM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW:

From: melissa [mellaout@yahoo.com]
Sent: Tuesday, September 29, 2009 11:28 AM
To: Red Extension
Subject:

Good Morning,

I do think that the Red Line expansion is in dire need. There are many people who travel long hours to reach the city for work, etc. I do believe the Red Line expansion along the Union Pacific to be a good route. However, with the expansion will added bus services be included? I ask due to the fact that I live far East and there is no night owl services to 130th. Please take in consideration if this does take place to include night owl services along the far East side/Hegwish area. The expansion would be a positive project for all that take public transportation on the far South side of Chicago.

Thank You,
Melissa Najera

RS #8

(THURSDAY)

SEPT. 17, 2009

DEAR MR. BUSBY,

RE: RED LINE PROPOSED EXTENSION
TO 130TH STREET

I AM INTERESTED IN FURTHER INFORMATION
ABOUT THE CTA RED LINE PROPOSED
EXTENSION.

ANY SUCH IMPROVEMENT IS LONG
OVERDUE AND SHOULD CERTAINLY MEET
WITH APPROVAL FROM SOUTH SUBURBAN
RESIDENTS. SOUTH EASTERN RIDERS ARE
MOST IN NEED OF THIS EXTENSION.

METRA RAILROAD TRAINS ^{MANAGERS} MAY NOT
LIKE THIS IDEA, BUT NOT ALL REGULAR
COMUTERS PURCHASE MONTHLY PASSES.

I WELCOME A WRITTEN REPLY AS I
HAVE NO HOME COMPUTER. (BUT I WOULD
LIKE TO KNOW MORE ABOUT COSTS,
NEED, AND WHAT PROPOSED ALTERNATIVES
ARE DECIDED UPON... SUBWAY CTA COSTS
ARE A MAJOR FACTOR FOR RIDERS: MANY
HAVE LIMITED INCOMES AND BUDGETS. WHILE
METRA IS COMPETITION, RIDERS LIKE AS MANY
CHOICES POSSIBLE. SOME SUBURBS ARE NOT
WELL SERVED BY METRA LOCATIONS, SO
RIDERS ARE FORCED TO THE ONLY OTHER CHOICE.)
THERE MUST BE MANY OTHER FACTORS

(2)

WHICH THE STUDY WILL UNCOVER AND THE PUBLIC NEEDS TO KNOW THEM ALL.

P.S. WHEN A THIRD AIRPORT WAS FELT NEEDED IN THE AREA, HOWLS OF PROTEST ERUPTED. MAYOR DALEY DID "MIDNIGHT-BEHIND-THE-SCENES LAKE-FRONT-INTERFERENCE" TO BLOCK SUCH A PLAN NEAR McCORMICK PLACE. IT NEVER DID ^{GET} ANY VOTE OR EVEN GET TO CHICAGO'S CITY COUNSEL MEMBERSHIP FOR THEIR INPUT. (HOW DID THAT BENEFIT "THE CITY THAT WORKS" ??) SHAME ON SUCH POLITICAL MONKEY SHINES! RIDERS INPUT SHOULD NOT BE IGNORED.
YOUR REPLY IS WELCOME!

Mr. Victor Bahr
3162 W Meadow Lane Dr Apt 1
Merrionette Park, IL 60803-5856



Red Line Extension

Connecting 95th Street Station to 130th Street



RS#9

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

Name: JOE W. BOATNER

Organization: SELL Title: _____

Address: 400 W. 99th CROSS STREETS 99th & FEGGLESTON

City: CHICAGO State: IL Zip: 60628

Phone: 773 233 0904 E-mail: N/A

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

THE IMPACT (REAL NOT POTENTIAL) IS THE NOISE CREATED BY THE TRAINS. MORE PRECISELY (PRECISELY) IT MAY NOT BE THE NOISE OF THE CTA TRAIN BY ITSELF BUT WHEN ADDED TO THE NOISE THE UNION PACIFIC RAILROAD MAKES WITH THE "OVER USE OF THEIR HORNS" WOULD MAKE THE COMBINED NOISE TOO MUCH TO TOLERATE. I UNDERSTAND TRAINS ON TRACKS MAKES NOISE BUT THE UPRR HORNS ARE TOO MUCH

ALSO, AS SOMEONE SAID TONIGHT WHAT ABOUT TERMITES & OTHER RODENTS DISPLACED AND LOOKING FOR SOMEWHERE TO LIVE (MY HOUSE MAYBE!)

Joe W Boatner

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



Red Line Extension

RS #10

Connecting 95th Street Station to 130th Street



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

Name: Aspri Hill

Organization: Resident Title: _____

Address: 9225 S. May

City: Chicago State: IL Zip: 60620

Phone: 773 551 6103 E-mail: Aspri-hill@yahoo.com

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

I think extending the red line
would be an excellent idea

Multiple horizontal lines for additional comments.



Red Line Extension



RS#11

Connecting 95th Street Station to 130th Street

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

Name: TOM McMAHON CAPTAIN - CHICAGO POLICE DEPT.

Organization: PULLMAN CIVIC OLG. Title: MEMBER

Address: 639 E. 111TH ST

City: CHICAGO State: ILL Zip: 60628

Phone: 264-4243 E-mail: MIMAHONE@SBCGLOBAL.NET

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

I AM IN FAVOR OF THE PROPOSAL TAKING THE
RED LINE OVER THE AIR TRACKS ON EGGLESTON OUT
TO ALTBELD GARAGES - ALTBELD HAS HAD A MAJOR
COSTLY RENOVATION. THE PEOPLE HAVE FOR YEARS
FELT LEFT OUT DUE TO THEIR LOCATION. THIS
WOULD ALLOW HIGH SCHOOL STUDENTS ACCESS TO BETTER
EDUCATION AND JOBS FOR RESIDENTS.



Red Line Extension

Connecting 95th Street Station to 130th Street



RS#12

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

Name: Harry Brooks

Organization: _____ Title: _____

Address: 7818 S South Shore Dr

City: Chicago State: IL Zip: 60649

Phone: 773-731-0608 E-mail: harry_brooks@yahoo.com

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

One thing that needs to be done immediately is to relieve congestion at the 95th/Dan Ryan Terminal. The number of buses and routes that use the station have outgrown the terminal.



Red Line Extension

Connecting 95th Street Station to 130th Street



RS#13

Date: September 22, 2009
 September 24, 2009

Scoping Meeting Speaker Card

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

Name: Thomas A. Burke

Organization: Perry Brook Club Title: Club

Address: 9607 So. Perry

City: Chicago State: IL Zip: 60628

RS #13

- ① Will construction of Park + Ride sites remove residents from present locations?
- ② How many properties will be disrupted in constructing entire project?



Red Line Extension

Connecting 95th Street Station to 130th Street



RS#14

Date: September 22, 2009
 September 24, 2009

Scoping Meeting Speaker Card

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

Name: Rev. Glice Harger Jones

Organization: United Church of Christ Association Title: Pastor

Address: POBX 208491

City: Chgo State: IL Zip: 60620

Why Can't Halsted plan extend to the Algal
Projects

RS#14



Red Line Extension

Connecting 95th Street Station to 130th Street

RS#15



Date: September 22, 2009
 September 24, 2009

Scoping Meeting Speaker Card

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

Name: MICHAEL T. BRYANT (DEAF)

Organization: _____ Title: _____

Address: 7931 S. EAST END AVE

City: CHICAGO State: IL Zip: 60617

1 GOAL TO PLAN DREAM

RS#15

RED LINE ~~HOW~~ 130TH-HOWARD

1 VOTE (CHOOSE) UPRR & ART

RS-16

Oct. 2, 09

Hi Jeffrey,

I see you are the Traveler's Friend -
you asked for our input.

I live in N.W. Indiana and have
a difficult time getting to Chicago
since the pace #355 Lansing
to Chicago Loop was eliminated.

From the Lakesville - Munster
border I ~~can~~ ^{could} safely and easily
drive to Hedge and Wentworth -

get on #355 and arrive at the
Loop - No longer! I don't care
to take the South Shore. The

station has minimum SAFE
parking and I must drive
through a question area
where there are now gang
shootings and a few murders.

With your new schedule and
attentions can this 80-year old
former Floppin extend her
comments? Please!

1. Extend one of the electric
rail routes to connect with
a possible Indiana Illinois
border parking lot.

2. Amend route # 355

But on a reduced schedule
to allow working people as
well as shoppers and hospital
patients early in the day and
return late afternoon riders
on a safe and easy to get
to bus.

But eliminate the costly
empty mid-day routes.
I had ridden near empty
buses and I sympathize with
your low revenue. But a
good schedule could be a
better source of revenue to you.

Sincerely,
Lorraine Smalley
219-924-1509



Red Line Extension

Connecting 95th Street Station to 130th Street

RS-17



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

Name: Annette Spight

Organization: DNA Title: DNA

Address: mailing P.O 19592

City: Chicago State: IL Zip: 60619

Phone: optional E-mail: optional

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

First of all, I would like to apologize for sending this in late, but someone else attended the meeting for me, but did not tell me their was a date for submission on it. I recieved the materials late and the information. I decided to send the card anyway and keep a copy of it. According to some of the speakers at the meeting this project has been on the table and introduced in the 1960's. Now they talked about the completion date and the environmental survey impact the dates or years 2013-2016 and governmental funding and being in compliance with. I heard of some of the major and minor concerns for businesses, residential and non residential. As far as an environmental impact study being done this is not a new project, that has

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

No existence. This is a project that has a as you used an extension. Therefore it is already in existence and environmental studies from the previous years should assist instead of creating new ones. As far as the 130th stop you have already environmental issues ~~the~~ such as waste and industrial companies in that area. Those people who had concerns about their businesses that have financial statements prepared each year and according to the economy, if the construction is going to affect them ask to be compensated for their losses. The residents should go to their local real estate agencies to find out or to other areas to find out if their property has depreciated or appreciated. What I was looking for is some ~~temp~~ solutions that could be offered while the concerns exist. The timeframe that they are talked about is unreasonable for something that already exist. Also certain people talked about the beneficial factors and assisting young people of getting around better and for those who do not have cars. Another comment was made about the disparity in certain communities that are minorities and the way they have been overlooked. I thank you for your time and effort in reading this comment letter. Last but not least one gentleman said he lived by the train and the noise is not so bad and it would free up the congestion at 95th Dan Ryan.

Thank You Annette Spight

Cheever, Kim

RS-18

From: Peters, Melissa [PetersMe@cdm.com]
Sent: Tuesday, October 06, 2009 8:23 AM
To: Cheever, Kim
Subject: FW: Red Line Extension 117thStreet/Michigan Ave Station

From: Red Extension [mailto:redextension@transitchicago.com]
Sent: Monday, October 05, 2009 4:44 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Red Line Extension 117thStreet/Michigan Ave Station

From: Rico Thomas [ricot60409@yahoo.com]
Sent: Saturday, October 03, 2009 2:06 AM
To: Red Extension
Subject: Red Line Extension 117thStreet/Michigan Ave Station

The design of the 115th Street/ Michigan Ave Station is of special interest because it is at a location that can significantly develop. Development should not be hindered at this location by a bus turnaround. Furthermore, this may not be a good place for a park and ride either. This space should be used for commercial retail and/or a community focused service.

10/8/2009



Red Line Extension

Connecting 95th Street Station to 130th Street

RS-19



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

Name: Ronn L. Johnson

Organization: Citizen Title: _____

Address: 9539 S. Dobson

City: Chicago State: IL Zip: 60628-1628

Phone: _____ E-mail: ronk7914@yahoo.com

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

USE Both I-94 and I-57
for the Red-line extension.

Or Green line up Stoney Island
to I-94 and South to 159 or more

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

Cheever, Kim

From: Red Extension [redextension@transitchicago.com]
Sent: Monday, October 12, 2009 4:35 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Illinois State Police concerns

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

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

FIRST RESPONDERS

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

SECURITY

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

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

Respectfully,

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

Cheever, Kim

From: Red Extension [redextension@transitchicago.com]
Sent: Monday, October 12, 2009 4:34 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Additional Question about Red line extension

From: Alicia DeVoll [alicia.devoll@loop.colum.edu]
Sent: Monday, October 05, 2009 8:06 PM
To: Katelyn Thrall
Cc: Red Extension
Subject: Additional Question about Red line extension

Hello,

I attended the last community scoping meeting and i was wondering if there are any further updates with the Red line extension. Also has this extension been effected by the loss of the Olympic games?

--

Alicia DeVoll

Journalism Major
Columbia College Chicago
360-941-4759

Cheever, Kim

RS-22

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

From: Aristotle Haywood [fitnessphase@yahoo.com]
Sent: Monday, October 19, 2009 6:45 PM
To: Red Extension
Subject: Dan Ryan Extension

As a resident of the South Side of Chicago for over 30 years the proposed extension of the Red Line is long overdue.

It will alleviate congestion, make travel faster for bus users and give better transit alternatives to people who live on the far South Side of

Chicago and Northwest Indiana. The Union Pacific route makes the most sense.

Aristotle Haywood.

10/26/2009

RS-23

Cheever, Kim

From: Red Extension [redextension@transitchicago.com]
Sent: Friday, September 18, 2009 4:30 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Red line extension

From: emailafrika@yahoo.com [emailafrika@yahoo.com]
Sent: Tuesday, September 08, 2009 10:50 AM
To: Red Extension
Subject: Red line extension

The extension of the red line is a great idea and I support the effort.
Sent from my BlackBerry® wireless device from U.S. Cellular

10/26/2009

1 CHICAGO TRANSIT AUTHORITY
2 PUBLIC HEARING
3 "RED LINE EXTENSION
4 CONNECTING 95TH STREET STATION TO 130TH STREET"
5 September 22, 2009
6
7 STENOGRAPHIC REPORT OF PROCEEDINGS
8 had in the above-entitled matter held at the
9 Historic Pullman Visitor Center, 11141 South
10 Cottage Grove Avenue, Chicago, Illinois, commencing
11 at 6:44 o'clock p.m.

12
13 PRESENTERS:
14 MR. DARUD AKBAR, Government & Community
15 Relations Officer, Chicago Transit
16 Authority
17 MR. JEFFREY BUSBY, General Manager,
18 Strategic Planning, Chicago Transit
19 Authority
20 MS. SARAH LAYTON WALLACE, Moderator

21
22
23 Reported by: Anna M. Morales, CSR, RMR
24 License No.: 084-002854

□

1 (whereupon, the following
2 proceedings commenced at

3

4 MR. AKBAR: Good evening, everyone. If we
5 could have folks begin to take their seats, we
6 would like to go ahead and get the presentation
7 started.

8 Good evening. Once again, my name is
9 Darud Akbar. I'm the Government & Community
10 Relations Officer with the Chicago Transit
11 Authority. I would like to welcome everyone to the
12 CTA's public scoping meeting for the Red Line
13 Extension Project. Before we begin the
14 presentation, I would like to acknowledge
15 Lorie Lipson. She is representing
16 Alderman Austin's office. If you could just raise
17 your hand, Lorie. Thank you.

18 I'm going to turn things over to Sarah.
19 Sarah is going to give us a talk about the meeting
20 agenda tonight, and then we're going to go ahead
21 and begin the presentation shortly.

22 MS. WALLACE: Thank you. Before we get
23 started, I just want to check, is there anyone that
24 will be in need of Spanish translation this

□

3

1 evening? We do have that service available.

2 Tonight, as you see our agenda, we are
3 just completed with the open house portion of the
4 agenda, and now we're going to move into the
5 presentation that's going to be about a ten-minute
6 presentation, and Jeff Busby from CTA is going to

Red Line Transcript 09-22-09 Pullman.txt
7 make that presentation to you, after which we'll
8 move to our public comment period. And just before
9 the public comment period, I'm going to go through
10 some guidelines with you so that you have an
11 understanding of how that process works and your
12 time limitations and so forth that you have.

13 At the conclusion of the public comment
14 period -- and I will just say that if it's not
15 8 o'clock yet and we've gotten all the comments
16 initially, we are going to remain here to take
17 public comment until 8 o'clock as we gave you
18 notice, and then we'll just go over some next steps
19 before we adjourn the meeting.

20 So with that, let's turn it over to Jeff
21 for a presentation.

22 MR. BUSBY: Hi. Thanks, Sarah. Thanks all for
23 coming out.

24 I'm Jeff Busby. I work in the Planning

□

4

1 Department at CTA. I see quite a few familiar
2 faces from our previous work.

3 Just a little bit of background on the Red
4 Line Extension Project. The idea to extend the Red
5 Line has really been around since the 1970s; but
6 we, at CTA, got very busy with the first and
7 foremost stage of a federal process to begin to
8 apply for money back in 2006 when we started an
9 Alternatives Analysis study.

10 The purpose of that study was to look at a

Red Line Transcript 09-22-09 Pullman.txt
11 whole range of transportation options to improve
12 the service in the study area to the far south side
13 and the south suburbs. we looked at different
14 transit technologies or modes, different corridors,
15 different profiles where the transit would be in
16 relationship to the street level.

17 we had three rounds of public outreach.
18 Very strong attendance at all of those. we had
19 some really nice media coverage.

20 Recently, in August, we concluded that
21 study when the Board of the CTA adopted the Union
22 Pacific Railroad Alternative as the Locally
23 Preferred Alternative. That will be one of the
24 alternatives we'll look at in the environmental

□

5

1 studies. I will talk a little bit about that in
2 more detail. But this environmental study which
3 we're starting right now really is a culmination --
4 it starts from the work we did in the Alternatives
5 Analysis and advances that into significantly more
6 detail.

7 why are we doing this? well, we would
8 like to use federal funds, at least a portion of
9 the federal funds, to help pay for an extension to
10 the Red Line. To spend large amounts of federal
11 money on really anything, you need to comply with
12 the National Environmental Policy Act which
13 requires that you identify potential impacts both
14 positive and negative to the environment from the

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15 construction and operation of a rapid transit
16 facility. So we're starting that process tonight.
17 The purpose of preparing this document is
18 both to inform members of the public about the
19 likely impacts, but to also help decision-makers
20 who will pay for and be responsible for operating
21 the line about the impacts and how we might
22 mitigate those impacts that are adverse to the
23 community.
24 Here's a schedule for you, just to give

□

6

1 you a sense of where the project is and where we
2 would like to go. This is a target. It's not
3 something that unfortunately I can guarantee for
4 you. But we're going to start this evening
5 receiving your comments on what you would like us
6 to study in the environmental review. We're going
7 to study that over the next year and share a draft
8 of the Environmental Impact Study at the end of
9 2010 or perhaps early 2011.

10 At that stage, we need to ask the federal
11 government for additional money and for permission
12 to begin final design. That's the preparation of
13 really the construction drawings. We hope for that
14 period to last between 2011 and 2013. At that
15 point, we need to have identified all the funds for
16 the start of construction. If those funds were
17 available and, again, if we got federal permission,
18 we would like to start construction in 2013 to open

Red Line Transcript 09-22-09 Pullman.txt
19 in 2016.

20 I think this is a realistic schedule. It
21 is ambitious. Certainly your support is helpful in
22 making that realized. I mentioned that we'll be
23 studying the Locally Preferred Alternative which
24 came out of the Alternative Analysis Study; but

□

7

1 there are also three alternatives that will be
2 studied as part of the Environmental Impact Study.

3 The first is a No-Build Alternative. That
4 becomes a point of comparison, so what would be the
5 environmental impacts of not doing anything.

6 The second is a Transportation System
7 Management Alternative. It's a long word, but what
8 it really means is a lower cost alternative to
9 building the Red Line; and, in this case, it would
10 be express buses and some improvements at
11 95th Street so that those express buses could have
12 a place to drop people off.

13 The Locally Preferred Alternative, there
14 are maps in the back and we'll be talking about
15 that in more detail. That's an extension of the
16 Red Line from 95th Street following the Union
17 Pacific Railway with stations at 103rd, 111th,
18 115th and Michigan, and a final station at 130th.
19 It's an elevated extension, so it's above the
20 street level but adjacent to those Union Pacific
21 freight tracks.

22 And, finally, another alternative in the

Red Line Transcript 09-22-09 Pullman.txt
23 Alternatives Analysis that performed very well that
24 we thought we would include in the environmental

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8

1 study as a point of comparison was an elevated
2 extension along Halsted Street. It would be
3 elevated above the median of that street. Similar,
4 four stations at 103rd, 111th, 119th, and 127th and
5 Vermont.

6 This is a map of the Locally Preferred
7 Alternative. As I mentioned, it leaves
8 95th Street, travels in the median of I-57, and
9 then is an elevated line above the street level
10 traveling next to the Union Pacific Railroad. It
11 ends at 130th and the Bishop Ford, very close to
12 Altgeld Gardens.

13 And, similarly, the Halsted alternative
14 which leaves 95th Street, again using the median of
15 I-57, travels south elevated above Halsted, ending
16 at 127th.

17 So we're very interested in your comments
18 tonight. Sarah is going to help us with rules on
19 how that's all going to work and I will turn it
20 over to her.

21 MS. WALLACE: Okay. Thank you very much. So
22 it's time for the public comment process, and I
23 want to go over some of the guidelines.

24 First of all, so that you know, we would

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9

1 like you to focus your comments on the work that we
2 have ahead, which is the purpose and need for the
3 project; the proposed alternatives; the proposed
4 environmental issues to be examined; and the
5 potential environmental effects and mitigation
6 measures to be considered. So those should be the
7 focus of your comments tonight.

8 The guidelines. If you would like to
9 speak and if you haven't done so already, you will
10 need to fill out one of these speaker cards.
11 Christy will be happy to collect those and bring
12 them to me. I will plan to call speakers up in the
13 order that I have received them. And I will call a
14 couple at a time so that you can go ahead and get
15 lined up and know where you're coming.

16 When you come to the microphone, I'd ask
17 you first to restate your name so we get that for
18 the record. We have a court reporter here who's
19 going to be documenting your comments. And we
20 would ask you to direct your comments to CTA here
21 at the front table.

22 You're going to have three minutes to
23 comment. And the good news is you're not going to
24 have to keep track of the three minutes. We got a

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1 stoplight here so everyone can see that. When you
2 begin your comments, the stoplight will be green.
3 when you have got about 30 seconds left, the

4 stoplight will turn yellow; and then it will begin
5 flashing when you have 15 seconds. So you should
6 be able to gauge your comments and know when you
7 need to be wrapping up. Once that turns red, that
8 means your comment time is up.

9 We would ask everybody to stick with that
10 comment period. The only exception to that is
11 anyone who needs translation, we're going to allow
12 six minutes because of the time that it takes to go
13 back and forth with the translator. So be aware of
14 that.

15 Tonight, we're really here to hear what
16 you have to say. This is your chance for input on
17 the process. CTA is here to listen to you. And so
18 they won't be responding to your comments in any
19 way at this time, but your comments are going to be
20 documented in a scoping report.

21 So that's the process. Hope that's clear
22 to one and all, and we're ready to get started.

23 Okay. We have -- the first couple are
24 Helen Rockingham, Derrick Brownlee, and Reverend

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11

1 Isaac Hayes. You want to get situated at the
2 microphone. And, Helen, please go ahead and
3 restate your name first.

4 MS. ROCKINGHAM: My name is Helen Rockingham.
5 I would like to say good afternoon to everyone. I
6 would also like to give my appreciation to CTA --
7 express my appreciation to CTA for this effort.

8 It's been long past due, and there are a lot of
9 residents who are going to appreciate having this
10 kind of facility available to them.

11 Myself, I'm a rider on CTA's Red Line
12 train and buses at some point in time to work
13 everyday. And what I find at 95th Street is that
14 the parking is nonexistent and we're always getting
15 traffic tickets there. So these lines and the
16 proposed parking spaces that would be available at
17 the different terminals would be a plus for this
18 project to us, to the community, and we appreciate
19 that, if the project becomes finalized.

20 Another thing is I'm a property owner and
21 that Pacific line comes right past my home. As a
22 matter of fact, I'm the second house from that
23 line, south of that line on Princeton. And the
24 environmental impact, I know for the benefit of the

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12

1 community, if we have to be relocated, that would
2 not be an issue to some homeowners, but CTA's
3 obligation to us, when will we find that out or if
4 it would be found out in the 2013 year, and how
5 would those -- how would those homeowners be
6 contacted and at what point, would be my question.

7 Okay, I'm still on green. Great. Yes, it
8 appears that the preferred route would be the
9 Pacific line. I have been bouncing this,
10 brainstorming with a lot of neighbors, and we see
11 Halsted would be the least route for the advantages

12 for the businesses and traffic going to the
13 expressway. We just know we will see the benefits
14 of it in our neighborhood, and that's the end of my
15 comments. Thank you.

16 MS. WALLACE: Derrick Brownlee. Derrick
17 Brownlee? Okay. Reverend Isaac Hayes.

18 REV. HAYES: Reverend Isaac Hayes, candidate
19 for U.S. Congress in the Illinois 2nd Congressional
20 District, and I just want to commend the CTA for
21 taking this step. Certainly I know many residents
22 and citizens on the south side have long wanted
23 this, and people are happy they will have an easier
24 commute to work or to school or wherever they may

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13

1 go. And so I don't need the full three minutes. I
2 just wanted to commend the CTA, and the residents
3 on the south side are very happy for this step.
4 Thank you.

5 MS. WALLACE: Robert Franklin and then
6 Charlie Yale.

7 MR. FRANKLIN: All right. My name is
8 Robbie Franklin. I would like to know if you're
9 going to run the E1 starting at 99th and Eggeston,
10 are you going to be on that platform on the tracks
11 to the Pacific or are you going from the west side
12 or the east side? And are you going to damage the
13 little park that's in there between 99th and 103rd?

14 MS. WALLACE: Do you have other comments?

15 MR. FRANKLIN: No. That's it.

16 MS. WALLACE: Charlie Yale and then
17 Eugene Taylor. Please restate your name.

18 MR. YALE: I'm Charlie Yale from Citizens
19 Taking Action. I work with the unions and I got a
20 high seniority.

21 It's a wonderful thing that CTA is doing
22 right now with that extension. If the economy
23 picks up and the recession gets better in the near
24 future, where are you going to extend the Red Line?

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14

1 How far out may I ask? How far out? The Red Line,
2 how far out will it go out? How far in distance,
3 north or south? May I ask, please?

4 MS. WALLACE: Right now we're in the public
5 comment portion, so we're just listening to you,
6 but that's the kind of discussion you can have as
7 you are looking at the board.

8 MR. YALE: Fine. If this works out for the
9 public and everybody else, it would be a wonderful
10 thing. Let the economy pick up with the recession.
11 Right now, it's pretty bad right now. If this
12 could be done, it would be a wonderful, wonderful
13 thing for everybody and everybody. I want to see
14 what happens. Analyze this.

15 There's construction going on I heard.
16 This I heard. But this could be done by everybody
17 and be one good thing for the future. I want to
18 see what happens.

19 MS. WALLACE: Eugene Taylor and Michael Bryant.

20 Eugene Taylor?

21 MR. TAYLOR: Yes.

22 MS. WALLACE: Please restate your name.

23 MR. TAYLOR: My name is Eugene Taylor, and I'm

24 here to represent Developing Communities Project.

□

15

1 We are a faith-based community organizing agency
2 that has served the Chicago community areas of
3 Greater Roseland since 1986.

4 In 2003, DCP began organizing a
5 transportation campaign advocating for the
6 expansion of rapid transit on Chicago's far south
7 side. DCP through its CTA Red Line Oversight
8 Committee, or RLOC, comprised of community
9 residents, churches, community leaders, and local
10 grass root organizations initiated a referendum
11 drive in 2004 that resulted in 38,000 votes
12 supporting the extension of the CTA Red Line along
13 the Union Pacific Railroad Corridor.

14 We have come to recognize the critical
15 importance of mass transit to Chicago and its
16 residents. From the increased exposure to air and
17 noise pollution throughout the region to the
18 increased travel time imposed upon both workers and
19 students, addressing our mass transit service needs
20 was and is paramount to our community's future and
21 its quality of life. This community has paid a
22 high price for this urban transit dilemma.

23 But today is a good day. This day is long

24 awaited by many and fully expected by some,

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16

1 expected because the public's desire for economic
2 justice and equity in capital spending
3 decision-making was reasonable. Yet, its
4 anticipation for nearly 40 years has become an
5 urban legend.

6 So, today, we thank the Federal
7 Transportation Administration for requiring this
8 public hearing, and we thank the CTA, the Chicago
9 Transit Authority, for selecting the Union Pacific
10 Rail route as the locally preferred route.

11 we here today want to register our initial
12 public comments as part of the scoping process. On
13 September 18th, 16 members of DCP's Red Line
14 Oversight Committee toured the Union Pacific
15 Railroad route to examine the physical and
16 environmental conditions along the corridor.

17 MS. WALLACE: 30 seconds.

18 MR. TAYLOR: The RLOC participants documented
19 parkways, homes, small businesses, and tracks and
20 so forth.

21 Much like the Federal Transportation
22 Agency, the DCP Red Line Oversight Committee will
23 be listening to the CTA's environmental impact
24 consultant's statement. Our committee will

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17

1 continue our review of the locally preferred route,
2 the environmental and engineering requirements.
3 we'll conduct and assemble additional public
4 comments.

5 MS. WALLACE: Thank you.

6 MR. TAYLOR: And thank you.

7 MS. WALLACE: We look forward to written
8 comments for those of you who have more than you
9 can say during your three minutes. Michael Bryant.

10 MR. BRYANT: (Through an interpreter). Hi. My
11 name is Michael Bryant, and I have been dreaming of
12 this for like a long time. It's amazing how this
13 idea is very similar to what I dreamed about. And,
14 of course, I prefer the UPR route. You know, I
15 prefer that very much because at 95th Street,
16 there's really a lot of traffic there. Like I went
17 there and I went to the other meeting and I tried
18 to explain, but I just want to know what they're
19 going to do for the future. I mean, we discussed
20 like what the plans might be.

21 I think it's great if the 95th Street line
22 could be set up, you know, on 130th Street, and if
23 they could add that, that would be perfect. But I
24 know the choice -- the decision hasn't been made.

□

18

1 It's a future decision, but I know it's going to be
2 a speedy process -- I know it's not going to be a
3 speedy process. And there's a lot of things that

Red Line Transcript 09-22-09 Pullman.txt
4 are going to have to change, but I think the
5 environment will change rapidly with the changes
6 that are going to be made by the CTA. Thank you.

7 MS. WALLACE: Okay. Ernest Williams and then
8 Lou Turner. Ernest Williams?

9 MR. WILLIAMS: Coming. Good evening. My name
10 is Ernest Williams, and I'm here on behalf of the
11 Golden Gate Community Association.

12 The one question that I had was when the
13 Orange Line was extended southwest to Midway, I'm
14 sure that these same studies were done. I think it
15 would be -- it would benefit us to talk to some of
16 the leaders that helped implement that plan and
17 live through the process to see what the line
18 impacted and what the community concerns were at
19 that time to give us something to compare to if you
20 had those feasibility studies that you probably
21 started back when that happened so that we can put
22 it possibly together. Just a thought.

23 MS. WALLACE: Okay. Lou Turner and then
24 David May. And please restate your name.

□

19

1 MR. TURNER: Hi. My name is Lou Turner. I'm
2 with the Developing Communities Project. You have
3 already heard from the president of our Red Line
4 Oversight Committee.

5 I think a number of people here already
6 know that the Developing Communities Project has
7 been mobilizing the community and interest and

Red Line Transcript 09-22-09 Pullman.txt
8 opinions in the community around this project since
9 2003. And we put together a historic referendum in
10 2004 in which 39,000 voters in the 9th and the
11 34th ward voted for this very project. And that's
12 one of the things that the CTA has included as part
13 of the reasons for their selection for the Locally
14 Preferred Alternative.

15 I have a few things and I will submit it
16 also in a written form, but in the instructions,
17 particularly in the introduction to the folder that
18 you have here, it says that -- the EIS scoping info
19 says that the CTA and the FTA will be preparing the
20 EIS. How will the FTA participate in the
21 preparation of the EIS?

22 Secondly, what weight will public comment
23 have in the decision-making process of the EIS and
24 the preliminary engineering?

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20

1 Thirdly, what governmental agencies will
2 also participate? Because it says public comment
3 and governmental agencies or agencies will
4 participate in the scoping process. Will their
5 comment and analysis be made public? If so, where?
6 I assume the EPA and people like that. What weight
7 will their input, that is, the governmental
8 agencies, carry? And if there's a conflict between
9 the input of the public agencies -- excuse me, the
10 governmental agencies and the public comment, how
11 will these conflicts be resolved?

12 You mentioned the proposal for topics of
13 evaluation. One, it seems to me, especially for
14 environmental impact that becomes important, is to
15 identify brown fields along the route. I assume
16 that there is some kind of map somewhere or there's
17 some process at hand in terms of identifying --
18 30 seconds -- identifying brown fields.

19 Secondly, if these brown fields are
20 identified, I want to know what the process is for
21 minority procurement opportunities for mitigating
22 those brown fields.

23 And, lastly, what are the scoping -- what
24 is the scoping analysis going to do in terms of

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21

1 identifying transit-oriented development
2 opportunities along the route?

3 MS. WALLACE: Thank you.

4 MR. TURNER: Thank you.

5 MS. WALLACE: David May and Harry Brooks.

6 MR. MAY: I'm David May. I'm here speaking as
7 an individual. I think it's a very valuable
8 project for underserved communities here on the
9 south side, and I think these extension projects
10 are great in terms of leveraging the existing
11 facilities.

12 The cost estimates I have seen for the LPA
13 seem very high compared to similar projects that
14 have been built in other countries. CTA has a bad
15 record in terms of managing large construction

Red Line Transcript 09-22-09 Pullman.txt
16 projects, and I recommend that you look at the Army
17 Corps of Engineers' Early Contractor Involvement
18 Process; P3 processes being used in Alberta and
19 Ontario; FDOT's recent I-95 procurement; and how
20 BART is doing the Oakland Airport Connector.

21 In looking at this extension, I thought
22 the design criteria that should have been used
23 would be to maximize the number of customers living
24 within a half mile of a station. So you need more

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22

1 stations and you need the routes running through
2 residential neighborhoods; avoiding overlapping
3 coverage with METRA; using existing rights-of-way;
4 running on ground as much as possible; and serving
5 Chicago State and Olive-Harvey.

6 I think a preferable way to design this
7 thing which I think you should consider as one of
8 your alternatives is a one-way loop, a 9 and a half
9 mile long loop, one-way loop, instead of your
10 5 mile two-way design could give you seven
11 stations, for example, at Ford and Rhodes, 103rd
12 and Dauphin, 111th and Langley, 115th and State,
13 114th and Halsted, 107th and Racine, and I-57 and
14 Halsted which would serve many more people within
15 walking distance in your design.

16 It would give you 2 miles on ground in the
17 Bishop Ford right-of-way. It would give you
18 2 miles on ground on the I-57 right-of-way; 1 mile
19 on ground on the abandoned railroad right-of-way;

Red Line Transcript 09-22-09 Pullman.txt
20 and 3 miles on ground in the excess railroad
21 right-of-way, all which are great improvements
22 compared to your mostly elevated, very expensive
23 guideway design. Thank you.
24 MS. WALLACE: All right. Harry Brooks and

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23

1 William James. Harry? William, you will be after.
2 MR. BROOKS: Good evening. One of the things
3 that needs to be done immediately is something to
4 relieve the bus turn-around at 95th and the
5 Dan Ryan, because the number of buses that go in
6 and out of there, they have outgrown that terminal.
7 When I was coming here this evening, I
8 happened to get there in just one of those rare
9 moments. I'm sure it was like a perfect storm.
10 All the bus lines, CTA and PACE, plus a Greyhound
11 all were in the station at the same time. And that
12 was interesting to watch, but it caused quite a
13 traffic jam.
14 So I would hope, of course, when this
15 extension is put in that some of those lines that
16 go up to 95th Street now would go to the new
17 stations or that something be done somehow, even
18 though it's kind of landlocked, to expand the
19 terminal because you get all -- you get everybody
20 in there at the same time and it just doesn't work.
21 The 111 bus that I took to get over here
22 stops behind the Number 106 bus, for example. And
23 the Chicago Police Department decided to park a

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24

1 recovery time. So I wasn't late or anything, but
2 we had to sit there until it was time for the 106
3 to leave, and there were a couple of other buses
4 that were trying to get out.

5 Now that particular problem could be dealt
6 with if CTA told the police that they would have to
7 park large vehicles elsewhere. But something still
8 needs to be done now and in the future for that
9 95th terminal because, as I said before, and I'm
10 repeating, I know, if everybody is in there at the
11 same time, it's not working. Fun to watch, but I'm
12 sure it's not fun for the drivers.

13 MS. WALLACE: Okay. William James.

14 MR. JAMES: Okay. My name is William James.
15 I've lived in Roseland all my life.

16 MS. WALLACE: Could you please speak into the
17 microphone?

18 MR. JAMES: Yeah. I came here as a teenager.
19 I'm very familiar with Roseland, all parts of it.
20 I have lived all over the community.

21 I have also lived near train tracks.
22 Where I'm at presently, I'm near that Union
23 Pacific. My concern is noise, vibration, property
24 damage. What happens is these trains roll past.

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1 Right now, there's a group in our community trying
2 to stop the whistle blowing of the train there.
3 Okay. They're not very successful. They have been
4 campaigning for years. It's not stopping. The
5 train is still blowing the whistle. The noise goes
6 on. I lived there 20 years. I'm now oblivious to
7 it. Other people are not.

8 with a CTA train running down your
9 mysteriously preferred location -- I don't know who
10 prefers this -- I'm going to have constant noise.
11 I'm telling you now, I don't want you. Go away.
12 Go down Halsted.

13 I have another issue there. With these
14 train tracks and these stations, I'm going to get
15 dirt. I'm going to get crowds there that I don't
16 want in my backyard. I live very close to 103rd.
17 I don't want you in my backyard. I don't want you
18 crawling through my yard going to the train
19 station. It's an issue for me. Okay?

20 Another thing that disturbs me is that
21 through these vibrations, they damage the
22 foundations to your homes. Many people who live
23 close to this train have cracked foundations. CTA
24 is going to come, they're going to build their

□

1 little train, you're going to go ahead about your
2 business, I'm going to be stuck with damage, more
3 home damage. Okay? I don't want it. These are
4 just issues that concern me.

5 You're only going to build on one side of
6 the track. Many people are thinking that they're
7 going to get money through eminent domain. You're
8 going to come in and pay them and they're going to
9 move off happy. But there's two sides of that
10 track. When you build that train, elevate it, it's
11 going to be running through some of your bedrooms.
12 That train is up over your head. Only one side is
13 going to get paid. The other people are going to
14 get stuck. And I think we need to keep this in
15 mind. This is not about money. This is about
16 where we live and about our comfort. Thank you.

17 MS. WALLACE: Are there other folks who would
18 like to comment this evening? Okay. We're going
19 to be available until 8 o'clock to take comment if
20 additional people come in or you decide you want to
21 comment.

22 For those of you who don't, let me go over
23 a couple of things. If you want to leave, you can
24 leave. If you want to spend some more time at the

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27

1 board, you are welcome to do that.

2 So, again, tonight the verbal comments
3 were reported by our court reporter. There's other
4 ways that you can submit your comments. So you can
5 write comments and place it in the box over here.
6 You're welcome also to mail your comments to the
7 contact and contact information listed here. You
8 can e-mail or you can fax your comments.

9 we also encourage you to keep updated on
10 what's going on with the project, and a couple ways
11 to do that, one is to regularly go to the web site
12 that you see here on the screen or you can join the
13 e-mail mailing list by writing to Darud.

14 So thank you so much for your input this
15 evening. We appreciate it. And, again, we'll be
16 available for comment until 8.

17 (Whereupon, there were no
18 further speakers.)

19 (Public Hearing adjourned at
20 8 o'clock p.m.)

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1 STATE OF ILLINOIS)

2) SS:

3 COUNTY OF C O O K)

4

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

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Certified Shorthand Reporter

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1 CHICAGO TRANSIT AUTHORITY
2 PUBLIC HEARING
3 "RED LINE EXTENSION
4 CONNECTING 95TH STREET STATION TO 130TH STREET"
5 September 24, 2009
6
7 STENOGRAPHIC REPORT OF PROCEEDINGS
8 had in the above-entitled matter held at the
9 Woodson Regional Chicago Public Library, 9525 South
10 Halsted Street, Chicago, Illinois, commencing at
11 6:48 o'clock p.m.

12
13 PRESENTERS:
14 MR. DARUD AKBAR, Government & Community
15 Relations Officer, Chicago Transit
16 Authority
17 MR. JEFFREY BUSBY, General Manager,
18 Strategic Planning, Chicago Transit
19 Authority
20 MS. SARAH LAYTON WALLACE, Moderator

21
22
23 Reported by: Anna M. Morales, CSR, RMR
24 License No.: 084-002854

□

1 (Whereupon, the following
2 proceedings commenced at
3 6:48 o'clock p.m.)
Page 1

4 MR. AKBAR: Good evening, everyone. My name is
5 Darud Akbar. I'm with the Government & Community
6 Relations Department at the Chicago Transit
7 Authority. I want to welcome and thank everyone
8 for coming to the Red Line -- this is actually our
9 second public scoping meeting. So I want to thank
10 you for coming out this evening.

11 I'm going to turn things over to Sarah.
12 Sarah is going to talk to us about tonight's
13 agenda, and then we're going to go into a brief
14 presentation and come back to Sarah to explain what
15 our rules and regulations are for this evening. So
16 thank you once again.

17 MS. WALLACE: Great. Good evening. Before we
18 get started, I want to check, is there anybody in
19 need of Spanish translation? Okay. So we have
20 that service if anyone is in need of that.

21 As you see from our agenda this evening,
22 we've just completed the open house portion of the
23 meeting. In just a moment, I'm going to turn it
24 over to Jeff Busby, and Jeff is going to give a

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1 brief presentation on the project, and then we're
2 going to go into the formal public comment period
3 of the meeting. And right before we do that, I
4 will walk through some guidelines. We are going to
5 be limiting comments to three minutes. So be
6 thinking about that now as you are composing your
7 thoughts, those of you that are speakers. I will

8 go over some other things to get us on track.

9 After the public comment period, then we'll go over
10 some next steps and adjourn the meeting.

11 And I do want to note that if we conclude
12 before 8 o'clock, you will be, you know, free to
13 leave if you want at that time, but we are going to
14 stay here and available for anyone who arrives and
15 still wants to comment. So we'll remain here until
16 8 o'clock for sure.

17 So with that, Jeff will provide a
18 presentation.

19 MR. BUSBY: Hi. Thanks for coming out again.
20 I'm Jeff Busby. I work in the Planning Department
21 at CTA.

22 I wanted to give you a background on where
23 we are on the Red Line Extension. Really, the idea
24 for bringing the Red Line further south has been

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1 around for a very long time. In the 1960s, when
2 they were building the freeways, they left space
3 for a Red Line Extension; and, recently -- and this
4 is not a new problem -- but recently the CTA has
5 started a study called an Alternatives Analysis,
6 and that study is intended to look at a whole range
7 of transit options to try to improve some of the
8 transportation problems south of 95th Street.

9 Many of you are aware, if you take CTA,
10 that the 95th Street station is very crowded.
11 There's lots of buses going there and there's lots

12 of delays associated with getting there. So people
13 have very long trips sometimes to get to the
14 existing station.

15 So what we could accomplish with an
16 extension of the Red Line is shorter and faster
17 trips for people to get to CTA services as well as
18 solving some of those congestion problems at the
19 95th street station.

20 As I mentioned, we started this study in
21 2006. We looked at a whole range of options and
22 identified a couple of options which we're going to
23 talk about tonight which we're advancing into this
24 next step. Part of the Alternatives Analysis

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1 included public involvement. So we've been to
2 Woodson Regional a couple times and actually had a
3 series of other meetings -- three rounds of
4 meetings with six total meetings prior to this
5 leading up to tonight's recommendation.

6 The local -- I'm sorry. The Alternatives
7 Analysis ended in August when the Chicago Transit
8 Board adopted what's called a Locally Preferred
9 Alternative. It's the one option that, resulting
10 from the study, looks to be best at solving the
11 problems we've identified, and that is an extension
12 of the Red Line, following or running next to the
13 Union Pacific Railroad at about 400 west. I will
14 show you a map in a moment.

15 So tonight's meeting starts the

16 Environmental Impact Statement which very much
17 relies on the previous work we completed in the
18 Alternatives Analysis.

19 So what's an Environmental Impact
20 Statement? The CTA is hoping to use -- to ask for
21 federal money to pay for a portion of the
22 extension; and any time you use federal money for a
23 large project, you have to comply with the National
24 Environmental Policy Act. And the National

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1 Environmental Policy Act, or NEPA, requires that
2 the CTA in a public setting identify and evaluate
3 the potential impacts of both building an extension
4 and operating an extension for the Red Line.

5 And the idea here is to help us make
6 decisions about the environmental impacts and where
7 -- and they're both positive and negative
8 environmental impacts -- but where we identify
9 negative environmental impacts, come up with
10 potential ways to mitigate those, make them less
11 adverse.

12 This is a schedule which gives you an idea
13 of where we're headed. As I mentioned, we're
14 starting the environmental process tonight with
15 these scoping meetings. We had a meeting, very
16 same presentation, a couple of days ago on the same
17 subject. We're receiving input on what we should
18 study in this environmental process.

19 we'll come back to you next year with the
Page 5

20 results of the environmental process in what's
21 called a draft EIS, a draft Environmental Impact
22 Study, and that's your opportunity to review both
23 the impacts we've identified and what we proposed
24 to mitigate them.

6

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1 At the same time, we're going to be asking
2 the federal government for additional funds and
3 permission to start more detailed engineering.
4 That's called preliminary engineering on this map.
5 We think that process would take about two years.
6 And so by 2013, we would need to have identified
7 all of the money, both the federal and the
8 nonfederal share, to fund the extension, and we
9 would need federal permission to begin the final
10 design.

11 2013 would be the year in which we would
12 start construction. We show a three-year
13 construction period; and the Red Line Extension
14 opening for operation in 2016.

15 It's important to point out that this is
16 our targeted schedule. It's not something we can
17 guarantee. There's a couple of reasons for that.
18 As I mentioned, we rely on additional funding from
19 Washington, D.C., to continue these studies, and we
20 also rely on permission from the Federal Transit
21 Administration. But we think this is an achievable
22 target and we're going to pursue it.

23 we're going to study alternatives, project
Page 6

24 alternatives in the Environmental Impact Study.

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1 This is a list of them. The first alternative is a
2 No-Build Alternative. It's really important as a
3 point of comparison. What this alternative is is
4 what would be the impact to the environment of not
5 doing anything?

6 We're also going to study what's called a
7 Transportation System Management Alternative.
8 That's a very long name, but what it means is a
9 lower cost alternative to building a rail
10 extension. In this case, it would be an express
11 bus service with limited stops; some technology to
12 help speed the buses down the road through giving
13 them priority to traffic signals; and a pretty
14 significant expansion of the station at 95th Street
15 to make the buses in that corridor work better as
16 well as accommodate new buses in this alternative.

17 We also will be studying what's called the
18 Locally Preferred Alternative, an extension of the
19 Red Line following the Union Pacific rail
20 right-of-way, an elevated extension, I should point
21 out.

22 And we have identified a fourth
23 alternative which is also an extension of the
24 Red Line but follows Halsted Street.

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1 Let me show you a map of the Locally
2 Preferred Alternative. So starting with the map on
3 the left, the Red Line would run south from
4 95th Street in the middle of the I-57 highway, and
5 then it would climb up out of the highway and run
6 elevated at about 400 West Egelston Avenue and
7 would travel next to the Union Pacific rail
8 right-of-way all the way south to 130th. It would
9 make four stops. The stops are at 103rd, 111th,
10 115th and Michigan, and 130th and the Bishop Ford
11 Expressway close to Altgeld Gardens.

12 We're also showing two options here, the
13 reason there's two dotted lines. We have a choice
14 of being on the east or the west side of the
15 freight rail tracks.

16 The Halsted alternative is a similar link.
17 It runs about a half mile to the west. So, again,
18 the train would use the median of the expressway,
19 I-57, traveling south. When it gets to Halsted
20 Street, it would go into the air and run down the
21 middle of Halsted Street, above the street. It
22 would make four stops again at 103rd, 111th, and
23 119th, and at Vermont which is about 127th.

24 This is an elevated structure. The

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1 columns to support the elevated structure would be
2 made of concrete most likely and be placed in the
3 median of Halsted Street.

4 So those are our four alternatives. We
5 are interested in your comments tonight. I'm going
6 to turn things over to Sarah to give you some
7 instructions on how we're going to receive those.

8 MS. WALLACE: Okay. It's time for the comment
9 portion of our meeting; and, as promised, I want to
10 go over a few things with you.

11 Because we're working on this
12 environmental study, there are sections that we
13 need to write and we need your input in order to do
14 that. So we would ask you to focus your comments
15 tonight on these areas: The purpose and need for
16 the project; the proposed alternatives; the
17 proposed environmental issues to be examined; and
18 the potential environmental effects and the
19 mitigation measures to be considered. So those are
20 the areas we specifically need your input.

21 Some guidelines. If you haven't done so
22 already, please submit a speaker card, and we can
23 collect those and they will be brought up front.
24 I'm going to call speakers by name. I will

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1 probably call several at a time so that you can get
2 lined up and prepared to speak. Here's the mic you
3 will use, the standing mic on that side.

4 The first thing you will want to do is
5 restate your name. I may not get the pronunciation
6 right, and we want to make sure that we have that
7 right for the record. We've got a court reporter

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8 here that is going to be documenting your comments.

9 You'll have three minutes to comment. The
10 good news is you're not going to have to try to
11 keep track of where you are in that three minutes.
12 We have this stoplight here that is going to assist
13 you in that process. So once you start, we'll turn
14 that on and the green light will turn on, and that
15 lets you know that your three minutes are starting.
16 Once you have 30 seconds left, the light will go
17 yellow. And once you have 15 seconds left, the
18 light will be flashing yellow. So that kind of
19 helps you gauge wrapping up your comment. And once
20 it turns red, that means your comment period is up.

21 So we would like everyone to keep to the
22 three minutes so that we can keep things moving and
23 we're hearing from everyone who wants to speak
24 tonight.

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1 Because we're here tonight to hear from
2 you -- that's the whole purpose of the meeting is
3 to hear your comments -- CTA is not going to be
4 responding to your comments tonight. We're going
5 to be listening. We're going to be documenting and
6 all your comments will be documented in the report.

7 So we would ask you to -- there are two
8 folks from the CTA here. We would ask you to
9 direct your comments to them, but do, again, keep
10 an eye on the light.

11 So our first speakers up: Thomas Brown,

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12 Senior, followed by Rob Kelsey, and I believe this
13 is McClellan. So are those folks here?

14 Yes. And I do want to remind everybody,
15 if you haven't done so already, turn off cell
16 phones or pagers or at least change the setting to
17 vibrate so that we don't cut into people's time
18 that are speaking.

19 Could Thomas Brown, Senior, please
20 approach the microphone? Go ahead.

21 MR. BROWN: Again, my name is Thomas Brown,
22 Senior. I live directly in the area where the
23 proposed train will be built and constructed. My
24 comments center around myself as well as my

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1 neighbors. I'm right on 325 West 99th Place,
2 directly in front of Wendell Smith Park, and most
3 of my neighbors are senior citizens.

4 So in the environmental study, I would
5 like for you all to take into consideration the
6 fact that a lot of the homeowners are senior
7 citizens and the fact that we would want -- we
8 don't want to be -- they don't want to be disrupted
9 unduly, and just to take those factors into
10 consideration in the environmental study, as well
11 as Wendell Smith Park is a park that is utilized,
12 and also to look at, in addition to what you're
13 already studying, the noise impact and the safety
14 impact of that park.

15 Another comment I would like to make is

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16 the fact that the proposed plan going down
17 Eggelston Avenue, it's very residential, and
18 there's definitely some concern about having a
19 commuter line directly through the residential
20 corridor that's there. Those are my comments.
21 Thank you.

22 MS. WALLACE: Thank you. Rob Kelsey, and then
23 McClellan, and then Dorothy Boyd.

24 MR. KELSEY: Good evening, everyone. My name

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1 is Robert Kelsey. I'm a Chicago Public School
2 counselor. I work in the west Pullman area,
3 Gompers Fine Arts Option School.

4 As a counselor, I fill out numerous
5 applications, help students fill out applications
6 for high school. And being an educator, I also
7 recognize that a number of students don't get
8 downtown unless it's a field trip a lot of times.
9 So this new Red Line or -- I'm not sure exactly
10 what this -- Red Line Extension will be helpful in
11 a lot of aspects.

12 I heard the speaker before me. He had a
13 lot of excellent concerns there, but I think
14 there's also some advantages for some of our
15 younger people. So that's my comment. Thank you.

16 MS. WALLACE: Okay. McClellan? Could you
17 state your name and speak directly into the mic?

18 MS. MCCLELLAN: Gina McClellan. I have three
19 concerns. The lighting around the tracks that are

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20 going to be made, and I was hoping that we could be
21 able to see some kind of visual, what this was
22 going to look like, but for security reasons, will
23 it become dark like the E1 stations down by Lake
24 Street? That was a question.

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1 The construction time, how long is this
2 going to take, 2016? And then once you start, what
3 does it do to me? Is it going to be three, four
4 years where I'm going to be inconvenienced where I
5 can't even get into my home since I'm right off of
6 Halsted Street.

7 I'm concerned about the noise level that I
8 will have to live with the trains going constantly.
9 I'm concerned that the parking lot that you're
10 going to put there, when it's filled, that I can't
11 park on my block because I'm one block off of
12 Halsted. So are those things being taken into
13 consideration, too?

14 MS. WALLACE: Okay. Dorothy Boyd, Lou Turner,
15 and Ben Christy.

16 MS. BOYD: My name is Dorothy Boyd. My concern
17 is the families on Egelston Street; I need to know
18 if they're going to be relocated. We don't want to
19 be relocated.

20 I want to know how the property value, how
21 will that affect us? And I want to know about the
22 incoming traffic that this is going to cause.

23 There are a lot of seniors in our area,

Red Line Transcript 09-24-09 Woodson.txt
24 and we do not want to move. We already have that

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1 train that goes down Egelston. It keeps up a lot
2 of noise. We need another batch of noise like we
3 need two heads. I'm not seeing this.

4 MS. WALLACE: Lou Turner, Ben Christy, and
5 John Paul Jones.

6 MR. TURNER: Hello. My name is Lou Turner.
7 I'm the Public Policy Director for Developing
8 Communities Project which is a project for the last
9 six years.

10 My concern is really just singular
11 tonight -- I spoke on Tuesday -- and that's the
12 impact, the positive impact, the collateral
13 benefits that this project could have for the
14 residents in Altgeld Gardens, 130th Street, which
15 is where the Red Line Extension would end.

16 Back in 2005, we did a study which showed
17 that of all the households in this area, one out of
18 four of these households don't have or don't own an
19 automobile. That's the same as the 9th ward in
20 New Orleans; and were the same kind of catastrophe
21 to hit, we would have the same kind of crisis of
22 this community that we saw in New Orleans at the
23 time of Katrina.

24 I think that given the history of

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1 transportation planning, in big cities like
2 Chicago, where very often minority communities have
3 been more the victim than the beneficiary of
4 transportation planning, this is an opportunity
5 and, particularly out of Altgeld Gardens, to really
6 provide access to one of the most isolated
7 communities in the city. This is an opportunity to
8 use transportation planning to provide benefit
9 rather than victimization of a minority community.

10 So I would ask that the Environmental
11 Impact Statement look at the environmental impacts
12 that would be for the residents at Altgeld Gardens;
13 and the fact that Altgeld Gardens is an area that
14 has high toxicity; a lot of waste sites surround
15 the area. It is one of the highest levels of
16 cancers in the city amongst any group of people.

17 And so with the construction of this Red
18 Line Extension, it seems to me that one of the key
19 environmental impact factors or areas of analysis
20 should be the impact that the construction of the
21 Red Line Extension would have on mitigating the
22 toxic degradation out at Altgeld Gardens and the
23 opportunities that would provide for a very
24 isolated community.

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1 So, again, I urge that CTA really focus
2 singularly on Altgeld Gardens and really push the
3 LPA, the Locally Preferred Alternative, which is
4 the one that would go to 130th Street. None of the

5 impacts that are mentioned here, a number that
6 others can think of were mentioned, would really be
7 mitigated by the other alternatives. Only the
8 alternatives, the LPA going down to 130th Street
9 near Altgeld Gardens would really impact favorably
10 these communities in these areas. Thank you.

11 MS. WALLACE: Ben Christy, then John Paul Jones,
12 then Donald Miller.

13 MR. CHRISTY: Yes. I'm Ben Christy. I don't
14 live in the area. Instead, I use the Red Line to
15 get to the area. In fact, I didn't go to the other
16 impact study because I couldn't -- you know, I'm
17 sure there's a bus that gets by there; but 95th,
18 95th station, what bus to use and everything, I
19 just didn't do it. So that's why I'm here today
20 instead of Tuesday.

21 I actually do live right next to the
22 Red Line by Berwyn. Come on by and say hi. The
23 noise of the train, hey, it's a train. When I grew
24 up, I lived a block away from the train. Now I

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1 live just across the alley from a train. Yes, it's
2 a noise. You get used to it. So don't worry too
3 much about that.

4 The thing I'm worried about is the TV
5 reception every time a train goes by. With this
6 new better TV? No way. Anyway, that has no effect
7 with this group.

8 what I see on the alternatives here is

9 that there are people in the Halsted area that
10 don't want their train down Halsted; but, if I
11 wanted to get to Halsted there, I would use the
12 train to get to your businesses.

13 The plan -- the LPA, which is not the
14 Halsted, does have the positive that it could help
15 bring people in from out of state if we have enough
16 parking, park-and-ride spaces. So I would expect
17 you to decide how many park-and-rides you want and
18 then triple it.

19 Other than that, we need more trains. For
20 years, we've needed more trains. Some people will
21 be discomforted by the building of them, but don't
22 let that keep us from plowing ahead. They have
23 said for years that they expected to extend this,
24 but they haven't.

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1 MS. WALLACE: 30 seconds.

2 MR. CHRISTY: So please give us -- give us our
3 ride, extend it as much as possible. Thank you.

4 MS. WALLACE: John Paul Jones, and
5 Donald Miller, and Thomas Jundanian.

6 MR. JONES: I'm John Paul Jones. I'm an
7 organizer for the far south region, also a resident
8 in the Englewood District. For 50 years, I've been
9 involved in organizing and urban planning, and I
10 have seen a significant value in the Union Pacific
11 Railroad corridor. And if you look at the far
12 south region, they have always had a challenge of

13 public and private -- the investment. That Union
14 Pacific corridor provides a venue where you can
15 begin to introduce to the community, a very urban
16 community, a whole new set of ideas and investment
17 around transit and developing that and turn that
18 corridor, provide venues so that the end of the
19 station can add value to the property, at the same
20 time, give greater access to the greater part of
21 Chicago.

22 Also, from Englewood, we've always had
23 challenges with getting transportation to jobs; and
24 with the Union Pacific Railroad corridor, again,

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1 you can begin to hire a lot more people, connect
2 with the south suburban communities that are going
3 to have job growth, much more than you get in
4 Chicago during the economic downturn.

5 But, also, the environmental impact piece
6 that we're concerned about and want to speak to
7 tonight, that corridor, much like rail corridors
8 throughout my community of Englewood, areas where
9 there's always a decline of public investment and
10 through the years you had accumulation of blight,
11 if you look at that corridor, you look at a
12 corridor that is over run with many forestries now.
13 There's open space that's been denied any real
14 attention for many, many decades.

15 So it's an opportunity for you, the city
16 and the community, to kind of think through how do

17 we use these corridors more wisely and
18 strategically to improve our community, encourage
19 reinvestment, and increase the travel time for us
20 to get to work or recreation and other venues.

21 So it's a real plus for the region more
22 than a negative. I would want to encourage that
23 more -- supporting what the person said from
24 95th street corridor. Certainly, we want to be

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1 careful and considerate of the residential impacts.
2 We want to be very careful of the impact to the
3 brown field districts, but also opportune as
4 possible relative to the eroding issues. We
5 certainly want to be helping the community
6 anticipate and remediate any particular eroding
7 problems that may occur in some of these wooded
8 areas that have been neglected for 30 or 40 years.

9 So we want to use that opportunity to work
10 more closely with any governmental plan to figure
11 out ways to impact the environmental impact on the
12 roads maybe through this reconstruction strategy.

13 Thank you.

14 MS. WALLACE: Donald Miller, Thomas Jundanian,
15 and Lori Baldwin.

16 MR. MILLER: Thank you. My name is
17 Donald Miller. I heard a lot of complaints --
18 concerns, rather, about the environment and the
19 noise and how the train would sound coming through
20 the communities. But this is dealing with rail. I

21 think we should take a model from some of the rails
22 that run on the north side. You know, you are
23 going to have these type of problems.

24 what we are trying to do is get a system

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1 that would fit our community, that would be
2 accessible for us to get in and out of our
3 community efficiently and safely. And I would
4 think the transit people should look at the highest
5 concentration of the population, where could -- the
6 highest volume of population and let the train be
7 used in that corridor, in that area where the
8 population would be affected the most.

9 And I think it's an excellent idea because
10 the south side of Chicago needs a little bit more
11 of a public system in our community, and I'm for
12 it, and I hope that it happens very soon. Thank
13 you.

14 MS. WALLACE: Thomas Jundanian, Lori Baldwin,
15 and then Bradena Thomas.

16 MR. JUNDANIAN: Good evening. My name is
17 Thomas Keith Jundanian. I'm the third generation
18 owner/operator of an 85-year-old Roseland-based
19 business. I'm a Roseland boy, born and raised.

20 I have a different perspective on this
21 than maybe some, having grown up in this community
22 and having our family business based here all the
23 time, all those years. I'm not 85, but -- don't
24 rush me.

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1 On the heels of Donald's comments, I too
2 kind of feel like the south side of the city has
3 been a very neglected location in our beautiful
4 metropolis, and it would be -- I think either one
5 of these plans are going to be a positive thing for
6 us. I'm not qualified to say which one is going to
7 be better than the other.

8 Initially, I was surprised to find out
9 that the LPA was the preferred alternative with
10 more public support because it seems that it's
11 going to disrupt some lives, some memories, some
12 households if it occurs on the east side of the
13 tracks. If it's on the west side of the tracks, I
14 know from my own childhood and playing in some of
15 those empty lots, there's more industry over there.

16 My business is located on Halsted Street
17 at 116th Street. It's the K. A. Pridjian rug
18 store, that big old rug store there on Halsted
19 Street. So one of the concerns that I would have
20 as a business owner having seen long construction
21 projects mean the demise of some businesses that
22 have been interrupted with their traffic flow.

23 What have previous construction projects
24 like this and studies that have gone on indicated

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1 with those businesses? How are they impacted? I
2 have got nothing to base this on. When this
3 trestle goes up on Halsted Street, what is it going
4 to look like? It's probably going to be concrete.
5 Jack and I were talking outside. Would it be
6 something that's attractive? Will the elevated
7 tracks all the way down Halsted Street create a lot
8 of dark shadows, a lot of shadowing areas where
9 people can congregate and do things that are not in
10 the best interest of the community? Will the
11 trestle be placed where garbage and other debris
12 and litter accumulate? Will it be a blight to
13 Halsted Street?

14 As far as bringing people down Halsted
15 Street, yeah, it will. The stations are going to
16 be -- you know, 111th and 119th are a mile apart.
17 So that's still quite a ways to try to get to one
18 of the businesses. I was chatting with a lady who
19 also has a building at 108th and Halsted. That
20 kind of encapsulates some of my concerns. I think
21 either one of these things are a positive thing for
22 the south side, whichever is best for our city and
23 our community. Thank you.

24 MS. WALLACE: Lori Baldwin, and then

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1 Bradena Thomas, and JoAnne Guillemette.

2 MS. BALDWIN: I am Lori Baldwin, and I'm
3 representing the West Chatham community and the
4 Park Advisory Council of that area, but I'm also

5 Red Line Transcript 09-24-09 Woodson.txt
part of the Red Line Oversight Committee.

6 I would just like to interject that I'm
7 thanking the FTA for requiring this public hearing
8 as well as CTA for selecting the Union Pacific
9 Railroad as the locally preferred route,
10 particularly, because this route will give the
11 greatest need and take care of a lot of the needs
12 of disparity that we have had in that community for
13 a very, very long time on the south side of
14 Chicago, to give us more transportation options; as
15 well as we have had the opportunity on
16 September 18th, some of the members of DCP Red Line
17 Oversight Committee toured the entire Union Pacific
18 Railroad, and we examined the physical and
19 environmental conditions and the impact along the
20 corridor, and we found that there are documented
21 parkways, homes, small businesses, and tracks of
22 forestry along that route.

23 However, most of that route, as has been
24 stated before, is open space, and so this would be

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1 a great asset to the community. Also, because of
2 the need for us to have transportation in this
3 area, and it's been such a long, long time, this is
4 the area that I think the city should be focusing
5 on much more than some of the other options.

6 we also looked at the environmental
7 impact, and this provided greater access to a
8 number of residents. And also this route had less

9 Red Line Transcript 09-24-09 woodson.txt
10 environmental impacts in terms of conditions and
11 areas and the taking of homes.

12 So I, again, just want to encourage you
13 and let you know that the community will benefit
14 from this new development. Thank you.

15 MS. WALLACE: Bradena Thomas and then
16 JoAnne Guillemette.

17 MS. THOMAS: My name is Bradena Thomas. I am
18 concerned as a senior living in the area. In fact,
19 I'm right at 97th and LaSalle which is where 94 and
20 57 split.

21 My concern is whether or not there would
22 be an elevated track right behind me or whether
23 it's going to be recessed?

24 Also I have a business, a building on
Halsted at 108th. Now is this going to be an

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1 elevated structure which would darken, you know,
2 the area? So that is my concern for both. But I
3 definitely wouldn't want an elevated area looking
4 out of my backyard. That's my concern.

5 They do need transportation to the south
6 because 95th is extremely congested, and I realize
7 that; but, hopefully, I wouldn't want to have to
8 move. Thank you.

9 MS. WALLACE: JoAnne Guillemette.

10 MS. GUILLEMETTE: Good evening. My concerns
11 have been previously stated by several others, but
12 to say it as succinctly as possible, my concern

13 would be for the increased foot and vehicle
14 traffic; the increased debris; as well as the
15 increased crimes that would follow a structure like
16 this.

17 I have lived near the Red Line and I know
18 that it also -- because of the activity and
19 vibration of the ground, it increases the presence
20 of termites and other rodents. And when you're
21 dealing with termites, you're talking about the
22 destruction of homes; and, to prevent it,
23 homeowners would incur tremendous expense on a
24 yearly basis to ward off the termites. So that's

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1 an extreme concern for me. And I would hold that
2 for other homeowners as well.

3 Further, who would bear the maintenance
4 expense of this extension? Because the homeowners
5 nearest the tracks, are their property taxes going
6 to increase? Is their property value going to go
7 down? And what mechanisms are being put in place
8 to address these issues? Because it's my feeling
9 that you're going to go ahead with this in spite of
10 what we say. And especially if we should be
11 successful with our bid for the Olympics, this is
12 going to be a major development. It's going to be
13 pressed forward, and the residents need to know the
14 true impact on them in terms of dollars and cents.
15 Thank you.

16 MS. WALLACE: Could you please restate your

Red Line Transcript 09-24-09 Woodson.txt
17 name for the record?

18 MS. GUILLEMETTE: JoAnne Guillemette.

19 MS. WALLACE: Thank you. Are there any other
20 speaker cards? Gwendolyn Rice and then
21 Barry Finkel.

22 MS. RICE: My name is Gwendolyn Rice, and I
23 work for Developing Communities Project which has
24 been working with this issue for six years.

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1 MS. WALLACE: Could you get little closer to
2 the mic, please? Thank you.

3 MS. RICE: But I think I'm coming from a more
4 personal point of view, because all the other
5 issues have been talked about.

6 For the last I won't say how many years of
7 my working life, I have worked in one way or
8 another with residents of Altgeld Gardens as a
9 counselor or as a recreation worker or just simply
10 knowing children who live there or adults who live
11 there. And I remember and I just -- my mind was
12 refreshed on the way in when one of the workers
13 outside mentioned that she had lived in
14 Altgeld Gardens and she remembered having to take
15 the PACE bus into Chicago and then taking a CTA bus
16 and then finally getting to the Red Line.

17 But I remember also having to take kids
18 home at night because the transportation was not
19 available for the kids to take advantage of the
20 amenities in Chicago. I remember many times having

21 to do that, even in the afternoon having to do
22 that, which I didn't mind doing because I could do
23 it. But their parents may not have always been
24 able to do that, provide the access.

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1 This project is going to provide access to
2 what is a transit disadvantaged community. We are
3 kind of in competition with other lines throughout
4 Chicago that are going beyond the city limits. On
5 the south side, there's nothing that goes to the
6 city limits. And I really say that we must take
7 that Locally Preferred Alternative through to
8 130th Street. I don't think there's an
9 alternative. That's the only option.

10 I don't know what else to say, but I just
11 am passionate about the fact that you're going to
12 Altgeld Gardens, an isolated community that is not
13 outside of Chicago. It is in the Riverdale
14 community area of Chicago -- not in Riverdale,
15 Illinois -- and it's important that the CTA go at
16 least to the city limits to serve its constituents.
17 It will also serve people who live in the suburbs
18 who commute to Chicago who will have a chance to
19 park and ride and ride downtown and eliminate a lot
20 of pollution.

21 Again, I just want to speak on behalf of
22 the residents of Altgeld. I don't live there, but
23 I have been there many times. I have worked there,
24 and it can make a big difference in providing an

□

1 opportunity for people to have access, to be able
2 to be exposed to the larger community. As the
3 teacher said earlier, people generally who live in
4 transit deserts do not get out and understand
5 what's going, and it would cut down on violence and
6 cut down on a lot of other factors. Thank you.

7 MS. WALLACE: Thank you. Barry Finkel. If
8 there is anybody else who wishes to speak, send
9 your speaker card in.

10 MR. FINKEL: My name is Barry Finkel. I have
11 been a resident of the Beverly area, 103rd and
12 Western, since 1951, and I take the Red Line
13 downtown at least once a week. I see at
14 95th Street station lots of PACE buses coming in
15 from the south suburbs, and I think an extension of
16 the Red Line would help in getting those buses --
17 to get the train and not have to come all the way
18 to 95th Street to service those people.

19 We're talking here about public
20 transportation, and I see in all the alternatives,
21 there's talk of park-and-ride. It seems to me, and
22 I have sort of a disagreement with some of the
23 speakers, but it seems to me that if we have good
24 feeder bus lines into the stations, there's no need

□

1 to have a large park-and-ride facility at each

2 station. Maybe at the farthest station. But I
3 don't see really a need, for example, a big
4 park-and-ride station at 103rd and Halsted.
5 There's no room there for a park-and-ride, and I
6 don't see any need for it. Thank you.

7 MS. WALLACE: Alice Harper-Jones.

8 REV. HARPER-JONES: Good afternoon. I am
9 Reverend Alice Harper Jones. I'm the Dean of
10 Cluster 6 of Chicago Metropolitan Association of
11 the United Church of Christ and represent about
12 13 churches on the south side. And I'm also a
13 member of the Chicago State University Alumni
14 Board, and so I'm speaking, commenting on two
15 things.

16 The first one is our churches. There are
17 people who live on the far south side who will have
18 better access to the church, being able to get
19 there and to get back home again, especially those
20 who do not have cars or sometimes you wake up and
21 the car is not working. So I think that would be
22 positive for those people.

23 Also, from Chicago State University. I'm
24 thinking in terms of our academic program that we

□

1 have there, it would be better accessible to many,
2 many people; and those young people that we're
3 trying to attract to the university would certainly
4 be able to have access to and from the university.
5 Especially if a person is working, they can come in

6 the evening to attend the university and be able to
7 go back home again without having to, you know,
8 wait for buses and everything on 95th Street
9 because Chicago State is very accessible to
10 95th Street right there.

11 My concern is that -- one of the proposals
12 I looked at, the Halsted Street would still --
13 there's still a gap it seems like from Halsted
14 Street all the way to the Altgeld Garden projects
15 there. So in constructing, you know, that Halsted
16 Street project -- and I'm kind of leaning toward
17 Halsted because you're not destroying homes. But
18 if you can, you know, think in terms of your
19 construction of getting that closer to the people
20 in the project, then they don't have to take a bus
21 from Halsted to where their home is so that they
22 would be able to have access to the university and
23 to the churches.

24 Again, as I say, I prefer the Halsted one

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□

1 because then we're not destroying homes. People
2 have lived in this community -- I live in the
3 community. I know the value of my home, and I
4 don't believe that if you give me fair value that
5 it will be -- you know, it would really come to
6 where I think that my home should be priced at
7 because of the improvements I have made.

8 So that should be a consideration
9 especially when we think about seniors who have

10 been there for years and who take pride in their
11 home and their neighborhoods and their friends
12 around there, that to destroy that community, you
13 know, with the train is not a preferred option.
14 Thank you.

15 MS. WALLACE: William Warren. Please restate
16 your name.

17 MR. WARREN: Good evening. It's
18 William Warren, W-a-r-r-e-n. I'm here representing
19 the Vernon Park Community Council. I'm president
20 of the Vernon Park Community Council. We live in
21 the area as well. I'm also a member of the
22 Oversight Committee who had the opportunity to do a
23 tour of the actual site last week -- actually, this
24 week.

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□

1 And, you know, we feel that by all means
2 that the Red Line should be extended to the south
3 side. We're in support of it. We think it would
4 be a positive move in every respect. A lot of
5 comments that were made earlier in reference to the
6 rodent issues, the way the tracks are going to
7 look, the lighting issues, the garbage and that
8 sort of thing, of course, we're very concerned
9 about those issues, but we feel very in support of
10 bringing this extension to the south side. Thank
11 you very much.

12 MS. WALLACE: Are there other speakers? Okay.
13 Again, we're going to be here until

14 8 o'clock if others arrive and still want to speak.
15 I did want to mention that scoping comments are due
16 by October 27th. So in addition to speaking
17 tonight, you have an opportunity to write comments
18 and place it in the box outside. You have an
19 opportunity to mail in comments, fax or e-mail your
20 comments. And we'll make sure this is back up for
21 your reference.

22 We also encourage you to stay involved.
23 You can visit this web site. You can also get on
24 an e-mail list so that you can receive updates

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□

1 through e-mail and through Darud, if you'll e-mail
2 him.

3 Any other comments at this time? Have you
4 filled out a card, sir? Right now, we're taking
5 public comment. If you want to fill out a speaker
6 card and come to the mic --

7 MR. TURNER: I did.

8 MS. WALLACE: Well, three minutes is the rule.
9 Are there others that want to speak?

10 We'll stick around. You are welcome to
11 spend some more time out at the boards if you like
12 or you are welcome to head on out, but we'll be
13 here until 8 o'clock.

14 (Off the record at 7:34 p.m.)

15 (On the record at 7:46 p.m.)

16 MS. WALLACE: Johnnie Burke. Please restate
17 your name and speak directly into the mic.

18 MS. BURKE: Johnnie Burke, and I'm a member of
19 the 96th and Prairie Block Club. I had two
20 questions. One, how many residences would be
21 disturbed with the park-and-ride construction? And
22 also, in the entire project, how many residences
23 would be destroyed? How many people would be
24 removed from the community? Thank you.

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1 (Whereupon, there were no
2 further speakers.)
3 (Public Hearing adjourned at
4 8 o'clock p.m.)
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1 STATE OF ILLINOIS)
2) SS:
3 COUNTY OF C O O K)

4
5 ANNA M. MORALES, being first duly sworn,
6 On oath says that she is a court reporter doing
7 business in the City of Chicago; and that she
8 reported in shorthand the proceedings of said
9 Public Hearing, and that the foregoing is a true
10 and correct transcript of her shorthand notes so
11 taken as aforesaid, and contains the proceedings
12 given at said Public Hearing.

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Certified Shorthand Reporter

□

Cheever, Kim

From: Red Extension [redextension@transitchicago.com]
Sent: Wednesday, November 04, 2009 4:47 PM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Request for Comments -- Department of Streets and Sanitation - Proposed Red Line Expansion

From: StreetsAndSan [streetsandsan@cityofchicago.org]
Sent: Monday, November 02, 2009 2:39 PM
To: Red Extension
Cc: Ernst, Jonathan
Subject: Request for Comments -- Department of Streets and Sanitation - Proposed Red Line Expansion

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

Dear Mr. Busby:

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

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

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

Thank you for your consideration of these issues

Sincerely,
(SIGNED)
Thomas G. Byrne

Commissioner
Department of Streets and Sanitation
TGB:je:lps

EMAIL/Busby.CTA.email.environmental review

cc: Jonathan Ernst

11/9/2009



City of Chicago
Richard M. Daley, Mayor

Department of Environment

Suzanne Malec-McKenna
Commissioner

Twenty-fifth Floor
30 North LaSalle Street
Chicago, Illinois 60602-2575
(312) 744-7606 (Voice)
(312) 744-6451 (FAX)
(312) 744-3586 (TTY)

<http://www.cityofchicago.org>

October 30, 2009

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

Dear Messrs. Rodriguez and Busby:

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

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

BOTH PROJECTS

Please evaluate:

- Recycling opportunities at stations and parking areas
- Alternative energy options including solar, solar thermal, wind and more to provide electricity and heating / cooling where needed
- Opportunities to install solar arrays (on rooftops, large expanses, etc.) to return energy to the grid
- Reduction of light pollution through the use of downward-facing lighting
- Compliance with the city's stormwater ordinance, including using bioswales, rain barrels and other methods to reduce the first flush of water into the sewer system
- Native landscapes requiring little to no irrigation
- Green roofs on any facilities
- Bicycle access and parking
- Permeable paving for the Park-N-Ride areas
- Preferred parking for fuel-efficient vehicles
- Charging stations for electric vehicles
- The City's new Soil and Rubble Reuse Intergovernmental Agreement applicability – extensive reuse of materials during demolition and construction could be possible
- Impacts to wildlife or other important natural resources



RED LINE

DOE will be constructing the Ford Calumet Environmental Center, a 38,000 square foot environmental education facility near 130th and Torrence in Chicago. We are supportive of a joint Metra / CTA station at 115th Street and are very interested in the possibility of an intermodal connection between NicTD/South Shore Line and CTA at 130th Street. These joint stations would allow residents from Indiana and the suburbs to easily gain access to our Center. We would also invite discussion around a bus turnaround at the Center for the 130th and Torrence buses or other buses with similar routes.

ORANGE LINE

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

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

Sincerely,



Suzanne Malec-McKenna
Commissioner

cc: Nicole Kamins
Kevin Laberge

SMM/NRWQ/mlk



Red Line Extension

Connecting 95th Street Station to 130th Street



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

Name: Helen Rockingham

Organization: Home Owner Title: _____

Address: 11340 S. Princeton Ave.

City: Chicago State: IL Zip: 60628

Phone: 773-821-0208 E-mail: helen.rockingham@att.net

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

Even though there was one other option presented at the Sept 22nd Scoping Meeting - can't see the purpose being fulfilled using it or the HRT Alternative route. Your goals as stated on page 11 appears to be more efficiently implemented by the local bus service on West and South side of the existing track. That being said, what is the distance from the track of property in need of occupancy removal? Where on the time-line would these individuals be contacted? How would these persons be contacted? Who (what division of management) will be responsible for those notifications? Will the Engineers be aware + take under consideration the ability or inability of homes that structurally could not withstand the building/construction effects (the shifting of landscape) consequently home structures upon opening the rail-traffic.

I think the age of the structures must be taken into consideration not only distance.

I commend you on your objectives - knowing how very much this new system effort is needed and I hope an open and fair Communication Line will continue throughout the Project at!

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

RS-55

Cheever, Kim

From: Red Extension [redextension@transitchicago.com]
Sent: Thursday, October 29, 2009 8:35 AM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW:

From: Schneider, Alexandra [ASCHNE11@depaul.edu]
Sent: Wednesday, October 28, 2009 3:49 PM
To: Red Extension
Subject:

I support the Red Line Extension but No to the circle line!

11/9/2009



October 27, 2009

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

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

RE: CTA Alternatives Analysis Projects: Red Line Extension, Orange Line Extension, Yellow Line Extension.

Dear Mr. Busby:

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

Red Line Extension

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

Orange Line Extension

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

Yellow Line Extension

LVEJO believes that the Yellow Line Extension should be given lower priority, under the Red and Orange Line Extension. CTA should study how this project could be integrated into the Mid-City Transitway as per previous studies commissioned by the Chicago Department of Transportation (CDOT). Given the large number of complaints from local residents, CTA needs

to modify the Locally Preferred Alternative (LPA) to accommodate the needs of those raising objections to the project. If the LPA cannot be modified to satisfy these objections, then the project should be cancelled.

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

Sincerely,

Michael Pitula

Community Organizer – Public Transit



2856 S. Millard Avenue Chicago, IL 60623-4550
Tele: (773) 762-6991 Fax: (773) 762-6993
Email: publictransit@lvejo.org – Web: www.lvejo.org

RS-57

Cheever, Kim

From: Red Extension [redextension@transitchicago.com]
Sent: Thursday, October 29, 2009 8:35 AM
To: Peters, Melissa
Cc: Kornblatt, Helene B.
Subject: FW: Red line EIS scoping comments

From: David Tomzik [David.Tomzik@Pacebus.com]
Sent: Tuesday, October 27, 2009 9:12 AM
To: Red Extension
Subject: Red line EIS scoping comments

Pace scoping comments regarding CTA Red Line Extension Environmental Impact Statement

Thank you for the opportunity to review and comment on the scoping of the Environmental Impact Statement for the Red Line extension. Below are comments regarding the proposed project alternatives and potential environmental impacts relating to the proposed extension between 95th Street Station and 130th Street.

- Pace supports the rail extension of the Red Line from the current terminus at 95th Street Station to 130th Street
- In compliance with the Illinois Auditor General's recommendation to reduce CTA & Pace overlapping service and provide greater suburban market coverage area, Pace intends to restructure various south suburban routes operating on Halsted and King Drive which now serve the Red Line 95th Street Station. Additional planning development and review would be required to determine the most optimal station(s) to serve on either alignment.
- Arterial roadway access to/from the proposed station(s) served by connecting bus services will require further review including issues such as railroad grade crossings, street parking, and intersection improvements to accommodate bus movements.
- Pace requests participation in the planning development and design of the proposed station facilities served by both fixed route and Regional ADA Paratransit services. Design should include sufficient bays to accommodate Pace and CTA bus routes, Regional ADA Paratransit, operator facilities, passenger information as well as bus priority access such as Transit Signal Priority or bus activated signals to allow buses to enter/exit the terminal with minimal congestion.

We look forward to participating in this regional planning process.

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

david.tomzik@pacebus.com



Keeping Greater Roseland Alive! ^{RS-58}

To: Jeffrey Busby, General Manager, Strategic Planning
Chicago Transit Authority

Email: RedExtension@transitchicago.com

From: The Red line Oversight Committee (ROC) of Developing
Communities Project

Subject: Red Line Extension EIS Scoping Comments

Date: Oct. 27, 2009

The environmental analysis for the Locally Preferred Alternative (LPA) recommended by the CTA and approved by the Chicago Transit Board represents a significant milestone in the five-year organizing and advocacy effort to make the Red Line Extension a reality. The 13 scoping issues listed in the CTA Red Line Extension "Environmental Impact Statement Scoping Information" brochure (Sept. 2009) are issues and areas of concern for the far south side Greater Roseland community.

Developing Communities Project (DCP) is proud to have spear-headed community efforts to bring this important project to the attention of public officials and regional planners. DCP sees its role and function in the current phase of planning and evaluation for the Environmental Impact Statement (EIS) and Preliminary Engineering (PE) as one of highlighting critical issues that planners and decision-makers need to seriously consider in evaluating the cost-effectiveness and equity consideration for pursuing the LPA. This is especially important in view of the fact that the CTA Red Line Extension LPA has been demonstrated by DCP to be the route, from 95th Street to 130th Street, that is overwhelmingly favored by the Greater Roseland community.

For that reason, DCP and its Red line Oversight Committee (ROC) are submitting the following EIS Scoping Comments:

- 1) A major concern that we have is with the environmental foot print that the proposed creation of park-and-rides at each of the four station stops will have. The RTA has reservations about making more park-and-rides for automobile traffic. There is also the issue of over-capacity in residential areas. Since there exists legislation that allows church parking lots in the vicinity of train stops to offer their facilities as park-and-rides, and Metra has been doing this for some time, CTA should consider scoping the impact of church parking lots instead of the construction of new park-and-rides in the vicinity of the four station stops of the Extension. This would have the added bonus of reducing the line item in the project budget for park-and-rides and make the Extension more cost-effective.

11300 South Halsted Street – Suite A
Chicago, IL 60628-4757
Phone: (773) 928-2500
Fax: (773) 928-2513
E-mail:
dev_comm_project@ameritech.net
www.dcpincorp.org

Member Churches

Bethel House of Prayer UHCA
Bethel Tabernacle UHCA
Christ Temple Cathedral
Joy Fellowship Baptist Church
Lilydale First Baptist Church
Lilydale Progressive M.B. Church
Lutheran Church of the Holy Spirit
Reformation Lutheran Church
Roseland Christian Reformed
Sheldon Heights Church of Christ
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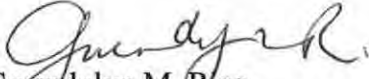
Gwendolyn Mackel Rice


- 1) Because the environmental analysis for rail lines looks at the impact on traffic patterns and congestion years into the future, DCP believes that the LPA that extends to 130th Street has the greatest impact on mitigating traffic congestion feeding in from the south suburban and collar counties. The other alternatives to the LPA, still under consideration, do not meet this criterion in any significant way.
- 2) DCP would urge the CTA to evaluate and forecast the impact of the LPA on air quality levels in comparison to the other alternatives.
- 3) DCP urges the CTA environmental analysis to measure and forecast the LPA's impact on increasing labor productivity as a result of mitigating car congestion and reducing travel times to work for residents of the far south side of Chicago and south suburbs and collar counties.
- 4) According to the CTA, in its press release, "CTA Celebrates Earth Week," a fully loaded 8-car train eliminates 1,000 cars from our highways, thus mitigating congestion, reducing travel times to work, and improving air quality. How will the CTA operationalize this metric in assessing the impact of the Red Line Extension?
- 5) DCP urges the CTA to calculate the wait-times of riders at the proposed station stops of the Extension against the wait-times of passengers for the other alternatives under consideration, including the status quo and the "no build" option. This is important because the longer riders wait past 15 minutes the more turned off to public transportation they become. On the positive side, the calculation or forecast of wait-times can provide an estimation of potential riders who would take advantage of public transportation.
- 6) According to the RTA's Campaign for Better Transit, "Basic Facts about Public Transportation in the Chicago Metropolitan Area," 77% of residents with cars decide to use public transit. DCP urges the CTA, in its environmental analysis, to estimate the impact of the Red Line Extension on this metric for the far south side, south suburbs and collar counties.
- 7) Can the estimated reduction in air pollution due the impact of the Red Line Extension be made a collateral cost-effective benefit given the poor air quality on the far south side and south suburbs due to the area, especially around Altgeld Gardens, being the site of the City's toxic waste disposal site? In other words, what are the ramifications of the Red Line Extension's reduction of automobile congestion and exhausts in an area that is already identified as having the poorest air quality in the metropolitan area? [NB: This is a "superfund" type of issue that raises the question of transit impacts on major polluters in the area, i.e., what are the trade-offs presented by a major transportation project for a mixed residential and industrial landscape?]
- 8) DCP urges the CTA to investigate the impact on the construction of the Red Line Extension LPA on brown fields abatement, especially around the 130th Street station at Altgeld Gardens, and the proposed new train yard.

- 9) DCP urges the CTA to investigate thoroughly both the noise impact of the LPA and the “best available” technologies needed to significantly mitigate the possible noise problems associated with the Red Line Extension.
- 10) Noise is the greatest environmental disturbance caused by public transit. However, in the case of the Red Line Extension LPA, the project right-away along the UPRR is already the cause of significant noise disturbance. In support of local homeowners and their concerns about additional noise pollution, DCP urges the CTA to do a scoping analysis of the current noise levels caused by the UPRR.
- 11) DCP also urges the CTA to make, as part of its scoping analysis of potential noise disturbance caused by the Extension, a full-scale investigation of the “best available” and “best practicable” noise mitigation technologies for the Extension.
- 12) The role transportation can play in revitalizing and supporting underserved communities is recognized by the U.S. Department of Transportation (DOT) and the Federal Transit Administration (FTA) in their efforts to include environmental justice language in program and funding priorities. In addition to safety and mobility being the U.S. Department of Transportation’s two top priorities, DOT describes 3 fundamental environmental justice principles to be relevant for transportation planning and to the mission of the agency. Environmental Justice Principles for transportation programs include: 1) To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations. 2) To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations. 3) Ensure full participation by all potentially affected communities. How does the CTA intend to insure that these principles are adhered to? How does the CTA intend to make the prevention of denial of, reduction in and delay in “receipt of benefits by minority and low-income populations,” e.g., Altgeld Gardens, a priority criterion for the EIS of the Red Line Extension.
- 13) Livability Principles for transportation, housing and environmental programs include: 1) Provide more transportation choices, 2) Promote equitable affordable housing, 3) Enhance economic competitiveness, 4) Support existing communities, 5) Coordinate policies and leverage investment, 6) Value communities and neighborhoods. How does the CTA plan to make these environmental goals operational in the environmental analysis of the Red Line Extension?
- 14) What is the CTA’s employment model for measuring the potential benefits to working populations on the far south side, south suburbs and collar counties afforded by the Red Line Extension?
- 15) Does the CTA intend to prioritize the impact of transit investment on job creation and increasing employment opportunities, in accordance with the environmental justice criterion of preventing the denial of, reduction in and delay in “receipt of benefits by minority and low-income populations,” in its environmental impact analysis?

In conclusion, Developing Communities Project and its Red line Oversight Committee would like to express its appreciation to the Chicago Transit Authority for its serious consideration of the issues that we have brought to your attention. We look forward to your response as the process of drafting the Environmental Impact Statement for the Red Line Extension proceeds.

With sincerest regards,


Gwendolyn M. Rice
Executive Director, DCP


Elder Eugene Taylor
Chairman, ROC

Cc: Governor Pat Quinn
Congressman Jesse Jackson, Jr.
Congressman Bobby Rush
Senator James T. Meeks
State Senator Emil Jones, III
State Senator Donne Trotter



Red Line Extension

Connecting 95th Street Station to 130th Street



RS-59

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

Name: Shirley Hill

Organization: Rosemoor Community Assn. Title: membership Chairperson

Address: 10220 S. Rhodes Ave.

City: Chicago State: IL Zip: 60628

Phone: _____ E-mail: Shirley.Hill.807@hotmail.com

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

I support the extension of the CTA Red Line using the Union Pacific Rail Road (UPRR)

route. I support the position that the Red Line extension must reach the Altgeld Gardens/

Calumet River area at 130th Street and that every possible engineering design concept

must be examined to ensure the full extension of the Red Line from 95th Street to 130th

Street. This will insure mass transit access to a transit dependent population, south

suburban communities and nearby industries.

I think citizens near Altgeld Gardens and 130th St. should have access to CTA red line. It will speed up their travels. They will have access to the downtown area without going thru transferring to buses and walking.

Shirley Hill



Red Line Extension

Connecting 95th Street Station to 130th Street



RS-60

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

Name: Cosette D. Thomas

Organization: Roselaw Christian Reformed Church Title: Member

Address: 305 W. 124th St

City: Chs State: IL Zip: 60628

Phone: 773-568-4387 E-mail: Cosieco@prodigy.net

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

I support the extension of the CTA Red Line using the Union Pacific Rail Road (UPRR)

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Red Line Extension

Connecting 95th Street Station to 130th Street



RS-61

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

Name: Sabrina Beecham

Organization: Roseland Chr Reform Ch. Title: _____

Address: 232 W 110 St

City: Chgo State: IL Zip: 60628

Phone: 713 995-8223 E-mail: None

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

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Red Line Extension

Connecting 95th Street Station to 130th Street



RS-62

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

Name: Rev. Anthony Van Zante

Organization: Roseland Christian Reformed Church Title: Member

Address: 9803 S Prospect Ave

City: Chicago State: IL Zip: 60643

Phone: 773-881-3937 E-mail: _____

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

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Red Line Extension

Connecting 95th Street Station to 130th Street

RS-63



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

Name: Dwight Orlawndo Casey Jr

Organization: Roseland Christian Reformed Church Title: Member

Address: 10859 South State Street 1st Floor

City: Chicago State: IL Zip: 60628

Phone: 773 606-3785 E-mail: drcasejr@yahoo.com

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

I support the extension of the CTA Red Line using the Union Pacific Rail Road (UPRR)

route. I support the position that the Red Line extension must reach the Altgeld Gardens/

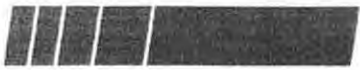
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Red Line Extension

Connecting 95th Street Station to 130th Street



RS-64

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Name: Mamie Thomas

Organization: Rosebud Christia Ministries Title: Member

Address: 10858 S. Michigan Ave

City: Chicago State: IL Zip: 60648

Phone: 773-264-5665 E-mail: _____

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

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Red Line Extension

Connecting 95th Street Station to 130th Street



RS-65

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Name: Ann K. Howard

Organization: UIC Title: Patient Services Specialist

Address: 840 So. Wood Street

City: Chicago State: IL Zip: 60629

Phone: 773-778-0250 E-mail: ahoward@uic.edu

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

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Red Line Extension

Connecting 95th Street Station to 130th Street

RS-66



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

Name: Amy L Rice

Organization: Roseland christian ministry Title: member

Address: 10914 S State

City: Chicago State: Ill Zip: 60628

Phone: 773 821-0482 E-mail: _____

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

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Red Line Extension

Connecting 95th Street Station to 130th Street



RS-67

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Name: TONYA BRAGGS

Organization: HRDI Title: Member

Address: 11121415 Indiana

City: Chicago State: IL Zip: 60643

Phone: 928-0338 E-mail: _____

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

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Red Line Extension

Connecting 95th Street Station to 130th Street



RS-68

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

Name: LARRIS FOX

Organization: HRWI Title: Member

Address: 130 34 S. WOOD

City: Blue Island State: IL Zip: 60406

Phone: 708-385-4671 E-mail: _____

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

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Red Line Extension

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RS-69

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

Name: Kevin Zeigler

Organization: Roseland Christian Ministries Title: Staff

Address: 5439 S. Greenwood

City: Chicago State: IL Zip: 60615

Phone: 773-573-9032 E-mail: KZeiglerc100@hotmail.com

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

I support the extension of the CTA Red Line using the Union Pacific Rail Road (UPRR) route. I support the position that the Red Line extension must reach the Altgeld Gardens/ Calumet River area at 130th Street and that every possible engineering design concept must be examined to ensure the full extension of the Red Line from 95th Street to 130th Street. This will insure mass transit access to a transit dependent population, south suburban communities and nearby industries.

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Red Line Extension

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RS-70

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

Name: Bernie Powell

Organization: R.C.M. Title: Staff Aid

Address: 10858 S Michigan

City: Chicago State: Ill Zip: 60628

Phone: 773-746-0671 E-mail: _____

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Red Line Extension

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RS-71



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

Name: Wesley Perry

Organization: Inner Voice Title: Job Developer

Address: 1639 W. Walnut St.

City: Chicago State: IL Zip: 60612

Phone: 312 226-2730 X17 E-mail: Wperry@innervoicetchicago.org

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

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Red Line Extension

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RS-72

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

Name: ERIC MYERS
 Organization: IDS Title: EMPLOYMENT REP.
 Address: 4931 W DIVERSEY
 City: CHICAGO State: IL Zip: 60639
 Phone: 773-889-6820 E-mail: ERIC.MYERS@ILLINOIS.GOV

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

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Red Line Extension

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RS-73

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

Name: Julia Parham

Organization: Roseland CCC Title: MEMBER

Address: 313 E. 137th

City: Chicago State: IL Zip: 60628

Phone: (773) 562-3751 E-mail: parhamjulia18@yahoo.com

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

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RS-74

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Name: CURTIS FLOWERS

Organization: ROSELAND C.C.C. Title: MEMBER

Address: 10858 S. MICHIGAN

City: CHICAGO State: IL Zip: 60628

Phone: _____ E-mail: N/A

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RS-75

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Name: Cordero McNeal

Organization: ROSELAND CCC Title: MEMBER

Address: 313 E 137th

City: Chicago State: IL Zip: 60628

Phone: (773) 562-6933 E-mail: Corderomcneal@aol.com

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Red Line Extension

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RS-76

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Name: DEBORAH RANDALL
 Organization: INNER VOICE Title: Senior CASE MANAGER
 Address: 1639 W. WALNUT
 City: CHICAGO State: IL Zip: 60612
 Phone: (312) 226-2730 E-mail: _____

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



Red Line Extension

Connecting 95th Street Station to 130th Street



RS-77

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

Name: Jill Spooner

Organization: InnerVoice Title: Director of Targeted Outreach

Address: 1639 W Walnut

City: Chicago State: IL Zip: 60612

Phone: 312-226-2730 E-mail: jspooner@innervoicechicago.org

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

I support the extension of the CTA Red Line using the Union Pacific Rail Road (UPRR)

route. I support the position that the Red Line extension must reach the Altgeld Gardens/

Calumet River area at 130th Street and that every possible engineering design concept

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Red Line Extension

Connecting 95th Street Station to 130th Street



RS-78

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

Name: HAROLD C COLEMAN

Organization: ROSELAND CCC Title: MEMBER

Address: 1621 W WALNUT

City: CHICAGO State: IL Zip: 60612

Phone: _____ E-mail: _____

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

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Red Line Extension

Connecting 95th Street Station to 130th Street



RS-79

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

Name: Bobby M. Roberson Sr.

Organization: THE INNER VOICE INC. Title: CASEMANAGER

Address: 1639 W. WALNUT ST.

City: CHICAGO State: IL. Zip: 60652

Phone: 1-312-226-2730x25 E-mail: BROBERSON@INNERVOICE.ORG

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

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Red Line Extension

Connecting 95th Street Station to 130th Street



RS-80

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

Name: Patricia A. Washington

Organization: Rosalind Cristan Min Title: member

Address: 10858 Michigan

City: Chicago State: IL Zip: 60628

Phone: 773-244-5865 E-mail: _____

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

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Red Line Extension

Connecting 95th Street Station to 130th Street



RS-81

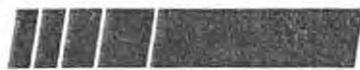
The purpose of the scoping process is to identify public and agency concerns early in the environmental process, define the issues and alternatives that will be examined in the Environmental Impact Statement (EIS) and facilitate an efficient EIS preparation process. Please PRINT.

Name: EDDIE FLOYD
Organization: ROSELAND CHRISTIAN Title: CARPENTER
Address: 10858 S. MICHIGAN
City: CHICAGO State: ILLINOIS Zip: 60628
Phone: 773-221-8673 E-mail: _____

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

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Red Line Extension

Connecting 95th Street Station to 130th Street



RS-82

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Name: William D. Gordon II

Organization: ROSELAND CHRISTIAN MINISTRIES Title: MEMBER

Address: 131 e 103RD PL

City: Chicago State: IL Zip: 60628

Phone: 773-264-5665 E-mail: _____

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

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Red Line Extension

Connecting 95th Street Station to 130th Street



RS-83

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

Name: Edward McGint

Organization: Roseland Christian Ministries Title: _____

Address: 14858 S. Michigan

City: Chicago State: IL Zip: 60628

Phone: _____ E-mail: _____

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

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Red Line Extension

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RS-84

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Name: DeEldridgel Covington

Organization: Roseland Christian Ministries Title: Member

Address: 10858 S. Michigan

City: Chicago State: IL Zip: 60628

Phone: 773-264-5665 E-mail: _____

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RS-85

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Name: JIMMIE KELFORD

Organization: ROSELAND CHRISTOMA Title: MEMBER

Address: 130 E 132 ST

City: CHICAGO State: ILL Zip: 60628

Phone: _____ E-mail: _____

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RS-86

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Name: Evelyn Fletcher

Organization: Rosland Christfain Title: Member

Address: 6511 S. Eberhart

City: Chicago State: IL Zip: 60637

Phone: 4173-301-4926 E-mail: Oneal.Evelyn@yahoo.com

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

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Red Line Extension

Connecting 95th Street Station to 130th Street

RS-87



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

Name: AARON GILL

Organization: Rose Land Christian Ministry Title: _____

Address: 10858^S Michigan

City: Chi. State: IL. Zip: 60628

Phone: _____ E-mail: _____

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Red Line Extension

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RS-88

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Name: Carlton Youngblood

Organization: _____ Title: _____

Address: 345 W. 110 St

City: Chicago State: IL Zip: 60628

Phone: 773 528 7710 E-mail: _____

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

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RS-89

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Name: ANNETTE LOVE

Organization: _____ Title: _____

Address: 10521 S. PEERY

City: CHICAGO State: ILL. Zip: 60628

Phone: (773) 821-1190 E-mail: _____

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

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Red Line Extension

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RS-90

10-22-09

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

Name: Mark Willis

Organization: Rosland Christian Title: member

Address: 10743 S Forest

City: Chicago State: Ill Zip: 60628

Phone: _____ E-mail: _____

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

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RS-91

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

Name: Mr. Clifton Adams

Organization: _____ Title: _____

Address: 10906 S. INDIANA

City: CHICAGO State: IL Zip: 60628

Phone: 253-2855 E-mail: _____

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

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RS-92

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

Name: DURANE L. BELL

Organization: ROSELAND CHRISTIAN MINISTRY Title: SALESMAN

Address: 10851 So. WAPASH AVE

City: CHICAGO State: ILL Zip: 60628

Phone: (773) 660-0593 E-mail: NONE

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

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Period!!!

Durane Bell

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RS-93

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Name: Jonathan Tate

Organization: Reliable steel Die Maker Title: Die Maker

Address: 10535 S. Michigan Ave

City: Chicago State: IL Zip: 60622

Phone: 773.762.1471 E-mail: _____

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RS-94

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

Name: Bruce O'neal

Organization: Christaw Minerals Title: _____

Address: 6511 S. Eberhart

City: Chicago State: IL Zip: 60631

Phone: 1-773-263-5337 E-mail: _____

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

I support the extension of the CTA Red Line using the Union Pacific Rail Road (UPRR) route. I support the position that the Red Line extension must reach the Altgeld Gardens/Calumet River area at 130th Street and that every possible engineering design concept must be examined to ensure the full extension of the Red Line from 95th Street to 130th Street. This will insure mass transit access to a transit dependent population, south suburban communities and nearby industries.

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



Red Line Extension

Connecting 95th Street Station to 130th Street



RS-95

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Name: Robyn Washington

Organization: Rosland Christain Ministry Title: _____

Address: 6511 S. Eberhart

City: Chicago State: IL Zip: 60637

Phone: _____ E-mail: _____

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Red Line Extension

Connecting 95th Street Station to 130th Street



RS-96

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Name: DENNIS RUDOLPH

Organization: ROSLAND CHARITEN Title: member

Address: 455W 116th ST

City: CHICAGO State: IL Zip: 60628

Phone: 773 821-1521 E-mail: _____

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

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