

Appendix C

Agency Coordination and Public Involvement

- Final Environmental Impact Statement, Agency Coordination and Public Involvement Comment Responses, July 2022 (Part 1 of 7)
 - Attachment A – Alphabetical Index of Public Commenters and Corresponding Comment IDs
 - Attachment B – Public Comment Responses Matrix and Individual Responses
 - Attachment C – Response Letters to Agencies
 - Attachment D – Response Letters to Railroads
- Public Participation Plan, May 2022 (Part 2 of 7)
- Supplemental Environmental Assessment and Section 4(f) Evaluation Publication, Public Hearing, and Displacements Outreach Summary, May 2022 (Part 2 of 7)
 - Attachment 1 – Supplemental EA and Section 4(f) Evaluation Notification
 - Attachment 2 – Media Coverage
 - Attachment 3 – Public Hearing Format and Materials
 - Attachment 4 – Outreach to Stakeholders and Agencies
 - Attachment 5 – Comments Received
 - Attachment 6 – Displacement Outreach
- 130th Street Station Relocation Outreach and Coordination (Part 2 of 7)
 - December 2020 Community Meetings Summary (January 2021)
 - Altgeld Temporary Advisory Committee Meeting Minutes (January 25, 2021)
 - 130th Street Station Virtual Meeting Minutes (January 27, 2021)
 - 111th Street Station Virtual Meeting Minutes (February 2, 2021)
 - 103rd Street Station Virtual Meeting Minutes (February 9, 2021)
 - Michigan Avenue Street Station Virtual Meeting Minutes (February 16, 2021)
 - Virtual Station Meetings Summary (April 2021)
- Preferred Alignment Announcement, Public Open House, and Displacements Outreach Summary, November 2018 (Part 3 of 7)
 - Attachment 1 – Project Noticing and Informational Materials
 - Attachment 2 – Media Articles
 - Attachment 3 – Elected Official and Community Meetings
 - Attachment 4 – Agency Involvement
 - Attachment 5 – Public Open House Materials
 - Attachment 6 – Comments Received
 - Attachment 7 – Displacements Informational Materials

- Attachment 8 – Displacements Meeting Materials
- Draft Environmental Impact Statement and Section 4(f) Statement Publication, Public Hearing, and Displacements Outreach Summary, July 2018 (Part 4 of 7)
 - Attachment 1 – Federal Register Notice of Availability
 - Attachment 2 – Project Informational Materials
 - Attachment 3 – Draft EIS Publication and Public Hearing Notification Materials
 - Attachment 4 – Media Articles
 - Attachment 5 – Elected Official and Community Meeting Notes
 - Attachment 6 – Agency Involvement
 - Attachment 7 – Public Hearing Materials
 - Attachment 8 – Comments Received
 - Attachment 9 – Displacements Informational Materials
 - Attachment 10 – Displacements Meeting Materials
- Draft Environmental Impact Statement Appendix C, Agency Coordination and Public Involvement, Various Dates (Parts 5, 6, and 7 of 7)
 - Limited English Proficiency Analysis (July 2009)
 - Public Participation Plan (August 2012)
 - Coordination Plan (August 2012)
 - Coordination with Chicago Park District
 - Website (May 2015)
 - Alternatives Analysis (2006-2009)
 - Outreach to Community Groups (2012)
 - August 2, 2011 Open House Meeting Summary (October 2011)
 - August 2013 Newsletter
 - Spring 2014 Outreach Summary (October 2014)



Chicago Red Line Extension Project

Agency Coordination and Public Involvement

Comment Responses

July 2022

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Federal Transit Administration
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Table of Contents

Section 1 - Guide to the Final EIS Response to Comments	1-1
1.1 Public Comment Periods	1-1
1.2 Responses by Topic	1-2
1.3 How to Find a Response to a Public Comment.....	1-4
1.4 How to Find a Response to an Agency or Railroad Comment.....	1-4
Section 2 - Common Responses to Public Comments	2-1
2.1 Project Information/Purpose & Need/Alternatives Development	2-1
2.2 Transportation	2-8
2.3 Land Use/Economic Development.....	2-12
2.4 Displacements.....	2-16
2.5 Neighborhood and Community Impacts.....	2-19
2.6 Visual Impacts.....	2-21
2.7 Noise and Vibration	2-22
2.8 Safety and Security	2-24
2.9 Hazardous Materials.....	2-26
2.10 Wetlands	2-27
2.11 Air Quality.....	2-27
2.12 Section 4(f) - Parks	2-28
2.13 Public Involvement	2-30
2.14 Timeline/Costs and Funding	2-34

Attachments

Attachment A - Alphabetical Index of Public Commenters and Corresponding Comment IDs

Attachment B - Public Comment Response Matrix and Individual Responses

Attachment C - Response Letters to Agencies

Attachment D - Response Letters to Railroads

Abbreviations

AA	Alternatives Analysis
ADA	Americans with Disabilities Act
AJD	Approved Jurisdiction Determination
BRT	Bus Rapid Transit
CCLBA	Cook County Land Bank Authority
CIG	Capital Investment Grant
CMAQ	Congestion Mitigation and Air Quality
Conrail	Consolidated Rail Corporation
CREC	Controlled Recognized Environmental Condition
CTA	Chicago Transit Authority
DBE	Disadvantaged Business Enterprise
EA	Environmental Assessment
EIS	Environmental Impact Statement
eTOD	equitable Transit Oriented Development
FTA	Federal Transit Administration
HREC	Historical Recognized Environmental Condition
LPA	Locally Preferred Alternative
MWRD	Metropolitan Water Reclamation District of Greater Chicago
NEPA	National Environmental Protection Act
NICTD/CSS & SBRR	Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad
NOA	Notice of Availability
REC	Recognized Environmental Condition
RLE	Red Line Extension
SPCC	Spill Prevention, Control and Countermeasures
TIF	Tax-Increment Financing
TIP	Transportation Improvement Program
TSD	Transit-Supportive Development
TFIA	Transit Facility Improvement Areas
USACE	U.S. Army Corps of Engineers

Section 1 - Guide to the Final EIS Response to Comments

This addendum contains the comments received on the Red Line Extension (RLE) Project Draft Environmental Impact Statement (EIS), Preferred Alignment announcement, and the Supplemental Environmental Assessment (EA). The Chicago Transit Authority (CTA) established formal comment periods for the Draft EIS consistent with 23 CFR 771.123 and for the Supplemental EA consistent with 23 CFR 771.119. Although a formal comment period was not provided, nor was it required, for the Preferred Alignment announcement, CTA welcomed and accepted comments from the public during the open house meeting. CTA received a total of 363 comments throughout the public comment periods associated with the Draft EIS, Preferred Alignment announcement, and the Supplemental EA. This document describes the comment periods associated with the RLE Project, summarizes the comments received for the RLE Project and provides responses by topic. The comments have been organized for ease of reference and documents the responses to each comment.

1.1 Public Comment Periods

Separate public and agency comment periods were established in development of the environmental review process for this project, as further described below. All comments received or postmarked by the end of the comment periods described below have been documented and responded to in this document of the Final EIS.

1.1.1 Draft EIS

The Notice of Availability (NOA) of the Draft EIS was published in the Federal Register on October 14, 2016, initiating the public comment period for the Draft EIS. The notice provided information regarding the public hearing and instructions on how to make comments regarding the Draft EIS. CTA also notified the public that the Draft EIS was available for review on the project website on October 6, 2016. Hard copies of the Draft EIS were made available at FTA and CTA's headquarter office and at libraries located within the RLE Project area. **Chapter 10** of the Draft EIS provided a list of where the hard copies were made available to the public. The public hearing was held on November 1, 2016. A court reporter was present at the public hearing to record comments. All comments received as part of the Draft EIS, including the transcript from the court reporter, are included in the Draft EIS and Section 4(f) Statement Publication, Public Hearing, and Displacement Outreach Summary, July 2018 (**Appendix C Part 4 of 7**) at the end of this document. The formal comment period ended on November 30, 2016; however, CTA extended the comment period through December 31, 2016 to allow for additional comments. A summary of the public hearing is

provided in **Appendix C Part 4 of 7**. CTA received a total of 284 comments. There were 273 comments from the public and 11 comments from agencies and railroads.

As part of the community outreach process for the Draft EIS, CTA invited potentially displaced property owners and tenants to attend one of three informational community meetings on October 11, 12, and 13, 2016. **Appendix C Part 4 of 7** provides details of the displacement outreach for the Draft EIS.

1.1.2 Union Pacific Railroad Alternative - Preferred Alignment Announcement

CTA conducted public and agency outreach efforts for the selection of the Preferred Alignment announcement, including displacement-specific outreach to property owners and residents who would potentially be displaced by the project. For displacements, CTA conducted community meetings on February 6 and 8, 2018. An open house meeting was held on February 13, 2018 for the public to review and comment on the Preferred Alignment. **Appendix C Part 3 of 7** provides a summary of the public outreach activities that occurred for the selection of the Preferred Alignment announcement. CTA received a total of 42 comments from the public.

1.1.3 Supplemental EA

The Supplemental EA served as the primary document to facilitate review by agencies and the public regarding the design changes that occurred for the RLE Project since the Draft EIS was published in 2016 and the Preferred Alignment was announced in 2018. The Supplemental EA provided details regarding the 130th Street station relocation, 120th Street yard and shop refinement, and the 107th Place cross-over. The comment period began with the NOA publication on January 31, 2022 and comments were accepted through March 1, 2022. The public hearing for the Supplemental EA was held in two formats: one virtual hearing and one in-person hearing. The virtual hearing was held on February 15, 2022. The in-person hearing was held at The Salvation Army Kroc Center on February 17, 2022. Court reporters were present at both hearings to record comments. Details regarding the Supplemental EA distribution and hard copy locations can be found in the public hearing summary provided in **Appendix C Part 2 of 7**. CTA received a total of 33 comments from the public and four comments from public agencies: Metropolitan Water Reclamation District of Greater Chicago, Illinois Department of Transportation, Federal Highway Administration, and U.S. Environmental Protection Agency.

1.2 Responses by Topic

Each comment is assigned a Comment ID, generally corresponding chronologically by the order in which it was received. The Comment ID is printed on each comment submittal (e.g., e-mail, letter,

comment card, etc.). The comments received are provided in the Supplemental Environmental Assessment Outreach Summary (Part 2 of 7), Preferred Alignment Announcement, Public Open House, and Displacements Outreach Summary (Part 3 of 7) and Draft EIS and Section 4(f) Statement Publication, Public Hearing, and Displacement Outreach Summary (Part 4 of 7) in **Appendix C**. Because commenters often shared comments on a variety of topics, some comments merited multiple responses. The first task was to identify each comment area within each commenter's communication. After this was done for all commenters, comments were grouped into categories by topic (e.g., purpose and need, alternatives, noise and vibration) and reviewed. Full and comprehensive responses were then developed for each response topic. Examples of comments and associated response topics include "why is the project needed?" (response topics: project information/purpose and need/alternatives development); "will the RLE Project increase traffic and pedestrians in the area?" (response topic: transportation); or "how loud is the RLE Project?" (response topic: noise and vibration). Using this approach, all similar comments could be grouped together for a common and more comprehensive response. CTA identified the following response topic areas:

- Project Information/Purpose and Need/Alternatives Development
- Transportation
- Land Use/Economic Development
- Displacements
- Neighborhood and Community Impacts
- Visual Impacts
- Noise and Vibration
- Safety and Security
- Hazardous Materials
- Wetlands
- Air Quality
- Section 4(f) – Parks
- Public Involvement
- Timeline/Costs and Funding

1.3 How to Find a Response to a Public Comment

Comment submittals and their corresponding responses can be found in the tables attached to this Comment Response document (**Attachment B**).

The table of public comments is organized as follows:

- Comment ID Number: A unique comment identification number assigned to each comment
- Commenter's Name
- Comment Type: e-mail, online comment form, letter, handwritten, or verbal testimony recorded by the court reporter

Commenters can find their assigned Comment ID by looking up their last name in the index provided in **Attachment A**. The index was organized alphabetically by the last name of the commenter to make finding a specific individual's or group's comment(s) in the comment matrix easier. Once the commenter identifies their Comment ID number, they then would review the matrix provided in **Attachment B** to find the response to their comment. Comments would either have an individual response, which is located within the matrix, or the reader was referred to the common responses that are located in **Section 2** of this document.

Comments from organizations, stakeholders, and community groups are included as public comments in the index described above. For example, the Redline Oversight Committee submitted a letter with multiple comments. Many residents also submitted comments on behalf of Cru Inner City, which operates the Agape Community Center at 342 W. 111th Street, Chicago, IL.

1.4 How to Find a Response to an Agency or Railroad Comment

CTA received comments on the Draft EIS and Supplemental EA from agencies in the form of letters and e-mails. Agencies or the railroads did not provide comments from the Preferred Alignment announcement. Agencies and the railroads were also assigned Comment ID numbers. The number assigned to the agency or railroad is indicated in parenthesis below, followed by a summary of the key topics from each entity. Comments from agencies and their corresponding responses are grouped alphabetically, as follows and included in **Attachment C**:

- Federal Highway Administration (Comment ID 363)

Key topics: Construction impacts to I-94 and I-57 and compliance with interstate design standards

- Illinois Department of Transportation (Comment ID 275, 278, 362)

Key topics: Traffic analysis and impacts at intersections, Interstates 57 and 94 right-of-way, impacts at I-94 interchange at 130th Street

- Illinois Environmental Protection Agency (Comment ID 274)

Key topics: Required permit for the RLE Project and disposal of hazardous waste

- Metra (Comment ID 282)

Key topics: Connections to Metra Electric District, future SouthEast Service commuter rail, and ridership projections

- Metropolitan Water Reclamation District of Greater Chicago (Comment ID 279, 360)

Key topics: Project support, property acquisition, odor study, traffic study, wetlands, stormwater outflow to Kensington Marsh, and protection of existing infrastructure

- Miami Tribe of Oklahoma (Comment ID 280)

Key topics: Coordination and archaeological resources

- U.S. Department of the Interior (Comment ID 277)

Key topics: Park impacts and Section 4(f) analysis

- U.S. Environmental Protection Agency (Comment ID 276, 361)

Key topics: No objections to project, environmental justice and community engagement, noise and air quality impacts and mitigation, station area development, climate change and resiliency, wetlands and natural areas, and appreciation for CTA's dedication to public engagement

Comments from railroads and their corresponding responses are grouped alphabetically, as follows and in **Attachment D**:

- Consolidated Rail Corporation (Comment ID 284)

Key topics: Service to existing customers, future connections, protection of right-of-way

- Norfolk Southern Corporation (Comment ID 283)

Key topics: Use of NS right-of-way, service to existing customers, and future connections

- Union Pacific Railroad (Comment ID 281)

Key topics: Pedestrian safety, barrier walls, engineering plan reviews, protection of right-of-way, and clearances from existing railroad tracks

Response letters addressing comments from the agencies and railroads are included in **Attachments C and D**, respectively.

Section 2 - Common Responses to Public Comments

Comments were submitted in the form of letters, e-mails to the project e-mail address (RedExtension@transitchicago.com), public testimony at the Draft EIS public hearing, and comment cards received at the public hearing. Comments were submitted in the form of comment cards at the Preferred Alignment announcement open house and through the project e-mail address. For the Supplemental EA, comments were submitted in the form of letters, e-mails to the project e-mail address, comment forms (electronically via the project website, in-person, and mailed), and public testimony through the court reporters available at the Supplemental EA virtual and in-person public hearings.

Many comments were very similar in nature. CTA and the Federal Transit Administration (FTA) prepared the following responses organized by the topic area below. Each response topic lists the comments to which these responses apply. If comments merited individual responses due to their size and content, then they are provided in **Attachment B**. All individual responses provided cover the same topic areas described and responded to in this document.

2.1 Project Information/Purpose & Need/Alternatives Development

2.1.1 1A - Project Information

Regarding project information, some commenters asked how far east or west the project would extend beyond the existing Union Pacific Railroad (UPRR) right-of-way.

- Comments: 146, 181, 232, 310, 315, 317, 318, 319, 320, 321, 322, 323, 326, 345

The proposed rail extension would run south along I-94 from the 95th Street Terminal, then curve west along the north side of I-57 (within the I-57 right-of-way) for nearly ½ mile until reaching the UPRR corridor near Eggleston Avenue. The alignment would then turn south to follow the UPRR corridor. The Draft Environmental Impact Statement (EIS) evaluated two options of the Red Line Extension (RLE) Project alignment along the UPRR tracks—the East and West Options. Based on public and stakeholder feedback, technical analysis, and agency coordination, CTA selected a Preferred Alignment in January 2018. The Preferred Alignment is a combination of the previously presented UPRR East and West Options. The Preferred Alignment would preserve viable businesses; minimize impacts to schools, residences, and the historic Roseland Pumping Station; and preserve properties slated for future development surrounding the station areas. The CTA elevated structure would run along the west side of the UPRR tracks from I-57 south to approximately 107th Place, then would cross the UPRR tracks and run along the east side of the tracks until crossing the Metra Electric District (MED) tracks near 119th Street. South of this point,

the tracks would run southeast along the Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad (NICTD/CSS & SBRR) right-of-way using a portion of the Norfolk Southern Railway (NS) and Consolidated Rail Corporation (Conrail) right-of-way to the terminus (end) of the RLE at 130th Street.

The tracks would be on a new elevated (aerial) track structure from the 95th Street Terminal through the MED track crossing near 119th Street. South of this elevated crossing, the tracks would transition to ground level tracks from 119th Street to south of 130th Street. The elevated structure would be a closed-deck, concrete, aerial track structure with direct-fixation track and continuously welded rail. With direct-fixation track, rails are mounted to small concrete and rubber supports that are fixed to the concrete deck. The bottom of the structure would vary in height from 14 feet 9 inches to 55 feet above existing grade, depending on required clearances above existing roadways and railroads. The two tracks would have a spacing of 13 feet (13 feet between the track centerlines) except where diverging to accommodate boarding platforms at stations. The elevated deck, on which the tracks would run, would vary in width from approximately 31 feet to approximately 53 feet at stations. UPRR requires that, for safety reasons, the CTA tracks be located at least 50 feet from the existing freight tracks. To maintain the required 50-foot distance, the CTA right-of-way would extend into the residential neighborhoods east or west of the UPRR right-of-way.

2.1.2 1B - Purpose and Need

Comments related to purpose and need focused on why the project is needed and most comments reaffirmed elements of the purpose and need that are discussed within the Draft Environmental Impact Statement (EIS).

- Comments: 1, 3, 19, 26, 28, 147, 148, 203, 241, 252, 303

Chapter 1 of the Draft EIS and the Final EIS addresses the project's overall purpose and need. The purpose and need reflects the project objectives discussed with the public during the Alternatives Analysis (AA) process, EIS scoping (including the public scoping meetings), and ongoing public involvement activities. The Red Line Extension (RLE) Project would reduce commute times for residents, improve mobility and accessibility, create viable linkages that enhance neighborhood vitality, and provide connections to other transportation modes. The RLE Project would foster economic development in the project area, as new stations could serve as catalysts for neighborhood revitalization and help reverse decades of disinvestment in local business districts. The RLE Project would also provide a modern, efficient railcar storage yard and shop facility.

CTA identified project limits to meet the project purpose and need and allow for a meaningful review of environmental impacts. The purpose and need did not change in the Supplemental Environmental Assessment (EA) or in the Final EIS from that included in the Draft EIS. The project area boundaries were initially determined during the AA study and then extended farther south to

134th Street to accommodate the relocation of the 130th Street station south of 130th Street. This southern boundary of the project area was based on geographic features including the Little Calumet River and Beaubien Woods Forest Preserve. The project area boundaries encompass the areas that would benefit most directly from such transit service improvements. The terminus of the project at 130th Street station would serve the Altgeld Gardens neighborhood; this terminus was confirmed through the AA process and further public comments received as part of the National Environmental Policy Act (NEPA) scoping process. Metra and Pace transit agencies serve communities farther south of the RLE Project area.

2.1.3 1C - Alternatives Development

Some commenters asked why CTA selected the route along the Union Pacific Railroad tracks rather than having the alignment follow one of the local highways or other routes proposed by commenters. Several commenters suggested other modes and routes. Commenters on the Supplemental Environmental Assessment (EA) inquired about the number of stations and other aspects of the Preferred Alignment, including the design refinements addressed within the Supplemental EA.

- Comments: 1, 3, 11, 13, 26, 28, 147, 151, 172, 174, 189, 191, 197, 199, 200, 202, 203, 207, 211, 252, 259, 261, 297, 309, 345, 350, 354, 359

CTA undertook an extensive Alternatives Analysis (AA) process from 2006 to 2009 that considered multiple modes and corridor options for the RLE Project. The Draft EIS and the AA described the process through which a wide range of methods of extending the CTA Red Line south from its current terminus at the 95th/Dan Ryan terminal were narrowed to the Locally Preferred Alternative (LPA).

CTA evaluated the I-57 and I-94 (Bishop Ford) corridors as part of the Screen 1 process of the AA but eliminated them from further consideration based on the analysis. These alignments, sited in the median of the expressway, are isolated from neighborhoods and activity centers and, therefore, would serve fewer riders; they would have difficult access and connections from neighborhoods; and they would not encourage transit-oriented development. Based on the results of the technical analysis completed during the AA process and considerable public support for the corridor, the UPRR Rail Alternative was recommended as the LPA by the Chicago Transit Board in 2009, indicating that it would best meet the purpose and need of the project while addressing potential impacts and constraints. FTA and CTA initiated the environmental review process with scoping in 2009 to receive comments on the alternatives and identify issues that should be examined as part of the EIS. While CTA continues to provide interim improvements to bus service, the purpose and need for this project extends beyond the benefits provided by localized bus service improvements.

CTA evaluated 12 transportation modes, nine corridors, and four profiles resulted in many combinations to be analyzed. Three rounds of preliminary screening and public outreach resulted in three build alternatives, plus the No Build Alternative. The three build alternatives analyzed were:

- Halsted Rail Alternative (Elevated)
- UPRR Rail Alternative (Elevated)
- Bus Rapid Transit Alternative (At-Grade)

Although the Chicago Transit Board designated the UPRR Rail Alternative as the LPA on August 12, 2009, CTA selected the UPRR Rail Alternative as the NEPA Preferred Alternative in August 2014 based on further technical analysis and public input. The Draft EIS, published on October 6, 2016, disclosed the environmental benefits and impacts of No Build Alternative and the two UPRR Rail Alternative options: the East and West Options.

The UPRR Rail Alternative East and West Options would be elevated and generally run south along I-94 Bishop Ford Freeway from 95th/Dan Ryan terminal, then curve west along the north side of I-57 Expressway (within the I-57 right-of-way) for nearly ½ mile until reaching the UPRR corridor near Eggleston Avenue. The alignment would then turn south to follow the UPRR corridor, either east or west of the existing UPRR tracks, to Prairie Avenue, where the RLE Project would cross over the Metra Electric District (MED) tracks near 119th Street. South of 119th Street, the East and West Options would follow the same alignment southeast along the Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad (NICTD/CSS & SBRR) right-of-way using a portion of the Norfolk Southern Railway (NS) and Consolidated Rail Corporation (Conrail) right-of-way to the terminus of the RLE Project at 130th Street. Southeast of the Canadian National (CN)/MED tracks, the elevated RLE Project, as described in the Draft EIS, would descend to an at-grade profile, travel past the proposed 120th Street yard and shop, and terminate at the 130th Street station located north of 130th Street.

Subsequent to the publication of the Draft EIS, continued design and outreach by CTA resulted in the selection of the Preferred Alignment for the RLE Project. The Preferred Alignment was announced to the public on January 26, 2018. The Preferred Alignment is a hybrid of the East and West Options of the UPRR Rail Alternative presented in the Draft EIS. CTA reviewed multiple locations for a cross-over area that would maximize the benefits and reduce the impacts of the East and West Options. The Preferred Alignment would extend the heavy rail CTA Red Line 5.6 miles from the existing 95th/Dan Ryan terminal to the Altgeld Gardens neighborhood immediately south of 130th Street. The RLE Project would include four new stations near 103rd Street, 111th Street, Michigan Avenue, and 130th Street. Multimodal connections at each station would include bus, bike, pedestrian, and park & ride facilities. The Preferred Alignment would provide travel time

savings of up to 30 minutes for passengers travelling from the 130th Street station to downtown Chicago.

The UPRR provided comments on the Draft EIS where they expressed their preference for the West Option due to concerns for the proximity of the East Option to their tracks. UPRR noted that the location of the Roseland Pumping Station could not accommodate UPRR's requested clearance of 25 feet between the centerlines of the UPRR's potential tracks and the proposed East Option. Therefore, all hybrid options considered in selection of the Preferred Alignment started with the West Option and crossed over from the west to the east side of the UPRR tracks south of the pumping station and north of 115th Street to minimize property impacts. Comparative analysis of parcel impacts and alignment with the goals of the RLE Project identified the vicinity of 108th Place as the cross-over location that would provide the greatest benefit. A cross-over in the vicinity of 108th Place would preserve viable businesses; minimize impacts to schools, residences, and the historic Roseland Pumping Station; preserve properties slated for future development surrounding the station areas; and would accommodate UPRR's potential tracks. However, additional engineering refined the alignment further, which moved the UPRR crossing north from 108th Place to 107th Place. The refinement would lower the 111th Street station platform height for easier vertical access and would lower the profile of the elevated structure. Lowering the platform makes the height more typical to what is existing throughout CTA's system thus improving passenger comfort ascending/descending the stairs.

After the announcement of the Preferred Alignment in 2018, CTA continued to conduct stakeholder coordination and further develop design plans. Public outreach, stakeholder input, and agency coordination have continued to influence CTA's ongoing design efforts. NS shared their plans for future potential access to the CN/MED tracks to the north of Kensington Yard and the national freight rail network at that location. This access would allow restoration of a former connection that the Michigan Central Railroad had with the CN/MED tracks, which were then owned by the Illinois Central Railroad. The 120th Street yard and shop presented in the Draft EIS would have precluded future potential access to the national freight rail network and access to All American Recycling located west of the railroad tracks (11900 S. Cottage Grove Avenue). The All American Recycling facility is served by the NS via its joint ownership of Conrail and the Indiana Harbor Belt Railroad (IHB). This coordination with NS resulted in additional adjustments to the Preferred Alignment near the 120th Street yard and shop. The 120th Street yard and shop and the tracks south to 130th Street were shifted approximately 100 feet to the west to accommodate NS railroad access to All American Recycling and potential improvements to the national freight rail network, namely a future connection from the NS track to CN tracks along the MED corridor. In addition, this design refinement would provide a rail connection to facilitate rail delivery of ballast, ties, and other material to support CTA operations.

In 2019, CTA began exploring an opportunity to relocate the 130th Street station, the terminating station of the RLE Project, to a location south of 130th Street. The Draft EIS had originally proposed the station location north of 130th Street. In 2017, after publication of the Draft EIS, the Chicago Housing Authority (CHA) demolished Blocks 11, 12, and 13 of the Altgeld Gardens neighborhood, creating an opportunity to relocate the station south of 130th Street to the area of the demolished blocks. The demolition of Blocks 11, 12, and 13 of Altgeld Gardens was an activity completed by CHA and was independent and unrelated to the RLE Project. CTA evaluated the station relocation for feasibility. Meetings were held with partner agencies and stakeholder groups of residents in the station area. In general, these agencies and groups expressed support for the station relocation. The design refinement relocated the station from north of 130th Street, as presented in the Draft EIS, to south of 130th Street, adjacent to the Altgeld Gardens neighborhood. Since the publication of the Draft EIS and selection of the Preferred Alignment, three design refinements were made as discussed above: (1) the location of the 107th Place cross-over between UPRR East and West alignment options evaluated in the Draft EIS required for selection of a hybrid Preferred Alignment; (2) refinement of the 120th Street yard and shop location; and (3) relocation of the 130th Street station to extend the Preferred Alignment farther south so the 130th Street station would be within the Altgeld Gardens neighborhood. These design refinements were evaluated in a Supplemental EA. The agency coordination and outreach associated with the Supplemental EA has influenced the design refinements incorporated into the Preferred Alignment and that is analyzed in this Final EIS.

2.1.4 1D - Modern Metra Electric, Gray Line, or Gold Line

Some commenters recommended studying or implementing the Modern Metra Electric, Gray Line, or the Gold Line.

- Comments: 147, 197, 204, 259, 333, 358

The Modern Metra Electric concept is similar to the earlier Gray Line proposal, first put forth by a former Chicago resident, in which the Metra Electric District (MED) Line would run frequent service and fares comparable to CTA. CTA did not analyze either proposal as an alternative for the RLE Project because they serve a different project area and satisfy a different purpose and need. The Gold Line concept proposed to change the service on the South Chicago Branch of the MED to a CTA-like urban transit corridor with frequent trains and CTA fare structure. The Gold Line was also not analyzed as an alternative for the RLE Project because it serves an area even further east and north of the RLE Project area than the MME or Gray Line projects.

It is important to note none of the potential MED improvements would serve exactly the same transit market as RLE and would omit several priority areas on the Far South Side. The RLE Project would provide an affordable, accessible, high-capacity transit service to the historically underserved

communities of Roseland, West Pullman, and Riverdale, as well as Washington Heights, while the MED serves communities farther east, including Pullman. An extension of the Red Line would provide a faster and more robust set of connections to the entire City of Chicago and region through the CTA bus and rail network, while the Gray or Gold Line would terminate in Millennium Park and therefore would not provide as much direct connectivity to the CTA network. CTA has observed that over 70 percent of riders who board at the 95th/Dan Ryan station today have destinations beyond the Loop or are transferring to other CTA lines to reach destinations throughout the city, emphasizing the importance of the connection to the CTA network. Another advantage is that the four new, rail stations constructed as part of the RLE Project would serve as community anchors, which can help promote economic development.

The RLE Project further addresses a need of the existing CTA system through its inclusion of a new rail yard and shop facility for the Red Line. The current rail yards for the Red Line at Howard Street and 98th Street are constrained and cannot be expanded. The new rail yard and shop facility provided by the RLE Project would accommodate long-term and continued growth on the Red Line, benefiting all Red Line riders.

The RLE Project is also distinct from the Modern Metra Electric proposal because it is pursuing inclusion in the FTA's New Starts program, which is a competitive federal program and provides funding for up to 60 percent of the project costs for eligible projects. No funding has been proposed for the Modern Metra Electric and its cost and feasibility are unknown.

CTA remains committed to extending the Red Line to the Far South Side, a project that will improve access to the entire city via the CTA network, and it is proud to be dedicated to the cause of keeping Chicago moving.

2.1.5 1E - Preferred Option Decision

Commenters presented preferences between the East and West Options. Some commenters requested additional information describing how CTA will make the decision for the preferred option.

- Comments: 9, 10, 11, 12, 15, 16, 20, 21, 22, 24, 41, 42, 44-63, 65-120, 123-130, 132-134, 136, 138-144, 149, 153-155, 158, 159, 165, 169, 170, 172, 173, 177, 178, 182, 189, 192, 203, 207, 209, 214, 216, 218-225, 226, 227, 228, 229, 230, 231, 233, 234, 237, 242, 243, 246, 247, 249, 251, 255, 256, 257, 267, 268, 311, 316, 345

FTA and CTA prepared the Draft Environmental Impact Statement (EIS) to evaluate the impacts of the East and West Options. CTA accepted public comments from October 6 to December 31, 2016 and considered the comments in the evaluation of the two options throughout 2017. Based on public feedback, technical analysis, and agency coordination, CTA selected a Preferred Alignment in

January 2018. The Preferred Alignment is a combination of the previously presented Union Pacific Railroad (UPRR) East and West Options. The Preferred Alignment would preserve viable businesses; minimize impacts to schools, residences, and the historic Roseland Pumping Station; and preserve properties slated for future development surrounding the station areas. This Final EIS presents the reasoning for the selection of the Preferred Alignment as well as its benefits and impacts. CTA remains committed to working with the community as the design continues to move forward.

2.2 Transportation

2.2.1 2A - Bus Routing

Commenters requested information about impacts to bus routes during and after construction.

- Comments: 170, 260, 270, 273, 288, 297, 298, 300, 302, 306, 309, 325, 329, 332, 346, 348

During construction, bus routes could be temporarily changed. For instance, when overhead beams are placed over 103rd Street or 111th Street during construction, pedestrian and vehicular traffic, including buses, would be temporarily detoured. CTA would notify riders ahead of the detour using notices at stops, on buses, and online. After project completion, restructuring of some bus routes to connect to new stations on the Red Line Extension (RLE) Project is likely to facilitate transfer to the Red Line. CTA would coordinate with Pace and other transportation providers in the area of potential impact (API) to adjust existing routes to serve the newly constructed RLE stations. Potential route changes have been provided in the addendum to **Appendix H** of the Final EIS. Bus routings may change before the RLE Project opens and will take into account public feedback at that time. CTA customers would be informed well ahead of any changes.

2.2.2 2B - Americans with Disabilities Act Accessibility

Commenters requested that the Red Line Extension (RLE) Project be Americans with Disabilities Act (ADA) accessible or generally requested accessibility for all residents.

- Comments: 200, 270, 300, 333

All public facilities, including stations, platforms, and trains, associated with the RLE Project would be fully ADA accessible. The railcar design, including door width, will not change with this project. Future design phases will detail accessibility for stations, parking, and all related project elements.

2.2.3 2C - Traffic

Commenters expressed concern that the Red Line Extension (RLE) Project would increase vehicular and pedestrian traffic in the project area.

- Comments: 11, 23, 38, 159, 164, 165, 168, 178, 196, 197, 204, 251, 270, 348

The project purpose includes improving access to rail transit and fostering economic development and increased vehicular and pedestrian traffic would be expected. CTA analyzed vehicular traffic flow changes associated with access to stations, as well as traffic along I-57 and I-94, and proposed mitigation measures where needed. Most proposed mitigation measures involve adjusting the traffic signal timing near proposed stations to improve traffic flow. During a future design phase, additional pedestrian control devices, such as increased lighting and gates at the sidewalk, would be considered to improve pedestrian safety at the existing rail at-grade crossings near RLE Project stations, where applicable. Implementing the Preferred Alignment would result in beneficial impacts at stations by upgrading intersections with Americans with Disabilities Act (ADA) compliant curb ramps, visible crossing pavement markings, and replacing deteriorated sidewalks adjacent to the new stations.

Construction activities would temporarily affect the physical capacity of roadways and intersections. When work is performed where city streets cross the alignment (such as 103rd Street, 107th Street, and 111th Street, for example), construction activities may require a lane closure. When work is performed above the street (including placement of beams), temporary detours will be required. Work would be phased to prevent simultaneous closure of adjacent city streets that cross the alignment. Work would be subject to the Illinois Department of Transportation, Cook County Department of Transportation and Highways, or the Chicago Department of Transportation approval. CTA will provide advance construction activity notices to communities in the RLE Project footprint about work that will be occurring. Notices will be posted to the project website, e-mailed to affected residents and businesses, and physically posted in work site areas.

2.2.4 2D - Street Closures

Commenters expressed concern about permanent street closures and changes in traffic direction. Commenters also expressed concern about street and alley closures during construction.

- Comments: 161, 167, 186

The following streets currently have at-grade crossings on the Union Pacific Railroad (UPRR) tracks: 101st Street, 103rd Street, 107th Street, 109th Street, 111th Street, Wentworth Avenue, 115th Street, and State Street. The proposed CTA structure is aerial from I-57 to 119th Street. No UPRR track crossing closures or permanent street closures are proposed as part of this project.

Modifications are being proposed for streets and alleys adjacent to the parking facilities near the stations. However, these modifications do not change the direction of traffic flow, nor do they limit access to residences or businesses. In final design, minor changes may be proposed to accommodate bus connections and parking access and egress. The arterial streets in the project area, such as 115th Street, will remain arterials, so shifts in traffic patterns to adjacent residential streets would not be expected.

During construction, construction activities would temporarily affect streets and alleys adjacent to the Preferred Alignment, including closing of alleys to the public to perform construction activities and protect the public. If service activities, such as garbage collection, take place through the alley, arrangements would be made for the service to continue if the alley is temporarily affected. If the permanent features of the project would displace a portion of alley or street, CTA would coordinate with the department of transportation that has jurisdiction over that roadway to include design plans that would minimize impacts to the alley or street. CTA will provide advance notice of work via Construction Activity Notices (CANs) to communities in the RLE Project footprint about work that will be occurring, including type of work, expected impacts and duration. Notices will be posted to the project website, e-mailed to the project e-mail list, and physically posted in work site areas.

2.2.5 2E - Parking Demand

Commenters expressed concern that the Red Line Extension (RLE) Project will reduce available parking. Other commenters requested that parking garages not be included in the project.

- Comments: 159, 164, 212, 213, 225, 251, 257, 285, 286, 308, 345

Travel demand analysis performed during the RLE Alternatives Analysis (AA) process showed the need for park & ride facilities. The Draft EIS included information on proposed parking at each station. In addition, CTA conducted ridership modeling in 2020 and 2022 which confirms the demand for parking facilities at each of the proposed stations. However, based on community feedback, site availability, and analysis of peer stations throughout the CTA system, the number of parking spaces presented in the Draft EIS was reduced. Sufficient parking capacity would be provided at all stations to minimize residential street parking in the station areas.

2.2.6 2F - Impacts to Parking during Construction

Commenters expressed concern regarding impacts to parking during construction.

- Comments: 165, 167, 187, 293, 303

On-street parking would be temporarily affected during construction due to both construction activities and maintenance of traffic during those construction activities. Disruption of on-street parking would primarily be along the streets which currently provide access across the Union Pacific Railroad (UPRR) tracks including 101st Street, 103rd Street, 107th Street, 109th Street, 111th Street, Wentworth Avenue, 115th Street, and State Street. Near the UPRR tracks, on-street parking is either already restricted or there is a surplus of on-street parking spaces in relation to the demand for the spaces.

2.2.7 2G - Walkability and Bicycle Access

Commenters expressed concern regarding foot travel to the station areas, emphasizing the 130th Street station.

- Comments: 330, 331, 332, 333, 339, 348

Implementation of the RLE Project would result in benefits for pedestrians at stations by upgrading the intersections immediately adjacent to the stations with Americans with Disabilities Act (ADA) compliant curb ramps and replacing deteriorated sidewalks. CTA will work with City agencies to assess multimodal access to stations and identify improvements; however, sidewalks and streets are not under CTA's jurisdiction.

The Chicago Department of Transportation (CDOT) is studying bicycle and pedestrian improvements along 130th Street as part of a separate project. In addition, CDOT in conjunction with CMAP, developed the Riverdale Community Area Multimodal Transportation Plan which is a study to help improve access to destinations and transportation options within the Riverdale Community Area. This plan identifies potential improvements that would provide connectivity to the 130th Street station. CTA will continue to coordinate with CDOT regarding multimodal connection opportunities near the 130th Street station. Bike lanes along 103rd Street, 111th Street, 115th Street, and State Street have the potential to be used by bicyclists to access the RLE stations. The four proposed RLE stations would have bicycle parking to accommodate bicyclists. The Preferred Alignment would create efficient transit connections and provide, not preclude, potential future bicycle connections, to the RLE Project and the larger CTA network.

Currently, the City of Chicago provides a Divvy station within ½ mile of most CTA rail stops along the Red Line. Further coordination between CDOT, CTA, and the bike share concessionaire(s) would occur in the future to determine appropriate bicycle connections and amenities to the proposed stations for the RLE Project.

2.2.8 2H - Connectivity to Metra Electric District or South Shore Line

Commenters asked about the potential to connect the proposed Red Line Extension (RLE) Project to the Metra Electric District (MED) or South Shore Line.

- Comments: 170, 179, 248

The purpose of the RLE Project includes creation of opportunities for potential connections and linkages to other public transportation modes including regional commuter rail in the project area. One potential connection would be to the Northern Indiana Commuter Transportation District (NICTD) South Shore Line at the 130th Street station. Currently, the NICTD South Shore commuter service does not have a 130th Street station, and at this time they do not have future plans to include a 130th Street station. The CTA proposed in 2020 and evaluated in the Supplemental Environmental Assessment (EA), the RLE 130th Street station relocation to south of 130th Street within the Altgeld Gardens neighborhood. Transfer to NICTD South Shore services would be possible though an indirect connection using a bus between the RLE station and the NICTD station (if ever implemented in the future).

A direct connection between RLE and MED at Kensington/115th Street station would be possible along 115th Street. The transfer between the RLE Michigan Avenue station and Kensington/115th Street station would be possible using bus or pedestrian connections. While operating plans would be further defined as this project progresses, bus connections to this station along 115th Street and wayfinding would be provided to address connectivity between services.

Multimodal connections at the four new stations would include bus, bike, pedestrian, and park & ride facilities. The RLE Project would not preclude future regional commuter rail connections with NICTD (if ever implemented in the future) and the MED.

2.3 Land Use/Economic Development

2.3.1 3A - General Land Use Impacts

Commenters requested additional information about how the land use and economic impact analysis was conducted. One commenter requested clarification about whether the new substation at Michigan Avenue would be consistent with surrounding land uses. There were several requests for specific types of commercial development in the area and that the new commercial development provide opportunities for African American owned businesses. One commenter requested additional information about transit-oriented development. Several comments asked what CTA would do to address/develop remaining (not displaced) properties that are currently abandoned or boarded up. One commenter encouraged high-density development near the stations.

- Comments: 38, 152, 153, 159, 164, 170, 176, 264, 285, 308, 324, 330 332, 339, 350

Regional and local planning bodies govern land use and zoning regulations. CTA evaluated existing land use, zoning, and relevant land use and economic development plans for parcels directly adjacent to the Preferred Alignment, for the full length of the alignment, as well as those parcels within ½ mile of stations per FTA’s 2004 Guidelines and Standards for Assessing Transit-Supportive Land Use. This ½-mile buffer around stations (generally acceptable walking distance) was chosen to assess any direct or indirect land use or economic development impacts that could result from the RLE Project in accordance with federal guidance. Section 4.1 of the Draft and Final Environmental Impact Statement (EIS) provides additional details on how these impacts were determined.

The following potentially adverse land use impacts were identified: (1) park & ride facilities at all four stations would be inconsistent with adjacent land uses, and zoning designations do not permit large, stand-alone surface parking lots or garages, and (2) the replacement park sites identified as mitigation for park impacts would be rezoned to accommodate future park use on those parcels. Based on additional engineering presented in the Final EIS, the substation locations have been revised and moved closer to the elevated structure. In addition, the introduction of an elevated track structure in Fernwood Parkway would alter the open space’s function as a buffer between the Union Pacific Railroad freight tracks and the single-family neighborhood on the west side of Eggleston Avenue.

The following mitigation is proposed to offset these potentially adverse impacts: (1) land for parking facilities would be rezoned, and the facilities would include landscaping and lighting that is compatible with adjacent land uses. The parking garage at 130th Street station would have architectural design and massing (setting back the upper floors away from the edge of the property to shield them from view from the street) that would reduce incompatibilities with adjacent land uses. CTA would provide landscaping for visual screening, including planting additional trees on the west side of Eggleston Avenue to minimize visual impacts from the elevated track structure in Fernwood Parkway. Tree planting on the west side of Eggleston Avenue would meet applicable landscaping guidelines. No permanent or construction-related adverse land use or economic impacts would remain after mitigation.

CTA is developing a Transit-Supportive Development (TSD) Plan based on the community’s vision for future development on the RLE corridor. The TSD Plan is anticipated to be finalized in 2022. It identifies methods and resources to enable mixed-use development and enhance economic vitality, multimodal connectivity, and the pedestrian environment. The TSD Plan utilizes an equitable Transit Oriented Development (eTOD) planning approach. eTOD planning seeks to promote development without displacement and realize community-focused benefits such as affordable housing, local economic development, and environmental sustainability. To achieve this, the TSD

Plan incorporates policies to preserve existing housing stock and build new housing options, while stimulating economic development and encouraging new development on vacant lots. CTA is working closely with Chicago's Department of Planning and Development, and the Cook County Land Bank Authority (CCLBA) to identify the best policies and programs to support existing residents within the RLE community.

CTA has continued to disclose property acquisitions needed to accommodate this project. Existing vacant and underused properties were considered in the assessment of land use and economic development impacts from this project; however, future development of these properties is also beyond the purview of CTA and is regulated by the City of Chicago. For vacant land owned by the City, the Department of Planning and Development has several programs that allow for the acquisition and development of those properties, including the Adjacent Neighbors Land Acquisition Program, the Negotiated Sales Program, and the Large Lots Program. The CCLBA acquires, holds, and transfers interest in vacant, abandoned, foreclosed or tax-delinquent properties to promote redevelopment and reuse and help stabilize neighborhoods in ways that are consistent with local government and community goals and priorities. Further information about CCLBA's mission and programs is available on their website (<http://www.cookcountylandbank.org/>).

2.3.2 3B - Economic Development

Several comments noted that the proposed project would have, or they desire the project to have, positive economic benefits to the surrounding communities and create new jobs, while other commenters noted that they did not expect economic development benefits to accrue as a result of the project.

- Comments: 3, 158, 171, 174, 176, 181, 192, 202, 240, 246, 251, 259, 292, 330, 331, 333, 351

Implementation of the project could spur economic revitalization and the development of more transit-supportive communities near the proposed stations. Increased transit access would attract customers and visitors from outside the community to local businesses, landmarks, and cultural centers, bolstering community investment. The Red Line Extension (RLE) Project supports allied economic development and heritage tourism efforts.

Construction of the RLE Project would create construction jobs, and once completed, the RLE would also increase transit access to jobs in the region. CTA is establishing partnerships with community organizations, educational institutions, and trade organizations to promote workforce opportunities on the project and in the broader construction industry. CTA is developing a Transit-Supportive Development (TSD) Plan based on the community's vision for future development on the RLE corridor. The TSD Plan also includes an economic development strategy, which identifies programs and opportunities to encourage and support businesses. There is no specific timeline for this economic development strategy. While CTA is not and will not be a land developer, it is

working with agencies and stakeholders via the TSD Plan to outline strategies for development by others, including private sector developers. The TSD Plan recommendations have been drafted based on input from community members that helped determine the needs and priorities of the project area. See the response in **Section 2.3.1** for additional information regarding the TSD Plan.

2.3.3 3C - Project Impacts on Property Values

Several comments requested additional information about how the project would affect local property values.

- Comments: 9, 21, 161, 167, 168, 184, 186, 204, 246, 251, 304, 331, 333

The Red Line Extension (RLE) Project would have the potential for indirect benefits to property values in the project area. The Regional Transportation Authority states that studies have shown that residential home prices are higher when they are close to a transit station.¹ There could be increased desirability for redevelopment from new employment accessibility, attraction of new development around RLE stations, and overall livability improvements. Public sector commitments and improvements like the RLE Project can help to improve the overall project area and serve as an incentive for the private sector investment in the area's economic development. Development near stations may also help prompt greater social activity in the neighborhood and the stations would serve as a new focal point of community activity and services. The station and retail improvements may contribute to a southward expansion of the current commercial and entertainment district along Michigan Avenue between 111th and 115th Streets. Additionally, the availability of affordable housing with easy access to transit stations and the potential for improved livability are elements that could contribute to increased property values after the project completion.

CTA is also developing a Transit Supportive Development (TSD) Plan. The TSD Plan identifies an opportunity to promote generational wealth building, particularly within Black and African-American communities, through growth in home ownership and home values, as well as in entrepreneurship particularly start-up and small businesses. The TSD Plan also calls for balanced development, recommending a variety of housing options to provide opportunities for people to stay in the neighborhood, and controls to ensure access to affordable housing. Housing choices could also mean additional senior housing options that would allow seniors to “age in place” or move to a senior housing facility in the neighborhood. Other housing options include places for

¹ Regional Transportation Authority of Northeastern Illinois. September 2011. Transit-Oriented Development: The Future of Development. Available at:

https://www.rtachicago.org/sites/default/files/documents/plansandprograms/landusetod/Housing_Costs_for_Web.pdf

Accessed January 4, 2022

young adults to live in the neighborhood who cannot afford, or do not want, a single-family home. See the response in **Section 2.3.1** for more information on the TSD Plan.

2.4 Displacements

2.4.1 4A - General

Commenters requested clarification regarding which properties would be displaced and the overall relocation process. Commenters expressed concern about when CTA would notify them of their intent to purchase property.

- Comments: 10, 11, 12, 15, 24, 27, 29, 150, 155, 165, 171, 173, 180, 181, 183, 185, 188, 189, 193, 194, 201, 206, 207, 246, 254, 260, 264, 270, 287, 290, 291, 294, 295, 301, 314

The Preferred Alignment would require the acquisition of 228 parcels (97 buildings). Information about the acquisition and relocation process is discussed in Section 4.2 of the Final Environmental Impact Statement (EIS). Properties would be acquired to accommodate the aerial structure, stations, and parking facilities.

CTA is committed to fair and equitable treatment for all individuals who may need to be relocated due to the RLE Project. CTA would be required to follow the guidelines of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (known simply as the “Uniform Act”), along with state regulations. The properties that would be affected by the Preferred Alignment are listed by address in **Appendix K** of the Final EIS. In addition, information is provided on the project website: <https://www.transitchicago.com/rle/properties/>.

CTA would not pursue acquisition of private property for the RLE Project until the environmental review is completed with a signed Record of Decision. Upon acquisition, a resident would typically have 90 days to move; however, CTA may allow longer occupancy after acquisition depending on the project construction timeline.

2.4.2 4B - Compensation

Commenters expressed concern about the compensation that they would receive for property sold.

- Comments: 15, 16, 18, 24, 165, 201

CTA is required by federal law to offer to purchase each property for an amount that is no less than fair market value as determined by an independent appraisal. In some circumstances, if the current appraisal is less than the original property purchase price, an owner may be eligible for compensation equal to the original purchase price.

In addition, impacted property owners as well as commercial and residential occupants who must move because of the RLE Project may be entitled to relocation benefits under the Uniform Relocation Act (URA), as required by federal laws. Further information about potential property displacements and compensation under federal requirements can be found on the project website: <https://www.transitchicago.com/rle/properties/>.

2.4.3 4C - Fair Price

Commenters expressed concern about receiving a fair price for property sold.

- Comments: 18, 19, 27, 156, 162, 165, 204, 224, 253, 260

CTA is required to hire an independent appraiser to inspect the property to determine fair market value. Property owners will be invited to accompany the appraiser during the inspection of their property. Property owners may provide information about improvements made to the property and any special features that could affect the value of the property to make certain that these facts are considered in the appraisal. Additional information can be found on the project website: <https://www.transitchicago.com/rle/properties/>.

2.4.4 4D - Relocation Assistance

Commenters expressed concern about whether CTA will provide help in relocating.

- Comments: 19, 27, 150, 165, 183, 206, 253, 260, 270, 312

A relocation agent will be assigned to each affected individual to answer questions and provide additional information about relocation assistance, advisory services, and relocation payments eligibility. Relocation agents are assigned to each affected property owner and tenant to facilitate the relocation process. Additional information can be found on the project website: <https://www.transitchicago.com/rle/properties/>.

2.4.5 4E - Senior Citizens

Commenters expressed concern about senior citizens who would need to be relocated.

- Comments: 153, 156, 178, 191, 303, 317

CTA is committed to fair and equitable treatment for all individuals who may need to be relocated due to the Red Line Extension Project. Affected individuals will work closely with their assigned relocation agent. No individual would be displaced unless decent, safe, and sanitary replacement housing is available within their financial means.

2.4.6 4F - Agape Community Center

Commenters expressed concern about impacts to existing parking facilities at the Agape Community Center resulting from the proposed acquisition of City-owned property west adjacent to the Agape Community Center.

- Comments: 41, 42, 44-63, 65-120, 123-130, 132-134, 136, 138, 139, 142-144, 149, 214, 216, 218-223, 227, 228, 230, 231, 233, 234, 238

In 2016, CTA published a Draft Environmental Impact Statement (EIS) and held a public hearing on November 1, 2016 at St. John Missionary Baptist Church to obtain comments on the benefits and impacts of two options that were under consideration for the Red Line Extension (RLE) Project alignment—the East Option and the West Option. Based on public feedback and additional project planning and engineering work conducted over 2017, CTA selected a Preferred Alignment that is a hybrid of the East and West Options of the Union Pacific Railroad (UPRR) Rail Alternative presented in the Draft EIS. CTA reviewed multiple locations for a cross-over area that would maximize the benefits and reduce the impacts of the East and West Options. A cross-over in the vicinity of 108th Place would preserve viable businesses; minimize impacts on schools, residences, and the historic Roseland Pumping Station; and preserve properties slated for future development surrounding the station areas. However, additional engineering refined the alignment further, which moved the UPRR crossing north from 108th Place to 107th Place. The refinement would lower the 111th Street station platform height and would lower the profile of the elevated structure. Lowering the platform makes the height more typical to what is existing throughout CTA's system thus improving passenger comfort ascending/descending the stairs. For these reasons, the alignment for the West Option was not carried forward south of 111th Street and the vicinity of the Agape Community Center.

The Preferred Alignment would require acquisition of the City-owned parcel west adjacent to the Agape Center. CTA has continued to coordinate with the Agape Community Center following the selection of the Preferred Alignment to understand the parking and loading/unloading needs. As such, the current proposed design includes replacement parking in the parcel directly east of the Agape Community Center with access to the new parking lot from 111th Street. The proposed design would also accommodate the existing loading/unloading access from the east-west alley at the rear of the building by driving through the new parking lot.

2.5 Neighborhood and Community Impacts

2.5.1 5A - General Impacts to Neighborhoods and Communities

Commenters expressed concern about how the neighborhood and community could change by implementing the Red Line Extension (RLE) Project, including gentrification. Some commenters felt the community would be improved by the project and want to be involved in positive change, and others were concerned that the community would be negatively impacted. Several commenters discussed how parts of the alignment were communities of elderly people who have lived in this community for many years. One commenter requested branded signage throughout the community to direct residents to the stations.

- Comments: 155, 165, 168, 173, 174, 176, 178, 202, 270, 301, 303, 308, 330, 331, 332, 339, 350, 351

CTA's analysis of neighborhood and community impacts, as described in Section 4.3 of the Final Environmental Impact Statement (EIS), considered impacts related to community character and cohesion, mobility, and community resources. The neighborhood and community impact analysis involved creating detailed demographic and community profiles based on existing community area boundaries through which the Preferred Alignment would pass. CTA conducted field investigations to identify physical, social, or perceived barriers within the established community. In addition, the analysis considered other potential visual, noise, and environmental impacts that could have ripple effects on the surrounding neighborhood.

The Preferred Alignment would run along the Union Pacific Railroad (UPRR) tracks. The new CTA structure would not introduce new separations between neighborhoods, because the UPRR right-of-way already has limited grade crossings and acts as a barrier for pedestrians. The increased pedestrian activity around the proposed RLE stations may help bridge the gap between communities currently separated by the freight tracks. The placement of the track structure would require acquisition of parcels along the west side of the UPRR right-of-way between 103rd Street and 107th Place and along the east side of the UPRR right-of-way between 107th Place to approximately 119th Street. These parcels, some of which are vacant or sparsely occupied, primarily contain a mix of industrial and residential uses. Because the streets in this area, with the exception of major thoroughfares, end at the UPRR right-of-way, the displaced parcels would be at the ends of blocks (adjacent to the UPRR tracks), and not in the center of the neighborhood. The CTA track structure would encroach on the edges of neighborhoods but would leave the neighborhoods otherwise intact.

As described in **Section 4.1** and **Chapter 5** of the Final EIS, CTA has reviewed several coinciding land use and economic development reports that have been developed in the project area to understand the potential for impacts on land use, zoning, and economic development from the

project. These plans promote commercial and residential development around transit stations, as well as economic development region wide. The plans are also compatible with the project goals of strengthening the linkages between transit and the surrounding neighborhoods. CTA developed a Transit-Supportive Development (TSD) Plan based on the community's vision for future development on the RLE corridor. It identifies methods and resources to enable mixed-use development and enhance economic vitality, multimodal connectivity, and the pedestrian environment. The TSD Plan utilizes an equitable Transit Oriented Development (eTOD) planning approach. eTOD planning seeks to promote development without displacement and realize community-focused benefits such as affordable housing, local economic development, and environmental sustainability. The City of Chicago's eTOD Policy Plan also outlines a set of actions for the City of Chicago to take to advance racial equity, wealth building, public health, and climate resilience goals. This initiative also prioritizes existing residents and supports the TSD Plan goal to prevent displacement due to increased development.

The RLE Project may result in substantial mobility benefits for Far South Side residents and may facilitate access to land uses and community resources near the station locations, as well as access to forest preserves such as Beaubien Woods Forest Preserve, especially for transit-dependent residents including the elderly and disabled, which would be beneficial overall. CTA would install corresponding wayfinding to direct residents to the new stations. Adjacent properties would benefit from this increase in mobility options and access to residential and commercial development. In addition, CTA must provide financial assistance and relocation services, as required by the Uniform Relocation Act (URA), for property owners as well as commercial and residential occupants who must move because of the RLE Project.

2.5.2 5B - Impacts to Schools and Community Groups

Commenters expressed concern about how the project would affect schools and other community groups (Kids Off the Block, Agape Community Center).

- Comments: 72, 92, 104, 110, 129, 166, 176, 218, 219, 238, 254, 305

As described in Section 4.3.2 of the Final Environmental Impact Statement, within ½ mile of the Preferred Alignment are 62 religious facilities, 12 schools, 6 community centers, 3 fire stations, 4 healthcare centers or hospitals, 1 library, 9 landmarks, and 5 government facilities. The Preferred Alignment would facilitate access to community resources near the station locations, including schools and community centers, which would be beneficial overall. No active schools would be displaced. The former Kwame Nkrumah Academy that is not currently in operation, located at 314 W. 108th Street, is located near the 107th Place cross-over for the Preferred Alignment. With the addition of the noise barrier on the elevated structure there would be no noise impacts to this school after mitigation. CTA worked with the Agape Community Center to incorporate an

alternative parking location on the east side of the Agape Community Center. The proposed design would accommodate the existing loading/unloading access from the east-west alley at the rear of the building by driving through the new parking lot.

2.6 Visual Impacts

2.6.1 6A - Visual Impacts

Commenters expressed concern about how the new track structure, stations, and substations would look as well as visual impacts during construction.

- Comments: 152, 155, 165, 168, 174, 176, 251, 315, 330, 339, 350

As described in Section 4.4 of the Draft and Final Environmental Impact Statement, the Preferred Alternative would result in adverse visual impacts despite mitigation at the following locations: north of I-57, between 99th Street and 103rd Street station area, 107th Place cross-over area, 117th and Prairie Avenue, and the 130th Street station area. These locations are near residential neighborhoods that would be impacted by the elevated structure. While not the only method, mitigation includes tree replacement and additional tree planting. CTA would plant new trees in multiple locations, including Fernwood Parkway, as required by landscaping ordinances for surface parking lots, surrounding parking structures, screening substations, and at multiple locations along the proposed aerial track structure. **Section 4.4** and **Appendix N** contain photo renderings of the new track structure.

CTA would plant additional trees on the west side of Eggleston Avenue to minimize visual impact from the elevated track structure to the residential community to the west. CTA would also plant trees as required in landscaping ordinances for surface parking lots.

Construction-related visual impacts would not be adverse and would include construction fencing, demolition of existing buildings, temporary walls, temporary street closures and related signage, temporary lighting or entrances, and/or shoring of concrete structures or existing viaducts. CTA would maintain as much existing vegetation as practical and minimize temporary construction impacts on neighborhoods by limiting the light trespassing from night lighting. Best management practices and debris-free construction areas would mitigate temporary visual impacts from the construction sites.

2.7 Noise and Vibration

2.7.1 7A - Permanent Impacts

Commenters expressed concern about the potential for noise impacts from RLE trains operating closer to nearby residences. Commenters stated that noise from the freight trains is already an issue without the addition of more trains. Commenters expressed concern about property damage from vibration from both the freight and transit train operations. Commenters also asked if CTA would provide improvements to residences to reduce noise impacts.

- Comments: 11, 18, 21, 22, 23, 38, 155, 161, 164, 167, 168, 171, 173, 174, 174, 178, 184, 186, 189, 190, 198, 204, 206, 224, 226, 246, 251, 257, 258, 264, 270, 296, 339

CTA recognizes that property owners adjacent to the Union Pacific Railroad (UPRR) currently experience noise and vibration impacts from the UPRR freight rail that operates in the corridor, and property owners have expressed concerns about additional increases to noise and vibration from the Red Line Extension (RLE) Project. CTA conducted a detailed noise and vibration analysis as part of the Final EIS (See **Section 4.5**). It should be noted that the requirements for this type of analysis, as well as mitigation required, are based on quantitative measures that evaluate/assess the additive effect of the project. In other words, the impacts of this RLE Project and required mitigation are based on the project impact.

CTA has no way to change or mitigate existing noise from UPRR's train operations. CTA analyzed noise and vibration impacts according to the latest federal guidance, FTA's 2018 Noise and Vibration Manual. These detailed analysis procedures are more refined in the prediction of project noise and vibration and in the evaluation of mitigation than the FTA general noise and vibration analyses conducted during the Draft EIS.

In a detailed noise analysis, impact is assessed based on predictions at specific receivers, and equations are employed for computations of ground and barrier propagation effects. For vibration, a detailed analysis requires site-specific testing and complex analytical techniques to develop estimates of the frequency components of the vibration. Existing noise sources along the RLE Project include roadway traffic, freight rail operations on the UPRR tracks, and local activities whereas the only major sources of existing ground vibration along the RLE corridor are freight train operations on the UPRR tracks.

The noise analysis predicts noise or vibrational increases compared to existing noise and vibration levels within the project corridor. The project envisions CTA railcars operating on a closed deck track structure with noise barriers on both sides of the structure. The existing noise conditions include freight trains on the UPRR tracks. These freight tracks have no noise barrier.

Based on the detailed noise analysis, the Preferred Alignment would result in noise impacts at a total of 391 residences, with moderate impacts at 301 residences and severe impacts at 90 residences, without mitigation. For noise-sensitive institutional receivers along the RLE corridor, the Preferred Alignment is projected to result in two moderate impacts (Agape Community Center and My Holy Rock Missionary Baptist Church) and one severe noise impact (Kingdom Global Outreach Ministries) without mitigation. There are no noise impacts projected along the segment of the Preferred Alignment to the south of the Canadian National/Metra Electric District rail corridor, which includes the location of the 130th Street station. Based on this analysis and federal requirements to consider mitigation for all moderate impacts and include mitigation for all severe impacts, the following mitigation measure is proposed as part of this project: To reduce noise impacts below FTA noise impact criteria, CTA would construct a noise barrier anticipated to be approximately 3.5 feet in height above the top of rail, which would provide a 10-A-weighted decibels (dBA) reduction in noise along both sides of the elevated track structure from the 95th Street Terminal to the CN/MED tracks near 119th Street. Moderate noise impacts are expected to remain at 15 residences after noise barrier mitigation, primarily because of their proximity to track turnouts and crossovers. However, these residual impacts are in the lower 50 percent of the moderate noise impact zone, with projected noise increases of less than 3 dBA. Other means to mitigate the moderate noise impacts remaining after noise barrier mitigation may be examined during final design.

The elevated track structure with continuously welded rail would result in vibration levels that would be below the FTA impact criterion of 72 decibels of vibration (VdB) at the residential noise-sensitive receivers along the project corridor. The project would therefore result in no impacts from vibration and no mitigation measures would be required.

Union Pacific Railroad reported that 14 freight trains per day pass through the project area. The RLE Project would not affect the number of freight trains that pass through the project area. There are substantial differences between freight railcars and trains and the CTA railcars and trains. Loaded freight railcars can weigh 268,000 pounds or more, while CTA railcars with the maximum number of people on board weigh under 80,000 pounds—less than $\frac{1}{3}$ the weight. The induced vibration from the CTA railcar is far less, due to the weight difference as well as other factors (For instance, freight trains are typically longer than eight-car CTA trains).

2.7.2 7B - Construction Impacts

Commenters expressed concern about noise and vibration during construction.

- Comments: 160, 165, 184, 186, 198, 293, 313, 315

Predicted construction noise levels are not expected to exceed the limits provided in the FTA guidance manual for noise-sensitive receivers, but noise would be minimized through the

implementation of best management practices by the contractor during construction. Construction specifications would require the contractor to adhere to noise control requirements of the project, including working hours.

Construction vibration is generally associated with activities such as demolition, drilling, excavation, or ground compaction near sensitive structures. The vibration impact threshold distances were calculated, and it was determined that most of the equipment can be operated without risk of damage to buildings and their foundations at distances of 15 feet or greater from non-engineered timber and masonry buildings or at distances of 8 feet or greater from reinforced concrete buildings. Construction vibration levels for the Preferred Alignment are not expected to exceed the FTA construction criteria for vibration damage. Where practicable, pile-driving would be avoided in the vicinity of the historic Roseland Pumping Station and sensitive noise and vibration receivers.

2.8 Safety and Security

2.8.1 8A - Safety and Security Impacts

Commenters expressed concern regarding pedestrian safety and the potential for increased crime. Commenters also expressed concern about emergency access to the project area during construction and operation. One commenter was concerned about the fire station located on 103rd Street.

- Comments: 11, 34, 35, 135, 155, 159, 164, 165, 167, 170, 174, 176, 178, 181, 192, 202, 204, 206, 252, 270, 297, 300, 302, 303, 325, 327, 330, 332, 339, 341, 350

The safety and security of customers is the number one priority of CTA and the Chicago Police Department (CPD), which provides law enforcement for CTA. CTA makes extensive efforts to prevent crime and to investigate and prosecute criminals who commit crimes on or near CTA-owned properties. CTA's Security Department works closely with CPD's Public Transportation Unit, a dedicated unit to CTA, on ways to keep passengers safe each day. CPD and the suburban police departments all provide police protection on CTA buses, trains, stations, and park & ride facilities via the deployment of both uniformed and plainclothes officers, as well as surveillance missions and other policing strategies including K-9 unit patrols. While crime does occasionally occur on CTA buses and trains – as it does everywhere else in the city – overall, CTA is a safe system when compared to ridership. Currently, we carry 800,000 passengers a day – more than the entire population of Denver – and nearly 4.5 million people each week, and incidents of crime are very low. However, CPD and CTA are always working on making the CTA buses and trains even safer.

CTA has numerous systems in place to provide a safe environment for everyone, including a network of more than 33,000 security cameras – one of the largest security camera systems of any U.S. transit agency – security monitors, emergency phones and call boxes at rail stations, and a host of other elements across facilities and vehicles. The cameras, found at every rail station and on every bus and train, have been an important tool to help CPD in identifying crime suspects and in detecting crime patterns. All of CTA's buses and trains have multiple cameras. Police patrols near the proposed stations would be coordinated with CPD closer to the time of project completion.

As part of the RLE Project, CTA prepared a Threat and Vulnerability Assessment (TVA) and conducted a Preliminary Hazard Analysis (PHA). The TVA and PHA identify threats and make recommendations to mitigate for those threats in order to reduce risk. The analysis, conclusions, and mitigation measures presented in the Final EIS are consistent with the findings in the TVA and PHA. Based on data from transit stations in Chicago and across the United States, the new stations would be unlikely to have much, if any, impact on neighborhood crime; however, research indicates that some risk would remain, particularly in low-income neighborhoods.

CTA will continue to coordinate with the Chicago Department of Transportation (CDOT) during final design to determine if traffic signals are recommended by an engineering traffic study. Other pedestrian crossing treatments currently in use throughout the City, such as pedestrian flashers and crossing refuge islands, would be evaluated with CDOT during final design of the project. To mitigate adverse safety impacts at the roadway-railroad grade crossings, parking for stations would likely be provided on the same side of the tracks as proposed stations, and potential other design elements as appropriate, such as improved fencing, cantilever, and post mounted at-grade crossing warning devices (currently in place), four quadrant gates, pedestrian gates with skirts, and anti-trespass panels. CTA would install fencing at appropriate locations to deter pedestrians from crossing the freight railroad tracks in places other than the designated locations. At the park & ride facilities, CTA would install surveillance cameras and provide controlled entry and exit access.

During final design of the project and as a requirement, CTA will prepare the traffic management and maintenance of traffic plans that identify traffic detours and emergency access routes. CTA would coordinate traffic management with the Federal Highway Administration, Illinois Department of Transportation, Cook County Department of Transportation and Highways, and CDOT. During construction, emergency services would have access to construction sites at all times and would access construction sites in the same way as contractors, by using various side streets and recommended detours. Emergency services wishing to cross tracks would have to use recommended detours, just as with any roadway construction project. To mitigate risks of safety and security incidents during construction, contractors would be required to develop a Construction Safety and Security Plan, perform job safety analysis, and monitor safety and security activities. After construction is complete, emergency services, including the fire station on 103rd Street, would not experience impacts.

2.9 Hazardous Materials

2.9.1 9A - Hazardous Materials

Commenters expressed concern about the proximity of the Red Line Extension (RLE) to hazardous materials, the use of hazardous materials during construction, and how hazardous materials encountered during construction would be addressed.

■ Comments: 162, 181, 270, 300

As described in Section 4.8.2 of the Final Environmental Impact Statement, CTA conducted a Corridor Level Phase I Environmental Site Assessment (ESA) for the Preferred Alignment. The Corridor Level Phase I ESA identified a total of 48 locations of potential concern, including recognized environmental conditions sites (RECs): 26 on-site RECs, 18 off-site RECs, 1 controlled REC (CREC), and 3 historical RECs (HREC) associated with the Preferred Alignment. Additionally, six *de minimis* conditions (generally does not present a threat to human health or the environment would not be the subject of an enforcement action) were identified in the Corridor Level Phase I ESA. CTA has conducted site-specific Phase I ESAs on those parcels with RECs and has conducted Phase II ESAs to characterize and evaluate the potential for encountering hazardous materials and contaminated soils.

Impacts associated from the adjacent freight lines would be reduced by the freight lines' adherence to federal hazardous material transport regulations (49 CFR § 171–180) that, among other things, specify requirements for the safe transportation of hazardous materials by rail and require rail carriers to conduct a security and safety risk analysis, to develop a security and safety risk plan that includes measures to mitigate risk to population centers, and to select the safest route. Impacts associated from the adjacent freight lines are unrelated to the RLE Project.

CTA would follow federal, state, and local laws and regulations regarding handling hazardous materials before and during construction. CTA will perform Phase I ESAs of any property to be purchased as part of the Preferred Alignment. Phase II ESAs would be required for areas where RECS were identified in the Phase I ESA analysis. Before construction, CTA will develop and adhere to a Contaminated Material Management Plan that provides the procedures for identifying, characterizing, managing, storing, and disposing of contaminated soil and groundwater encountered during construction activities. The plan will comply with all applicable federal and state cleanup standards and would cover the entire project area, as it is assumed that all material has at least some level of contamination associated with it. CTA will also develop Spill Prevention, Control and Countermeasures (SPCC) Plans to address and establish requirements for the use, storage, and disposal of materials such as asphalt, fuel, paint, solvents, and cleaning agents. The

SPCC Plans would provide best management practices to limit the potential for accidental releases of potentially hazardous materials.

2.10 Wetlands

2.10.1 10A - Wetlands

Commenters expressed concern about impacts on wetlands and wildlife and wildlife habitat.

- Comments: 40, 176, 252, 270

As described in Section 4.9 of the Final Environmental Impact Statement (EIS), wetlands are areas that meet three parameters: hydric (wet) soil, hydrophytic (growing in water) vegetation, and wetland hydrology. The Preferred Alignment would affect up to 15.7 acres of wetland, including a small quantity of wetland area limited to the footprint of a culvert outlet into Kensington Marsh. On September 15, 2021, FTA and CTA requested an updated jurisdictional determination from U.S. Army Corps of Engineers (USACE) to determine whether the wetlands are jurisdictional under the Clean Water Act or are isolated wetlands of Cook County. A copy of this request, with associated attachments, is included in **Appendix S** of the Final EIS. USACE determined that the area of potential impact does not contain any waterways, wetlands or other areas considered “waters of the United States” under USACE jurisdiction in a letter dated January 19, 2022, included in **Appendix S**.

Section 6.4 of the Final EIS summarizes impacts on vegetation and wildlife habitat. The Preferred Alignment would have the potential to have adverse impacts on vegetation and wildlife habitat during construction due to tree removal; however, with the implementation of the mitigation measures outlined in Section 6.4, potential impacts would not be adverse.

2.11 Air Quality

2.11.1 11A - Air Quality

Commenters expressed concern about air quality, including dust and debris, during and after construction.

- Comments: 160, 165, 184, 186, 224, 293

As described in Section 6.1 of the Final Environmental Impact Statement (EIS), the Red Line Extension (RLE) Project would not have permanent adverse air quality impacts. Because implementation of the RLE Project would reduce vehicle miles traveled, it would slightly improve

greenhouse gas emissions, certain particulate matter, and mobile source air toxics emissions as compared to the No Build Alternative.

Air quality impacts during construction would be primarily associated with fugitive dust and emissions from on-road and non-road construction vehicles and equipment. The Illinois Environmental Protection Agency has strict guidelines for controlling fugitive dust and diesel particulate emissions. **Section 6.1** of the Final EIS lists mitigation measures that would be implemented during construction to minimize impacts, which include developing a Dust Control Plan to address in detail how dust would be controlled at the construction site, the staging areas, and the access and egress routes. Emissions impacts during construction can also be associated with vehicular traffic using temporary detours. Work would be phased to prevent simultaneous closure of adjacent city streets that cross the alignment to prevent excessive additional vehicle miles traveled and associated emissions. Contractors would also consider locations of schools, parks, and daycares when deciding where to route local traffic and construction equipment, following a traffic management plan. With the above measures, no violations of the National Ambient Air Quality Standards adopted by the State of Illinois are anticipated. Contractors would also follow best management practices and would follow Chicago's Clean Diesel Construction ordinance, which would reduce the potential for construction related air quality impacts. With appropriate mitigation, no adverse air quality impacts due to construction activities are anticipated.

2.12 Section 4(f) - Parks

2.12.1 12A - Impacts to Parks

Members of the public noted that new parks are needed and desirable near the proposed corridor and in the surrounding neighborhoods. Two comments noted that the existing Fernwood Parkway (which would be affected by the Preferred Alignment) is not used by the public, while one comment noted that the West Option would affect more green space.

- Comments: 20, 155, 161, 165, 167, 168, 170, 187, 189, 203, 237

Impacts to existing parks would occur as part of the Preferred Alignment. The new elevated Red Line Extension (RLE) structure would be constructed over a portion of Fernwood Parkway from 99th Street to 103rd Street between the existing Union Pacific Railroad (UPRR) tracks and Eggleston Avenue. Approximately 4.5 acres of Fernwood Parkway would be affected. Wendell Smith Park and Block Park would no longer be affected by the Preferred Alignment.

CTA developed preliminary mitigation measures to address park impacts, taking into account impacts on park acreage as well as the attributes, features, and amenities of each park. These mitigation measures were developed so that implementation of the RLE Project would not result in

an adverse impact on parks after mitigation. A major feature of these mitigation measures includes developing replacement parkland in or near the community areas affected as well as replacement of any of the park attributes, features, or amenities affected by the construction of the RLE Project. CTA coordinated with the Chicago Park District on the potential impacts on parks from the Preferred Alignment and in development of replacement park options as mitigation measures.

After mitigation, the RLE Project will cause no negative impacts on parks in the project area and will provide a net benefit to the community. Fernwood Parkway, which is a passive-use green space, will be replaced with smaller pocket parks located within the Washington Heights community area, directly adjacent to along the Major Taylor Trail, or additional areas based on future coordination with Chicago Park District. In addition, the RLE Project will improve access to nearby park resources by improving transit options in the project area.

2.12.2 12B - Replacement Parks and Park Amenities

Commenters suggested specific amenities to be added or included at local parks, including larger field houses, workout facilities, basketball courts, and running/walking tracks. Integrating parks into the surrounding community and providing well-lit parks with attractive planters, waste baskets, and bike racks was also requested. Overall comments on replacement park options were positive both at the Draft Environmental Impact Statement public hearing and as part of the formal comment period. Regarding replacement park options, one commenter noted concerns with replacement parks increasing the potential for pedestrian and vehicular traffic and noted that parks would require greater security. Another commenter noted that mitigation at Wendell Smith Park proposed under the East Option should not include new fencing around the track structure at the corner of the park because patrons use the openness of the existing park in this area to cross and enter the park.

- Comments: 38, 155, 158, 159, 161, 167, 176, 181, 184, 187, 270

CTA recognizes the community's desires related to additional parks and park amenities in and near the proposed project. While mitigation measures proposed are specifically related to impacts that result from this project, CTA has forwarded community request for additional parkland and park amenities to the Chicago Park District who are responsible for developing parks within the City of Chicago. As part of the Chicago Park District's long-range vision, they regularly review and plan new parks with the goal of providing park access to residents of the City and must consider land availability for this purpose. As replacement park location options were identified to mitigate impacts that would result from the RLE Project, existing park access or lack of park access was considered alongside the goal of replacing parks close to the area of impact to parks and other factors.

CTA understands concerns that the potential replacement parks could increase both pedestrian access and vehicle traffic and the desire from the community to provide adequate security for safety reasons. CTA also appreciates feedback from the public regarding proposed design characteristics such as fencing at Wendell Smith Park. The Preferred Alignment would no longer permanently impact Wendell Smith Park. Based on continued coordination with community members and further coordination with the Chicago Park District to secure available property for replacement parks, several potential replacement park sites have been identified. The replacement park sites would include passive recreational space. While ultimately the Chicago Park District will own, operate, and maintain replacement parks, additional coordination with the Chicago Park District will make sure that replacement parks proposed as part of this project address community concerns about safety and accessibility.

2.13 Public Involvement

2.13.1 13A - Public Hearing

Commenters had questions about the open house format for the Draft Environmental Impact Statement (EIS) public hearing and why it was selected over a traditional public hearing format.

- Comments: 5, 36, 165, 261

The RLE Project Draft EIS Public Hearing was held on November 1, 2016 from 5:30 to 7:30 PM at St. John Missionary Baptist Church (211 E. 115th Street, Chicago, IL 60628). The public hearing location was within the project area, Americans with Disabilities Act (ADA)-compliant, and accessible by public transit (CTA bus #34, #115, #119 and the Metra Electric Kensington Station).

The hearing followed federal regulations under the National Environmental Policy Act (NEPA) and implementing procedures for an EIS. FTA and CTA discussed public hearing format options and agreed that an open house format would be appropriate for the public hearing to obtain public input on specific areas of interest. In addition, CTA made a presentation about the project and open house format during the hearing. The open house format allows a substantially higher level of public interaction for at least two main reasons:

1. Many people dislike speaking in front of a large group. With a “podium style” hearing, many people will not ask questions or speak publicly because of this format.
2. Multiple people can interact simultaneously with CTA staff. People can ask about their specific topic of interest. In a “podium style” hearing, only one person speaks at a time and answers are typically not provided at the time of the hearing.

Exhibit boards in the public hearing room provided information about the project, and technical staff members were available to discuss specific concerns about the purpose and need for the project, alternatives considered in arriving at the Union Pacific Railroad Alternative, and the impacts and mitigation measures proposed to address environmental areas of concern. Court reporters were available to take verbal comments. CTA also provided comment cards to obtain written comments during the hearing. Sign language interpreters and Spanish translators also attended the hearing. CTA made copies of the Draft EIS available for review during the hearing to solicit feedback from the public on specific areas of concern about the document findings.

2.13.2 13B - Previous Public Outreach and Notification of Draft Environmental Impact Statement

Commenters requested additional information about previous public outreach as well as public notification of the Draft Environmental Impact Statement (EIS).

■ Comments: 4, 204, 205

CTA advertised the public hearing for the Draft EIS through display ads in local and regional newspapers, an e-Blast, and through CTA press releases, flyers, and CTA customer alerts placed on CTA railcars and buses within the project corridor. The e-Blast was sent to approximately 924 e-mail addresses on the RLE Project contact list, made up of people who have attended public meetings or have submitted comments to the project e-mail address. CTA mailed postcards announcing the public hearing to 7,210 addresses, including public agencies, business groups, churches, schools, and community/neighborhood groups and associations within or near the project area, properties near the alternatives studied beginning with the Scoping process, as well as attendees of previous Red Ahead project meetings who requested information about other Red Line projects. The Draft EIS was posted to the RLE website (<https://www.transitchicago.com/rle/>) on October 6, 2016, and hard copies of the Draft EIS were available during the comment period at FTA Regional Office V and CTA headquarters, local elected officials' offices, and five libraries in the project area. CTA posted additional details about the public hearing and the project on the project website, including the Citizens' Guide, project overview flyer, displacements information, and accessible versions of all items. CTA met with project area aldermen and elected officials, held three meetings to provide information and answer questions from potentially displaced property owners and tenants, and met with 11 project area community groups (including the Red Line Extension Coalition) during the public comment period. CTA also conducted door-to-door outreach to potentially displaced property owners and tenants. In total, CTA received 284 comments on the Draft EIS, and these comments have influenced decision-making in developing the Preferred Alignment and evaluation in the Final EIS.

2.13.3 13C - Continued Outreach through the Final Environmental Impact Statement

Commenters requested additional community involvement as the project moves forward. Commenters also requested to be informed of project progress.

- Comments: 6, 7, 8, 25, 32, 39, 43, 121, 122, 162, 175, 176, 204, 205, 210, 215, 217, 235, 236, 250, 263, 265, 271, 272, 298, 299, 334, 345, 352

Community outreach for the RLE Project has continued since the publication of the Draft Environmental Impact Statement (EIS) through the development of the Supplemental Environmental Assessment (EA) and Final EIS.

CTA will continue to work with and obtain input from the community as the project moves forward. Following publication of the Draft EIS and receipt of comments, CTA conducted additional public and agency outreach efforts in the selection of the Preferred Alignment, including conducting displacement-specific outreach to property owners and residents who would potentially be displaced by the project. CTA conducted community meetings for invited property owners on February 6 and 8, 2018 to discuss displacements. CTA held an open house meeting on February 13, 2018 for the public to review and comment on the Preferred Alignment. In addition, CTA held community meetings in December 2020 as the project moved into the Project Development phase. The public hearing for the Supplemental EA was held in two formats - one virtual meeting and one in-person meeting. The virtual hearing was February 15, 2022 and the in-person hearing was February 17, 2022. The public hearings presented the three design refinements associated with the Preferred Alignment: the 130th Street station relocation, 120th Street yard and shop refinement, and the 107th Place cross-over. In addition, CTA hosted a stakeholder meeting on February 16, 2022 in Altgeld Gardens for neighborhood residents to discuss the Supplemental EA design refinements and the entire RLE Project with project staff. The public hearings solicited comments from agencies and the community about findings presented in the Supplemental EA and comments were accepted from January 31, 2022 to March 1, 2022. The agency coordination and outreach associated with the Supplemental EA have influenced the design refinements incorporated into the Preferred Alignment that is analyzed in this Final EIS.

CTA will continue to work with elected officials, community groups, businesses, and residents as the project moves into final design to develop a Construction Outreach and Coordination Plan, and a Business Outreach Program closer to the time of procurement of construction services. CTA will also work with the community, elected officials, and stakeholders in obtaining feedback on station concepts and preferences for surrounding development as the project moves forward.

CTA maintains a project contact list. Periodic updates and information about project progress are distributed to the project contact list via e-mail or mailing address, as well as posted to the project

website (<https://www.transitchicago.com/rle/>). Requests to be added to the RLE contact list can be made by sending an e-mail to RedExtension@transitchicago.com or submitting a request on the RLE website. Available contact information for each comment received has been added to the list. Commenters who requested to receive project updates have been added to the project contact list.

2.13.4 13D - Hiring Local and Minority Contractors

Some commenters requested information about being contracted to do work in future phases of the project, and/or that aspects of planning and construction of the RLE Project be given to minority and/or local contractors.

- Comments: 2, 162, 226, 285, 289, 298, 302, 314, 333, 352

While comments regarding employment practices are outside of the National Environmental Policy Act review process, it should be noted that CTA is committed to diversity in its workforce and contracting opportunities. CTA's Disadvantaged Business Enterprise (DBE) Program demonstrates CTA's continued commitment to the success of minority and women-owned businesses by promoting contracting opportunities to DBEs in the transit industry. CTA includes DBE goals on every project and has included local hiring offices or job fairs on all major projects in recent years (including the 95th Street Terminal, Red Line South Reconstruction, Red Purple Modernization Project). CTA places workforce participation goals on all major projects. The objective is to provide career opportunities in the trades and other construction-related jobs to communities that are typically under-represented in the industry. Workforce goals set a minimum standard for employment of individuals who are dislocated workers (unemployed or underemployed), individuals who live in economically disadvantaged areas, and individuals who are union apprentices. These goals require contractors to recruit, hire, and retain a diverse pool of candidates from historically disadvantaged backgrounds. CTA is establishing partnerships with community organizations, educational institutions, and trade organizations to promote workforce opportunities on the project and in the broader construction industry. Contracting and workforce opportunities will be communicated via extensive public outreach, as well as promotion via RLE's website and social media sites. Opportunities for RLE contracts will include both construction and professional services. Additional information on the DBE Program and workforce initiatives may be found on the project website at <https://www.transitchicago.com/diversity-programs/>. Please visit the project website at <https://www.transitchicago.com/procurement/> to learn about the procurement process and future CTA contract opportunities.

2.14 Timeline/Costs and Funding

2.14.1 14A - Project Timeline

Some commenters asked when CTA will decide between the East or West Options. Others had questions on when the project would be completed or commented that they would like the construction start date to be expedited and that the project should move forward quickly.

- Comments: 9, 131, 156, 162, 167, 179, 181, 197, 270, 296, 299, 302, 348, 349

CTA and FTA prepared the Draft Environmental Impact Statement (EIS) to evaluate the impacts of the East and West Options of the Union Pacific Railroad (UPRR) Alternative. CTA accepted public comments on the Draft EIS from October 6 to December 31, 2016 and considered the comments as the two options were further evaluated throughout 2017. Based on public feedback, technical analysis, and agency coordination, CTA selected a Preferred Alignment in January 2018. The Preferred Alignment is a combination of the previously presented UPRR East and West Options. The Final EIS presents impacts of the Preferred Alignment.

Under the current leadership, the project is now on an aggressive schedule and has made significant progress in the past few years. In December 2020, the Federal Transit Administration (FTA) approved the project's entry into the New Starts Project Development phase of the FTA Capital Investment Grant (CIG) program. Additional milestones are anticipated in 2022, including reaching 30 percent design, and the FTA's approval of this combined Final EIS and Record of Decision (ROD) document. CTA is confident in and committed to the new project timeline, which estimates the start of construction in 2025, and service beginning in 2029, all of which is dependent on securing project funding.

Pre-construction activities that would be conducted in advance of the construction would include utility relocations and demolition of buildings. Construction activities for the Preferred Alignment would occur for approximately 5 years, including construction staging and construction of the RLE Project. Construction activities are summarized in **Section 2.3** of the Final EIS.

2.14.2 14B - Project Costs and Funding

Some commenters expressed concern about the expense of the project compared to relative time benefit savings. Comments specifically related to funding included questions about how the project would be funded, the likelihood of obtaining needed federal, state, and local funds, and some concerns about operations and maintenance costs for maintaining the extended line once built. Two commenters felt funds could be better used for other regional projects, such as the West Loop Transportation Center, or believed that the project would be in part funded by gasoline taxes and could be better spent on improved toll road construction.

- Comments: 3, 64, 155, 163, 174, 176, 179, 197, 204, 270, 299, 302

The RLE Project is included in the list of fiscally constrained projects in the Fiscal Year (FY) 2019–2024 Transportation Improvement Program (TIP) of the Chicago Metropolitan Agency for Planning (CMAP) *ON TO 2050 Comprehensive Regional Plan (ON TO 2050)*. The RLE Project is one of a number of improvements CTA has planned and programmed for future planning and expansion efforts in the city. Improvements such as the RLE Project work together with other CTA planned improvements and projects, not in competition with them, to serve the greatest number of CTA system passengers in the most efficient and cost-effective way possible.

The RLE Project would require an estimated \$3.6 billion in capital costs. At this stage of Project Development, the preliminary funding plan for the project assumes a 60 percent contribution from the FTA Section 5309 Capital Investment Grant (CIG) program (New Starts) towards the total project cost, and 40 percent funding from non-New Starts CIG sources. The CIG program is a nationally competitive federal grant program. Not all other regional projects would be eligible to receive these funds. Gasoline tax dollars would not be used to fund the project. The funding plan would continue to evolve in 2022 in advance of the Entry into Engineering submittal to FTA. **Section 9.1.2** of the Final EIS provides summary descriptions of the Section 5309 CIG program and potential traditional and innovative approaches under consideration to fund the non-New Starts share or local share of the total project cost. As the Preferred Alignment continues through the FTA Project Development phase, CTA would determine the specific sources and levels of funding to cover the non-CIG project cost share. This is consistent with CTA's traditional project implementation approach of working with the public and key stakeholders to request funds after determining and communicating the Preferred Alignment.

While these federal, state, and local sources of funds would help to fund the construction costs of building the RLE Project, as with any new transit service, ongoing operating and maintenance dollars would also be required. The extension of the Red Line would provide an opportunity to optimize existing bus service in the project area, which would reduce bus operations and maintenance costs and help to defer rail operation expenses. As part of the federal New Starts program, a competitive federal program which provides funding for up to 60 percent of the project costs for eligible projects, CTA will develop a financial plan to fully describe the financial sources that will be used for both capital and operating dollars.

Attachment A - Alphabetical Index of Public Commenters and Corresponding Comment IDs

Table 2-1: Alphabetical Index of Public Commenters and Corresponding Comment IDs

Last Name	First Name	Comment ID
Draft EIS		
Alexander	Rosemary	3
Allen	JoAnn	112
Ancolin	Adrienne	161
Anderson	Annie	187
Atwater	Dois	22
Atwater	Doris	173
Banks Pincham	Sharon	176
Barnes	Andrea	17
Barnes	D.J.	221
Baunach	Carol	128
Bayley	Lindsay	212
Beecher	Dallas	199
Black	Alvin	177
Blanks	Elihu	255
Blodgett	Pete	231
Boeringa	Mindy	100
Boeyink	Chris	53
Bongiovanni	Jeff	213

Last Name	First Name	Comment ID
Botten	Laura	137
Bowden	Eric	267
Brobst	Chuck	66
Brown	Gloria	97
Brown	Allen	158
Brown	Charles	264
Brown (Charles)	Stella	198
Bruneau	Whitney	60
Burback	Lisa	266
Burris	Berlean	104
Cameron	Le Ronnie	24
Cameron	Le Ronnie	172
Campbell	Bettye	196
Carmichael	Deneteria	19
Carroll	Constance	181
Casimier	Pierre	130
Casimier	Junetta	141
Chang	Jennifer	123
Chatman	Angelique	67
Chatman	Angelique	70
Chelstrom	Kristian	133
Clinton	James	229
Coleman	Garphelia	256

Last Name	First Name	Comment ID
Coleman Sr.	Ray	201
Coombs	Lauryn	84
Corriere	Caryn	142
Crawl	Karen	31
Crebs	Karen	82
Credit	Cheena	168
Credit	Cheena	204
Crouse	Monica	74
Czarnecky	James	210
Dampeier	Lillie	178
Darnall	Sheri	35
Davis	Carolyn	59
Davis	Valeria	240
Dicker	Gayle	247
DiGiacinto	Peter	68
DiLeonardi	Emma	269
Dixon	Addie	206
Durand	Kevin	132
Eickelberger	Shanda	61
Ellison	Corey	4
Espeland	Jan	113
Evans	Jon	28
Evans	Jon	239
Farlow	Yvonne	185

Last Name	First Name	Comment ID
Fichtenberg	Barbara	118
Florine	Jane	124
Florine	Claire	134
Floyd	James	14
Foglesong	Sally	102
Ford	Veronica	150
Gage	Marsha	75
Garner	Rev. Q. Z. & Nancy	10
Garner	Rev. Q.Z. & Nancy	257
Gonzalez	Linda	93
Gordon	Jay	58
Grace	Melvina	155
Gutierrez	Cecilia	16
Gutierrez	Cecilia	235
Hale	George & Sue	81
Hamer	Joey	8
Hamilton	Terry & Cora	218
Hamilton	Marva	230
Hanna	Kevin	151
Harley	Keith	244
Harry	Brad	101
Harsy	Wade	126
Hart	Dr. John	56

Last Name	First Name	Comment ID
Hartsfield	Mary	135
Hasbrouck	Wally & Pam	110
Hayward	Dylan	259
Hedman	Sarah	83
Henkel	Sandy	44
Henkel	Marc	108
Herlihy	Jim	144
Hill	Tom & Karen	116
Hines	Tim	77
Hopkins	Erik	220
Horde	Christina	205
Horde	Christina	258
Huey	Cebell	20
Huey	Cebell	191
Huey	Cebell	203
Iyer	Srinivasan	236
Jackson	Kathy	208
Jackson	Charles	30
Jackson-Billiot	Kristeena	216
Janulis	Donald	219
Johns	Noma	99
Johnson	Joseph	12
Johnson	Elizabeth	85
Johnson	Cindy	129

Last Name	First Name	Comment ID
Johnson	Alphonse	145
Johnson	Antony	180
Johnson	Macy	189
Johnson	Macy	207
Jones	Betty	167
Jordan	Larry	195
Jordan	Larry	200
Kamara	Omar	254
Karnatz	Paul	148
King-Donelson	Bobbie	175
Klusacek	Jodi	47
Koehler	Gayle	223
Koutz	Taliaha	65
Kuok	Marissa	111
LaFargue	Michael	43
LaFargue	Michael	261
Lake	Lauren	25
Lautenbach	David	105
Lawson	Sharon	242
Leavitt	Michael	233
Leavitt	Mary	234
LeFlore	Ethel	23
LeFlore	Ethel	171

Last Name	First Name	Comment ID
Lewis	Martin	1
Lilley	Valerie	164
Lollis	Andrea	62
Lopresti	Frank	179
Love, P.E.	Duana	250
Lucas	Deloris	5
Lucas	Deloris	260
Lynch	La Risa	39
Mack	Pastor Ellis	32
Madison	Freda	159
Mammoser	Alan	64
Marshall	Pastor Tedi	136
Martin	Adrian	73
Mason	Beth	139
Massie	Zachary	87
Matsuoka	Wai-Chin	69
May	Andrea	107
May	David	197
McCarthy	Kayla	48
McGee	Patrick	225
McGill	Lavell	163
McInnis	Genevieve	138
McLauren	Elaina	160
McLennon	Paula	243

Last Name	First Name	Comment ID
McMullen	Priscilla	153
Miller	Tommy	26
Mitchell	Rogers	192
Moncure	Emma	182
Moore	William	7
Moore	Nicky	253
Morgan	Solomon	193
Morgan	Solomon	194
Moy	Luke	232
Munoz	Sandra	165
Myers	Heather	89
N/A	anonymous	34
Norman	Bethany	90
O'Laughlin	Christine	91
Olugbade	Williemae	228
Osgood	Will	143
Outlaw	Pam	78
Palmer	Carolyn or James	11
Palmer	Carmen	176
Pan	Jeffrey	52
Parlej	Peter	272
Pate	Julie	184
Paulus	Lindsay	114

Last Name	First Name	Comment ID
Pearson	Tanisha	162
Pederon	Stephen	72
Peglow	Patrick	103
Perazzolo	Scott & Maureen	186
Peterson	Phoebe	122
Phalin	Brett	140
Pickett	Anjelica	33
Pomales	Joshua	41
Ponce	Elsa	38
Popov, Ph.D.	Yuri	248
Press	Rachel	76
Pulins	Jen	42
Rayburn	Kellee	119
Reeves	Monica	149
Rials	Wanda	86
Rice	Gwendolyn	262
Ringer	Tricia	125
Rivers Jr.	Michael	154
Robinson	Kenneth	88
Rogers	Shanea	98
Rosen	Deané	6
Samuel	Jon	237
Samuels	Kenneth	166

Last Name	First Name	Comment ID
Scott	David	51
Seaberry	Narda	117
Shelby-Conley	Lori	157
Sianez	Marcelina	37
Simms	Lamar	109
Simon	Neha	215
SmilingCoyote	Jean	152
Smith	Michael	13
Smith	Monique	21
Smith	Jane & Tom	54
Smyth	Katie	46
Solorzano	Lourdes	2
Soto	Milly	80
Stephenson	David	36
Stevens	Joyce	96
Stewart	Liz	45
Stiffend	Maedell	188
Sullivan	Eric	131
Swope-Dupree	Sheryl	241
Talbert	Devontay	249
Tarver	Lou	246
Thigpen	Annie	15
Thigpen	Diane	169

Last Name	First Name	Comment ID
Thomas	Mary	174
Thomas	Ms.	202
Thomas	Patrice	263
Todd	Sara	40
Turner	Tyrome	106
Turner	Lou	245
Usher	Rita	63
VanderKolk	Valerie	121
Varan	Joe	29
Vartanoff	David	147
Walker Jr.	Gregory	170
Walker Jr.	Gregory	211
Walsh	Michael	265
Washington	Mary	227
Washington	Verrita	251
Weathers	Datrice	120
Welles	Alisha	115
White	Doris	209
White	Doris	270
White	Viva	271
Whittler	Alex	217
Williams	Diane	9
Williams	Anna	18
Williams	Lee	27

Last Name	First Name	Comment ID
Williams	Ruthie	55
Williams	Clarence	156
Williams	Anna	183
Williams	Claire	226
Williams	Emma	273
Williams, Jr. (D.D., Th.D.)	Hugh	57
Willis	Pearl	71
Woodley	Chazle'	49
Woodson	Patricia	224
Wrobel	Karen	50
Wyche	Rosemary	190
Yohe	Stan & Melodee	94
Zelek	Robin	214
Zelek	Robin	222
Zoeteman	Michelle	95
	antbebe@[e-mail hidden for privacy]	127
	Brittany	79
	bsbbrianlvr@[e-mail hidden for privacy]	252
	collyn02@[e-mail hidden for privacy]	146
	Kellee	238

Last Name	First Name	Comment ID
	tkabala@[e-mail hidden for privacy]	268
	Wesley	92
Preferred Alignment Announcement		
Adams	Tony	307
Billingslea	Alexis	286
Brown	Michael	285
Cavanagh	Coral	326
Ceccarelli	Rita	322
Conner	Angela	289
Churchill	Miles	298
Dixon	Phillip	312
Eckerty	Beth	297
Evans	Gregory	320
Fansler	Jake	292
Farlow	Yvonne	296
Ferraro	Tessa	299
Gamero	Jaime	291
Goss	Robert	295
Hinton	Jen	317
Howard	Cynthia	312
Jacob	Lois & Merle	325
Johnson	Anthony	307
Johnson	Kelly	305

Last Name	First Name	Comment ID
Johnson	Willie	294
Jones	Jade	301
Keeling	Nick	300
LaFargue	Michael	308
LaFargue	Michael	323
LaFargue	Michael	324
Langelund	Eric	319
LeFlore	Ethel	290
May	Dave	309
Meagher	Mike	318
Parsons	Patricia	314
Patterson	Cathy	303
Perazzolo	Maureen and Scott	293
Peters	Jacob	304
Quiroga	Luis	311
Rockingham	Helen	313
Rola	Marcelino	287
Samuel	Jonathan	306
Shepherd	Tom	321
Walker Jr.	Gregory	288
Waters	Rachael	316
White	Doris	302
Zaragoza	Gerardo	315

Last Name	First Name	Comment ID
	Gloria	310
Supplemental Environmental Assessment		
Al Nurridin-Harris	Fatimah	330
Bell	Mark	329
Bobo	Mr.	354
Broyls	Eugene	349
Camacho	Michael	352
Cunning	H.L.	336
Damian	Paul	343
Engram	Dora	346
Hampton	Beria	333
Jackson	B.	338
James	Derrick	339
Jones	John	337
LaFargue	Michael	353
Mammoser	Alan	358
Manning	Roderick	344
Miller	Tommy	355 & 356
N/A	anonymous	341
N/A	anonymous	342

Last Name	First Name	Comment ID
N/A	anonymous	357
N/A	anonymous	359
Osborne	A.	335
Pope	Lyteshia	327
Rafferty	Michael	340
Smit	Hunter	331
Stallworth	Kanji	351
Thorne	Hilary	350
Tucker, Jr.	Clevan	345
Turner	Andrea	328
Washington	Francine	334
Williams	Deandre	348
Yousfi	Andraya	3332
	Lois and Merle	347

Attachment B - Public Comment Response Matrix and Individual Responses

ID	Name	Comment Type	Comment	Project Info./P&N/ Alternatives	Transportation	Land Use/Economic Development	Displacements	Neighborhood and Community	Visual	Noise/Vibration	Safety & Security	Hazardous Materials	Wetlands	Air/Water/Floodplains/ Veg/Bio/Geo/Energy	Parks	Outreach Process	Timeline/Costs and Funding	Individual Response
Draft EIS																		
1	Martin Edward Lewis	e-mail	Although I will not be able to attend the public hearing, I suggest the CTA expand its plan for the Red Line Extension to include the line to extend to just north of I-80 in Lansing with a terminus, triple-decker garage parking area (Kiss n' Ride) with bicycle racks, and rail yard there for all south suburban rides to get to the Loop, with a stop at 159th Street near the River Oaks Mall in Calumet City and one stop at Sibley Boulevard.	1B, 1C														
2	Lourdes Solorzano	e-mail	My name is Lourdes "LuLu," owner of Cadillac Transportation Inc. I am certified in many areas such as my DBE, MBE and WBE. I've received an e-mail about the Red Line Extension Project and wondering how I can get involved. I have worked on the Red Line before back in May to August 2013 as a night job. So I am very familiar with the job and location. I was wondering how I can take apart in this or what I would have to do.													13D		
3	Rosemary Alexander	e-mail	I am a senior resident of Matteson. I had wanted to copy the Rich Township Transportation and WillConnects2010.org but those are looking so far broke or so they say or so far off that I probably won't even be around then. My problem is they keep cutting transportation instead of increasing it. When I moved to the south suburbs there were so many more Pace bus routes. They constantly cut instead of increased while the population is getting older, less people drive and youth have no way to get to colleges, or jobs. South of 183rd there is barely one east west route or no north south bus routes i.e., no transportation along Cicero or Pulaski south of 183rd. Economic development cannot improve without transportation. Food deserts cannot improve without transportation. Cutting the township budgets even further eliminates even more transportation for seniors. Case in point, try to get from 211th and Pulaski to 103rd and Wood or the Beverly area. Cannot be done because there are no buses that would take you to the nearest Rock Island Train at 159th and Cicero. I can't imagine the developers of businesses and homes have not asked that you increase public transportation along Cicero. I hope you consider these updates in public transportation to the red line extension which connects the red line to 130th which is food but since federal funds are also used, why not extend other routes in south cook? Please consider spreading that money around to the south cook area and the township budgets.	1B, 1C		3B											14B	
4	Corey Ellison	e-mail	I was inquiring about receiving a printed copy of the RLE Project Overview and Citizens' Guide mailed to the address listed below.													13B		CTA responded to the commenter via e-mail with instructions on how to download the document.
5	Deloris Lucas	e-mail	Thank you so much for this very important, long awaited, news! I am representing the Golden Gate Sub Division, located at 130th & Eberhart. I will share this notice at our next Golden Gate Homeowners Association (GGHA) Meeting on 10-22-16. Our neighborhood includes many Senior Citizens and Residents that do not have transportation. To ensure maximum participation, I request that CTA provide a bus to "shuttle" area residents to and from the above mentioned Public Hearing Meeting. Thank you in advance.													13A		Thank you for your support. CTA responded to the commenter via e-mail with bus route information for public hearing location.
6	Deané Rosen	e-mail	Please add me to the contact list for the Red Line extension updates.													13C		
7	William Moore	e-mail	I would like to receive updates about the Red Line Extension.													13C		
8	Joey Hamer	e-mail	Can you please add me to the update e-mail list? I'd like to stay informed!													13C		
9	Diane Williams	handwritten	How will this affect the value of my property. When will you decide which side of the track will be used the east or west side?	1E		3C											14A	
10	Rev. Q.Z. & Nancy Garner	handwritten	Concerns my property? We prefer the West option.	1E			4A											Your parcel would not be affected by the Preferred Alignment.
11	Carolyn or James Palmer	handwritten	There are too many trains there already. We hear trains all day and some at night. Just imagine more trains. The traffic is affected trying to cross. How will fire station on 103rd adjust to this. My preference is for the West side or Halsted or extend down expressway. How far down 100th place will you evacuate?	1C, 1E	2C		4A			7A	8A							No buildings along 100th Place would be affected by the Preferred Alignment.
12	Joseph Johnson	handwritten	I have not been informed that my property will be directly involved; however if the train must come through he neighborhood, the West side would be the best option.	1E			4A											Your parcel would not be affected by the Preferred Alignment.
13	Michael Smith	handwritten	Why doesn't CTA use what is already there like the expressways (I-5 & Bishop Food)?	1C														
14	James Floyd	handwritten	(request for in-person meeting to discuss commenter's property)															
15	Annie Thigpen	handwritten	No, I do not want this plan to go through. I put a lot of funds in my house. I been in this area/this house for 44 years. I love my house. I need CTA to select the west side. This is terrible. I work hard, I put a lot of time in my property for many many years. No, I do not want to sell my house.	1E			4A, 4B, 4C, 4D											
16	Cecilia Gutierrez	handwritten	I, Cecilia Gutierrez does not agree with this plan. I have put over 30,000 into this property. If CTA agrees to use the East Plan this affects my family and myself. We would have to relocate and start over. I can't even imagine having to do this. Please use the West plan or neither plan at all. This is where I call home. When I moved here my intention was to upgrade the property and live here. Not to move 6 years later.	1E			4B, 4C, 4D											
17	Andrea Barnes	handwritten	To my knowledge my property is not affected by CTA's West and East plan. However, I'm willing to sale if push comes to shove.				4A											Thank you for your offer to sell your property. Your parcel would not be affected by the Preferred Alignment.

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ID	Name	Comment Type	Comment	Project Info./P&N/ Alternatives	Transportation	Land Use/Economic Development	Displacements	Neighborhood and Community	Visual	Noise/Vibration	Safety & Security	Hazardous Materials	Wetlands	Air/Water/Floodplains/ Veg/Bio/Geo/Energy	Parks	Outreach Process	Timeline/Costs and Funding	Individual Response
145	Alphonse I. Johnson	e-mail	<p>[to:] Editor, Chicago Tribune</p> <p>Sir: The 5.3 mile, 4-stations extension of the Red Line SW along Route 57 will cost \$2.3 billion, according to your p.4 article this date. This will save (current?) commuters 20 minutes getting downtown. If this investment has a 50-year expected useful life and maintenance is 2% of \$2.3 billion per year, annual costs for upkeep and depreciation are \$92 million, 2022-2072.</p> <p>Total Chicago rail ridership last year was last year was 242 million. No figures were given for Red Line use – if we assume 10 million current riders now board at stations closer to home, the time saved costs \$27/hour plus whatever it costs to operate and maintain the rolling stock.</p> <p>10 million riders per year averaged over a 260-day workweek and a 10-hour (5 morning and evening) rush period requires about 100 eight-car trains per day departing at 6 minute intervals.</p> <p>Within the next decade there may be self-driving trucks and cars. The future may see Uber and fleet vehicles on call and fewer individually owned autos. Chicago lost 200,000 people during the 2000-2010 period. What will ridership numbers be in 2050?</p> <p>These public rail transit billions of dollars come from motorist gasoline taxes and should be used for toll road construction. A quarter of the Federal gas tax goes to grants for rail transit and bus and bike takeovers of existing roads – not exactly what motorists prefer. These transit projects are found money for big city politicians and their unions.</p>															Transportation improvements across the region consider and leverage investments in all modes, including transit, to develop comprehensive solutions to regional mobility; these transportation improvements do not focus on just one mode in using available transportation funding. ON TO 2050 (the Plan) is the Chicago region's comprehensive regional plan that includes the long-range transportation plan developed by the Chicago Metropolitan Agency for Planning (CMAP). The Plan identifies “improving air quality, allowing travelers to avoid congested highways, and connecting people to jobs, education, entertainment, and other amenities” among the many benefits of a strong transit system. Because of this, CMAP advocates for improving public transit’s competitiveness through increases to transit funding and includes in its goals “increasing the share of commuters who travel to work by a mode other than driving alone, while doubling transit ridership.” The Regional Transit Authority’s (RTA) regional transit strategic plan, Invest in Transit, also makes the case for increasing transit funding to allow the CTA, Metra, and Pace to provide needed services and stay competitive into the future. The purpose and need for this RLE Project has been established through a multi-year planning process and is included in ON TO 2050. The Final EIS presents updated ridership analysis using demographic projections from CMAP’s ON TO 2050 plan. Based on the projections developed in Chapter 9 of the Final EIS, year 2040 total project ridership is estimated at 41,500 per weekday. This estimate considers projected changes in population over the long term. Chapter 9 of the Final EIS also discusses operating and maintenance costs for the RLE Project, estimated at \$24.9 million annually . This estimate takes into consideration anticipated levels of both rail and bus service in the project area.
146	collynoz@[e-mail hidden for privacy]	e-mail	I vote to extend the train to 130th street.	1A														
147	David Vartanoff	e-mail	<p>Agreeing with the urgent need for improved public transit in the project area (and nearby underserved areas as well), a far better and more cost effective project could be implemented much sooner by upgrading service on existing rail lines and fare integration.</p> <p>1. Implement the Gray Line Project (also sometimes called the Gold Line) on both the Metra Electric and the South Shore as far as Hegewisch. This includes much more frequent "rapid transit" frequencies and greater span of service.</p> <p>2. Restore stations along the South Shore between Kensington, and Hegewisch including 130th/Altgeld, also restore the former Wildwood Station at 130th & Indiana on ME.</p> <p>3. Increase frequency and span of service on the Rock Island Suburban Line. The RI, brackets the proposed Red Line from the west offering riders a quicker transfer if headed north.</p> <p>4. Fully integrate fares on RI, ME, and Gray(Gold) trains to Hegewisch with all CTA services. This means deploying Ventra readers on all RI, ME, CSS&SB platforms within CTA's service territory such that a rider can use the optimal combination of rail and bus for his/her trips.</p> <p>Comparison of travel times; In section 3.2 of the EIS, travel time from Altgeld Gardens to the Loop (given as Jackson % State) estimates 28 min to 95+25 min on the Red Line +some figure for transfer time or nearly an hour.</p> <p>Current CSS&SB timetables show 32 min Hegewisch to Van Buren(Jackson) and Michigan which the EIS calls an average commute time for the region. Adding as much as 8 minutes for several stops north of Hegewisch, a single seat ride would be less than 40 min from Altgeld to Van Buren.</p> <p>Even with the recently improved flow of buses at 95th St terminal, riders from east of the MED mainline would have a faster trip simply changing to ME at their 95th St station if the trains ran often enough.</p> <p>Given that all of these public transit services are taxpayer supported, the current double fare status of Metra (unless one's origin and destination are immediately adjacent a Metra route) is obsolete, and may constitute a Title VI disparate impact. Full fare integration will open up multiple new transit options greatly increasing mobility for all potential riders.</p> <p>Historic background; CSS&SB had several stations between Kensington and Hegewisch as late as 1960 including Altgeld and Ford City. Precedent for Metra operation dates to a period of CSS&SB railcar shortage in the 1990s when RTA ran a trainset of diesel pulled bi-level cars between Randolph (now Millennium) and Hegewisch. Metra Electric when operated by Illinois Central ran very frequent service all day with skeletal service after midnight, and included a local station at 130th and Indiana Avenue.</p>	1B, 1C, 1D														<p>Thank you for your comments and suggestions on implementation of the Gold/Silver Line and other improvement suggestions to Metra rail services and regional fare pass integration. A robust alternatives analysis was conducted over the course of several years prior to the proposal for the RLE Project alignment options studied in the Draft EIS and selection of a Preferred Alternative for completion of the Final EIS. Consolidated Response #1C provides additional details on this alternatives process, and Consolidated Response #1D provides additional information on the Gray/Gold Line suggestions received.</p> <p>With regard to the Metra station and operational improvements, while CTA appreciates these comments, Metra capital and operating improvements are not under the purview of CTA. Specific issues related to Metra fare policies as well as any Title VI issues related to their fares are also not under the purview of CTA. Planning for the RLE Project, including more detailed operating and service plans to coordinate CTA services and other regional transit connections, would be developed as this project moves forward into the Project Development phase and additional project engineering is conducted. CTA would continue to coordinate on the RLE Project with Metra and Pace.</p>
148	Paul Karnatz	e-mail	This is an excellent idea and I hope it is able to move forward. The clear transit disadvantages the south side faces (fewer stops, distance between stops, etc) need to be fixed as well as other improvements to CTA as a whole. Congratulations on moving this project forward!	1B														Thank you for your support.

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ID	Name	Comment Type	Comment	Project Info./P&N/ Alternatives	Transportation	Land Use/Economic Development	Displacements	Neighborhood and Community	Visual	Noise / Vibration	Safety & Security	Hazardous Materials	Wetlands	Air/Water/Floodplains/ Veg/Bio/Geo/Energy	Parks	Outreach Process	Timeline/Costs and Funding	Individual Response
155	Melvina Grace	handwritten	East Option: Would be the best, but what about the properties that would surround. West Option: Looks more comfortable but what about the properties that surround the project? Comment: The park seems like a beautiful idea to bring life into a neighborhood fallen. But questions remain about properties surrounding the park due to elderly and disabled properties. Transportation: No comment because it beneficial - less walking distance to commute. Land Use and Economic Development: What will happen to properties in that area? Visual Impacts: I would love to see how it would look. Noise and Vibration: Yes, elderly leaves in area Safety & Security: Very important due to neighbor not being safe. Will this cause a problem for more? Hazardous Materials: Elderly and disable live in area. Parks: Improvement needed very well Construction Impacts: Is this going to affect all westbound properties? Project Funding: Are property taxes, other taxes going up to fund???	1E		3A	4A, 4E	5A	6A	7A	8A	9A			12A, 12B		14B	
156	Clarence D. Williams	handwritten	East Option: Black people not getting their fair share. West: The same Comments: CTA already knows what is going to do. They should be honest with the people. Property Displacements: Fair Share				4C										14A	Environmental justice (EJ) is “the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies” (U.S. Environmental Protection Agency 2004). Chapter 7 of the Final EIS summarizes the EJ analysis and outreach conducted for this project. Considering the impacts, mitigation measures, and benefits, the RLE Project would not be appreciably more severe or greater in magnitude than similar effects elsewhere in CTA's rail system. The mitigation measures proposed are similar in nature to those for other CTA projects and have been proposed by CTA, with input from local communities, consistently in EJ and non-EJ communities alike. Although the project would still have adverse impacts on EJ communities, these impacts would not be disproportionately high or adverse. Consolidated Response #4C provides additional information on receiving a fair price for property sold.
157	Lori Shelby-Conley	handwritten	No comment															
158	Allen Brown	handwritten	East Option: I like the East option it seems more convenient and will have a better economic impact. West Option: OK not my favorite Comments: As far as parks effected. I would like to see bigger field houses with activity centers such as workout facilities, indoor basketball, etc. This will impact a lot of young community to have some thing positive. Also our parks should incorporate running and walking track. This will impact health and vitality of community residence.	1E		3B									12B			
159	Freda Madison	handwritten	East Option: East option may be better. It is close to the 95th station. West: West option want to make sure park area & parking which brings in more traffic & people. Security would be necessary for the community. Also communities need to address, as far as, housing board up and abandon building. If the area is going to developed the housing structure that will remain should be developed and addressed as well. Thank you.	1E	2C, 2E	3A					8A				12B			
160	Elaina McLauren	handwritten	East and West Option concerns: Construction, debris and noise. Comments: My property will not be taken, however I'm concerned about the pollution, debris, noise & construction affects on my home and well being. Transportation: No Land Use and Economic Development: Yes Property Displacements: Yes Neighborhood & Communities: Yes Visual Impacts: Yes Noise & Vibration: Yes, along with debris Impacts to Historic Resources: Yes Safety & Security: Yes Hazardous Materials: Yes Wetlands: Yes Parks: Yes Construction Impacts: Yes Project Funding: Yes							7B			11A					
161	Adrienne R. Ancolin	handwritten	West Option: Street closure and the direction of traffic through the neighborhood - loss of the alley at the corner by the park. Comments: The Wendell Smith Park should "NOT" have an enclosed fence that would stop the foot traffic at 99th street. That is the only opening for crossing by foot until 101st Street. Many people cross there and if its closed the walkers will find a way to make an opening. Will the street directions change? Will Eggleton still allow the crossing at 101st street? Property Displacements: Will this affect the property value or decrease it? Noise & Vibration: There is already vibrations from the RR that shake the foundation. Now there are 2 trains in same space. Parks: Park availability for neighborhood.		2D	3C				7A					12A, 12B			

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ID	Name	Comment Type	Comment	Project Info./P&N/ Alternatives	Transportation	Land Use/Economic Development	Displacements	Neighborhood and Community	Visual	Noise/Vibration	Safety & Security	Hazardous Materials	Wetlands	Air/Water/Floodplains/ Veg/Bio/Geo/Energy	Parks	Outreach Process	Timeline/Costs and Funding	Individual Response
170	Gregory Walker Jr.	handwritten	East Option: I don't like the East Option because an entire park is gone. West Option: Hoping this doesn't effect the Roseland Pumping station in any way. Comments: For 103rd, 107th, 11th, 115th, State St., Michigan Avenue, I would like to propose that all businesses or residential properties that are needing to move. I propose that they have an option to rebuild next to any space being bought by CTA. I would also like to suggest that at 115th there is plenty of mixed property. At 130th, I suggest that the trucks end in a loop, rather than a stub, that way you could have a more convenient turn around of trains. Also possibly asking NICTD to form a station there to attract riders, thus making it a "super station." Overall, I'm really excited that this extension is being sought out. I believe it not only help southside residents, but also people from Indiana and south suburbs get downtown and home. Transportation: How would the 34 South Michigan run? Honestly I hope maybe the hours change; but I hope it operates from 95th to Altgeld. Impacts to Historic Resources: Hope this doesn't effect the Roseland Pumping station. Safety & Security: I would like to see all stations with a CTA worker two (2) armed security officers for at least the first 2 years.	1E	2A, 2H	3A				8A					12A			
171	Ethel LeFlore	handwritten	East Option: The noise lots of people don't mind selling. Comments: I wouldn't mind moving it's okay by me. I would love to move so people can use public transportation to and from the City. It also create job for the City.			3B	4A			7A								
172	Le Ronnie Cameron	handwritten	East Option: They should put it on Dan Ryan to I-57 or on the westside of the UPRR. Go west young man go west.	1C, 1E														
173	Doris Atwater	handwritten	I would love to relocate due to damage and noise is ruining my house. The community is not the same. Please consider the Eastside.	1E			4A	5A		7A								
174	Mary Thomas	handwritten	East Option: I reside in one of the homes on 101st Street that will be affected by the RLE Project. The disruption that will occur in the neighborhood cannot be measured. Comments: Currently, when using public transportation. I am required to walk to 103rd Street to catch the 103rd street bus. I will still have to travel to 103rd to catch the RLE. Additional buses would solve the situation, instead of disrupting neighborhoods in order to gain a few extra minutes of travel time. I have resided in my home since 1970. My neighbors; whose homes are also affected by the project, have lived there for longer periods. Funds used for this project could be used in a much better fashion. I do not believe that economic development would improve. It has not improved at the 95th street station. Express buses would serve the same purpose. Neighborhoods & Communities: Entire communities will be disrupted in order to gain 3 or 4 minutes of travel time. Visual Impacts: It would look terrible with tracks on the ground with the UP railroad and elevated tracks. Noise & Vibration: The noise and vibration of the RLE will be terrible for those remaining in area. Safety & Security: I am concerned that the neighborhood will not receive increased police protection.	1C		3B		5A	6A	7A	8A						14B	
175	Dr. Bobbie King-Donelson	handwritten	No comment. <i>Mailing list request.</i>													13C		
176	Dr. Carmen Palmer & Mrs. Sharon Banks Pincham	handwritten	West Option: 116th & Michigan's impact on Kids off the Block (KOB) Comments: The impact on the schools and the school population. Land Use and Economic Development: Need a positive draw of businesses, (non-fast foods) black owned well represented Neighborhoods & Communities: Inclusion in decision making re business choices & community benefits agreement Visual Impacts: A lot of green space and a balance out to the hard concrete - art inclusion; flowers, trees, and representative expressions of the community Noise & Vibration: at a minimum Impacts to Historic Resources: None Safety & Security: Bicycling & beat officers at the city level not SSAs Hazardous Materials: NONE! Get rid of cell phone towers Wetlands: Maintained Parks: Intermingled & well let/attractive planters, waste baskets, bike racks Project Funding: TIF Momes SBA presence from on set to the end Other: Schools protected and assessible			3A, 3B		5A, 5B	6A	7A	8A		10A		12B	13C	14B	A community benefit agreement is typically an agreement between community groups and a private developer, where the proposed development is not centered on benefits to the surrounding community. The purpose of the RLE Project is to improve mobility and foster economic development, benefiting the community and public welfare through a significant public transportation investment. In addition, mitigation measures identified as part of the Final EIS would address impacts associated with the project. The RLE Project is proposed to be partially funded by a federal grant. However, private development that is funded without federal dollars does not have to complete the federal NEPA environmental process; community benefit agreements are set up to establish some level of community partnership and public input into an otherwise relatively closed approval process. The EIS process, as adopted for the RLE Project, provides for extensive community involvement and outreach requirements, the identification and disclosure of impacts, and commitments to measures to avoid, minimize, or mitigate adverse impacts resulting from project implementation. CTA has an "Arts in Transit" program, which is expected to continue through design and construction of the project. Cell phone tower placement is outside the scope of this EIS.
177	Alvin Black	handwritten	West Option: Makes the most sense	1E														
178	Lillie Dampeer	handwritten	I'm a part of the West option which is great. I hope the West option is chosen so my home will be apart of the property acquisition. My concern is one the Red Line Ex is complete there will be more traffic/people in the area. The noise level with 2 trains. I'm a senior and handicapped with health issues. During construction will nurses, therapist and (if needed) an emergency vehicles have access to my home? That is why I hope the west option is chose. I believe this could be good for the community. I hope also that the CTA give into consideration how the economy has inspected the value of homes in my neighborhood. Thank you. Lot 283	1E	2C		4E	5A		7A	8A							

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179	Frank A. Lopresti	handwritten	1) This Red Line Ext Project needs to be completed!!! 2) "East" vs. "West" Option: No actual preference - let the neighborhood residents decide!!! 3) Here's a suggestion: Wouldn't it be nice if NICTD/Southshore R.R. built a new station at the proposed 130th street terminal (to facilitate transfers between NICTD/Southshore and the CTA) - ??? Project Funding: Can we realistically, expect that this project will, in fact, receive the necessary Federal, State and Local Funding??? (Just asking!!)		2H												14A, 14B	
180	Antony Johnson	handwritten	<i>(In Spanish, somewhat illegible)</i> That I could know my property My concern about the East Option is what it could happen to my property.				4A, 4B, 4C, 4D											Comment in Spanish regarding individual property displacement: Thank you for your comment. CTA would follow all federal legal requirements set forth in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended to assist all property owners and tenants displaced by the RLE Project. This comment specifically asks about potential impacts to a property located on West 21st Street. Please note that this is outside of the project limits, and no property would be acquired by CTA near this location as part of the RLE Project. Additional information on property displacements may be found on the CTA project website (https://www.transitchicago.com/rle/properties/) and is provided in Consolidated Response #4.
181	Constance Carroll	handwritten	East Option: How far east of the railroad? Will it go both ways (East & West) for parking etc? (How far East - West?) West Option: How far west from the railroad? Comments: Will there be parks, parking and other business' to improve the community? Will employment be available for residents? If so, how can we apply? It seems that the project is well on the way. When will it start and when is the estimated time of completion? Property Displacements: If you go West of the railway how far will you go from 111th & Eggleston south of 111th street? Safety & Security: Since there will be more people traveling through the neighborhood will there be additional policing and security? Hazardous Materials: Will we be informed of hazardous materials being used?	1A		3B	4A				8A	9A			12B		14A	
182	Emma Moncure	handwritten	I would like for it to come to West because it will be a better kind travel so far.	1E														
183	Anna Williams	handwritten	<i>(Parts illegible)</i> East Option: I will have to relocate. West Option: No problem. Comments: Relocation will someone help to relocate me. How will they --- my home all in same day? Do they have city home available? Is there a time limit to move? Do I need someone to assist my property?				4A, 4D											
184	Julie A Pate	handwritten	East Option: My concern about either side is my foundation noise control dirt and dust noise barriers who will pay for damages to my home. West Option: Concerns are the same want to be comfortable in my home Comments: I have no problem with improvement I think it's a good thing may improve property value, love the way the park will look. Visual Impacts, Noise & Vibration, Hazardous Materials, Construction Impacts - YES			3C				7A, 7B				11A	12B			
185	Yvonne Farlow	handwritten	I have an inherited house the location is good for me I'll pay taxes only with utilities and I'm comfortable were I'm at not surrounded by a lot of houses. I would like to stay until I decide to move.				4A											
186	Scott & Maureen Perazzolo	handwritten	West Option: What about possible foundation damage to our house during construction? Comments: 1) We are concerned about noise and air quality during and after construction. 2) We are concerned about the vibrations of our house during and after construction. 3) How will this project impact the value of our property? 4) Will there be any changes to our streets and alley that leads to Wentworth 5) Will our street 114th become a main street? Will it be connected to Wentworth? 6) Will be compensated for any inconvenience or given any grants for home improvements to reduce noise? Like they did for the residents living near Midway airport.		2D	3C				7A, 7B				11A				The Preferred Alignment would be along the east side of the UPRR tracks at 114th Street. There is no plan to connect 114th Street across the UPRR tracks. No changes are planned for the street network on the west side of the UPRR tracks at 114th Street, Princeton Avenue, and Yale Avenue. Regarding impacts to foundation during construction: Please refer to Consolidated Response #7B for information on construction impacts, including vibration impacts. The Preferred Alignment would be located on the east side of the UPRR tracks, across the tracks from your property, near 114th Street.
187	Annie Anderson	handwritten	Noise & Vibration: Parking near my home. Parks: Yes		2F										12A, 12B			
188	Maedell Stiffend	handwritten	East Option: How much housing will be moved? West Option: How much housing will be removed? Property Displacements: Info				4A											
189	Macy Johnson	handwritten	East Option: Wendell Smith Park and too many homes will be affected. West Option: There is a spacious parkway which is more feasible than the limited space on the East option. Comments: Has CTA considered placing more buses on Michigan Avenue. There could be several express buses extending to 130th Street. Bishop Ford is an option and also Holsted Street. Fewer homes and families will be displaced. Dan Ryan is another option. Property Displacements: A huge number of homes will be destroyed. Noise & Vibration: This is already prevalent because of the present railroad. Parks: Wendell Smith Park will be affected.	1C, 1E			4A			7A					12A			

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190	Rosemary Wyche	handwritten	East Option: The structure of my home and the vibration from other trains already affect the construction so another train will accelerate the problem.							7A								
191	Cebell D. Huey	handwritten	The Red Line would be more beneficial to start from 95 and Dan Ryan to alongside the Bishop Ford connected to 130th Street. There are Metra train at 103rd vincinne a Metra train at 103rd and Walden. So what I am saying spread out the transportation. I think Ford area would be the perfect route. Less home would have to be moved next on the west side of the rail tracks on the west 101st street. There is a park not U.P.C. in used will not have to move people homes which are owned by seniors and this is the age that we are retired and enjoying our home in our elder age. Do not make us move at this late date.	1C			4E											
192	Rogers D. Mitchell	handwritten	<i>(Parts illegible)</i> East Option: More attractive - will increase business in the area, which means less unemployment West Option: Very effective and reduce density. Also all of the above improvements Comments: I think each ---brings --- in the Roseland/Altgeld ---. I can visualize reduced crime in Roseland area by reduced population density and increasing --- and employment. <i>(illegible)</i>	1E		3B					8A							
193	Solomon R. Morgan	handwritten	Relocation information concerning M1 zoning															CTA's property outreach specialist has been in communication with this property owner to discuss questions regarding property acquisition and relocation assistance. As noted in those discussions, once CTA is prepared to acquire the property, relocation assistance would also be provided under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. As this acquisition process moves forward, CTA would work with property owner to identify suitable replacement property and relocation to a site that is appropriate for the purpose and use of the property being acquired.
194	Solomon R. Morgan	handwritten	East building is a Pullman building lost? If you knock it down please save the bricks and limestone. I fought the City until I was broke trying to prove it. It was the milk delivery service they shoed the horses and delivered to all pullman. Save it!!! or save the bricks.				4A											CTA is committed to fair and equitable treatment for all individuals who may need to be relocated due to the RLE Project. If CTA determines it is necessary to purchase private property for the RLE Project, CTA would be required to follow the guidelines of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, along with state regulations. As part of the Final EIS, CTA identified historic properties within the Area of Potential Effect (APE) for the project. This included a review of all properties that would be displaced by the Preferred Alignment. Based on this analysis and subsequent review in responding to this comment, this property is not determined eligible or listed on the National Register of Historic Places. No additional historic effects would occur as a result of acquisition of this property.
195	Larry L. Jordan	handwritten	No comment													13C		
196	Bettye Campbell	court reporter	I live in the west Chesterfield neighborhood of the Roseland community area...I fully appreciate the CTA Red Line terminal at 95th Street and the Dan Ryan expressway...My parents chose to purchase land and build a home at my present location, which is two blocks from the terminal...And it is an advantage, definitely an advantage. Along with the benefits, my neighborhood is negatively impacted by harmful pollution that -- which means exhaust fumes from cars, local and interstate buses, trucks, and the commuter trains traveling on 95th Street...It is not healthy to add any facility to invite more vehicles into the neighborhood. Many studies support this...shortly after the current terminal opened, in 1969, there was a meeting downtown where CTA, business, and neighborhood residents dealt with the fact that the business community had expected and was requesting more parking at the terminal. To answer this, CTA pointed out that there were over twenty, 2-0, twenty 95th Street bus routes entering the terminal and that unrestricted parking existed along these 20 routes and allowed for easy access to the rapid transit trains at the terminal. This is still the case. Research will show the same or increased number of routes today in the year 2017. Transit Oriented Development planned for the 9400 block on State Street is where there will be businesses in that entire block. And that will require more automobiles for access. One asks that the CTA and the city of Chicago respect my neighborhood quality of life and not include parking lots or any facilities that accommodate motor vehicles within my neighborhood's boundaries. (transcript contains more detail about boundaries of area Ms. Campbell refers to.)		2C													Because of the RLE Project, customers currently traveling to 95th Street by car or bus to board the train could board farther south at 103rd Street, 11th Street, Michigan Avenue (south of 115th Street), or at 130th Street. Once the RLE is operational, some bus routes that currently approach the 95th Street Station from the south would likely be restructured to end at one of the proposed RLE stations rather than at the 95th Street Station. With a shift in demand to stations south of 95th Street, parking demand at 95th Street Station may decrease. CTA is not proposing any park & ride facilities in the West Chesterfield neighborhood related to the RLE Project. Because of the RLE Project, customers currently traveling to 95th Street by car or bus to board the train could board farther south at 103rd Street, 11th Street, Michigan Avenue (south of 115th Street), or at 130th Street. Once the RLE is operational, some bus routes that currently approach the 95th Street Station from the south would be restructured to end at one of the proposed RLE stations rather than at the 95th Street Station. With a shift in demand to stations south of 95th Street, parking demand at 95th Street Station may decrease. CTA is not proposing any park & ride facilities in the West Chesterfield neighborhood related to the RLE Project.

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197a	David May	Court Reporter	<p>Instead of building the south leg of the CTA Red Line extension from 118th Street to 130th Street, a bus rapid transit type of service should be implemented. Buses would run a loop route in the neighborhood south of 130th Street and then run express to the CTA 95th Street station.</p> <p>The problems with the Red Line south leg are, One, it costs a huge amount to build; Two, its operating costs would be very high; Three, it will serve relatively few riders, maybe 1500 people; Four, the station is very inconveniently located, well beyond the northeast corner of the neighborhood served -- only thirty percent of residents live within half a mile of the 'el' station-- a circulator shuttle bus could have bus stops with shelters located within one eighth of a mile of 90 percent of residents;</p> <p>Number five, will not be in service for maybe five years or more or never; Number six, eliminating the cost of the south leg make the rest of the extension much easier to fund and more likely to be built; Number seven, a circulating shuttle bus running on a partially exclusive right-of-way would pick up riders near their homes and get them onto the 'el' in the same amount of time as the Red Line extension at a fraction of the capital and operating cost.</p> <p><i>(additional details regarding suggested alternative and its potential benefits in transcript)</i></p>	1C	2C												14A, 14B	<p>CTA evaluated several bus rapid transit (BRT) routes as part of the planning process. As discussed in the Draft EIS, the BRT Alternative was eliminated in August 2014 based on public feedback because of the following concerns: The BRT Alternative would have minimal travel time improvements. Anticipated ridership would be much lower than for the UPRR Alternative. In addition, CTA needs a yard for maintenance and storage of RLE trains, and given the developed nature of our city, the most suitable location for the yard is at 120th Street, as proposed as part of the Preferred Alignment. The Preferred Alignment would serve public housing at Altgeld Gardens, which is currently isolated.</p>
197b	David May	Court Reporter	A transit concept that will affect the area served has developed a lot of interest in the last couple of years. All of its four versions: Gray line, gold line, Chicago cross rail, and consolidated connector proposed remodeling the Metra Electric line, which runs through Roseland to offer frequent local service similar to a CTA 'el' line or a European metro line. The Red Line extension should be evaluated in concert with the electric line services option rather than ignoring the electric line, as has been done so far...the goal in this neighborhood should be to coordinate the new Red Line and electric line services to maximize the number of riders served, their convenience and trip quality.	1C														
198	Stella Brown (Charles)	Court Reporter	I am worried about environmental impact that the vibrations and the construction will have on our property. We stay at 12 West 115th Street. And the property is is not going to be acquired by CTA. But because it's so close, especially if they do the east side option, that it's going to shake our property.							7A, 7B								
199a	Dallas Beecher	Court Reporter	<p>I would like to propose the original concept that was going east under the viaduct of King Drive down on the ground level and then headed in the east direction, in the direction of Olive-Harvey College. And from there it would have to be a decision made of whether you're going to elevate the tracks or either underground the tracks to the east side of Bishop Ford expressway onto ground level along the tracks that exist now. And the frontage road could be the path of those tracks. It would take you almost directly to 130th Street without any expense of demo-ing residential and at the same time it would offer parking facilities, transportation turnaround facilities, and maintenance on the frontage road.</p> <p><i>(additional details regarding suggested alternative and its potential benefits in transcript)</i></p>	1C														
199b	Dallas Beecher	court reporter	I think Roseland as a community ought to, should — somebody should propose demo-ing residential that been unoccupied for at least five years or more. Because investors usually look at blocks of opportunity as opposed to individual houses...I think that we have funds, State funds to do demo that's been over five years of occupancy.															<p>Thank you for your comments and suggestions on how to address vacant buildings and support redevelopment in the Roseland community near the RLE project area. While considerations and policies related to vacant buildings not required for this project are beyond the purview of CTA or this RLE Final EIS process, there are a number of programs in place that work to address these issues in the city and county. The Cook County Land Bank Authority (CCBLA) addresses a large inventory of vacant residential, industrial, and commercial property in Cook County. CCBLA acquires, holds, and transfers interest in these properties throughout Cook County to promote redevelopment and reuse of vacant, abandoned, foreclosed, or tax-delinquent properties. They provide targeted support to stabilize neighborhoods; stimulate residential, commercial, and development; and support priorities established by local government partners and community stakeholders by acquiring properties, liens, notes, or deeds and maintain these properties to prepare them for conveyance back to the market or for other uses. In addition, to address negative impacts of improperly maintained vacant buildings on surrounding neighborhoods, the City of Chicago has adopted registration and maintenance requirements applicable to the owners of all vacant buildings. Members of the public can obtain and track information about any vacant building(s) throughout the city. The City's Department of Building's Demolition Bureau responds to complaints reported by residents, community groups, Aldermanic offices, and the Chicago Police Department and responds to complaints of vacant and open buildings. Buildings that are abandoned and scenes of criminal activity are inspected and then referred to the circuit court system. The process consists of identifying a responsible party who will secure, rehab, sell, or raze the structure. If these standards cannot be met, the Demolition Bureau continues to inspect the building throughout the court case. In some cases, the court may order the premises to be properly secured or ultimately demolished. CTA would encourage you to review online resources for these agencies and reach out to your Alderman with these suggestions and to understand what is currently being done with regard to these programs in the Roseland community.</p> <p>In addition, in order to fully leverage the RLE investment to benefit Far South Side communities, CTA, in partnership with the City of Chicago's Department of Planning and Development (DPD) and CCBLA created the RLE Transit-Supportive Development (TSD) Plan. This is a proactive effort to create a guide for future development in communities located in the RLE project area. The plan identifies methods and resources needed to enable mixed-use development and enhance economic vitality, multimodal connectivity, and the pedestrian environment.</p>

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200	Larry L. Jordan	court reporter	My comment is on the Green Line. What they putting our right now is still, is still just putting it right close to Eggleston on all like that. It should have been coming down Halsted...The train should go there, too. I just hope they've got enough room for senior citizens and for handicapped. We need more room for handicapped and so forth on the train... And they need to make bigger doors or wider doors for wheelchairs and everything.	1C	2B													
201	Ray Coleman, Sr.	court reporter	I'm willing to relocate, if they buy my building...I got my kids living there. So they're going to have to be relocated...I'm going to make sure everybody have a place to ... stay if they buy the building, get a place big enough for my whole entire family...I would like to accommodate for disability. Because I'm disabled. I've been disabled for 15 years.				4A, 4B											
202	Ms. Thomas	court reporter	Currently, when we use public transportation, we have to walk to 103rd Street...we have to walk two blocks to catch the bus. And we would have to walk two blocks to catch the Red Line extension. And we believe that this, our area would be better served by express buses, by increasing the number of buses that not only run to 103rd Street, but those that run out to Altgeld Gardens. It would be less disruptive of the neighborhood. We don't believe that there's going to be any economic impact on the community. we could look to 95th Street to see what it's done for them. We can look at the increased crime there at 95th Street. And we do not want that in our neighborhood. We just think there are other alternatives that could be made for this project. We're also concerned about the safety of the neighborhood. It's an older neighborhood and with many senior citizens. And we don't believe that we will see increased police protection from the City with this new project.	1C		3B		5A			8A							
203a	Cebell Huey	court reporter	I live right on 101st Street at the railroad track between Princeton and Eggleston. I'm preferably not coming on the east side of the street at this point. There's a park on the west side...There's a park on the west side of the street. Nobody is living — nobody is there that whole entire park. I've been there ever since 1965. Nobody uses that park. Even people don't walk the dogs over there...Now that -- it starts at 99th and Eggleston and goes to 103rd and Eggleston. Then beyond 103rd and Eggleston all the way down the side of that tracks...it's hardly nothing that's really worth anything all down that, all down that track to 115th. Now that is a good distance that CTA can use, you know. And then whatever they have to do from 115th then on out to 130th.	1E											12A			
203b	Cebell Huey	court reporter	Look at 103rd and Vincennes. There's a Metra at 103rd and Wallace or Walton. There's another Metra close together. Then you go over across Western on 103rd, there's another train. Now with the 'el', CTA coming right there on 103rd and Eggleston, that's a whole lot of cluttered transportation -- three Metras and one CTA. And so why don't they spread this transportation out. And then if they're going to do that, go over to the Bishop Ford on go straight down from 95th and State to, all the way around to Bishop Ford, make that curve and go on to Bishop Ford can go straight down to Bishop Ford and go to 130th...to me it would, it would look really nice, you know, with the architect to build it up... and separate some of this transportation. It won't be all close together like on Eggleston, Racine, Walton and on and on, you know, going over east.	1B, 1C														
204a	Cheena Credit	court reporter	I think you should do a better job of notifying the people in the immediate community...I think for something this important. It would have been best if every person who lived within the 21st ward, 9th ward, and 34th ward got an actual letter in the mail stating this along with the proposals...Why did it take two years from the last meeting to this current meetings. What is being done to communicate these findings to the public? Because I didn't see anything in the DIS draft.	1C												13B, 13C		
204b	Cheena Credit	court reporter	I'm concerned about my property value. Are they going to go up or are they going to go down? If I choose to sell my house, do you think I'll get what it's actually worth at this time knowing that a train is going to be coming through? How does this affect my property taxes?			3C	4C										14B	
204c	Cheena Credit	court reporter	How does the noise and vibrations actually affect the foundation of my house? Has there been a long-term study done to let me know how that's going to come out, if that makes sense?...For those of us who decide to stay, the homes that are not affected, is there a way that we can soundproof the homes? Maybe the City of Chicago could buy soundproof windows or put siding on homes that don't already have siding.							7A								
204d	Cheena Credit	court reporter	If I had to choose between the east option or west option, I choose Halsted; but since that is no longer on the table, why don't you do the Gray Line?	1D														
204e	Cheena Credit	court reporter	Have studies already been done concerning increased pedestrian traffic? Will potential crime levels increase?		2C						8A							
205a	Christina Horde	court reporter	How can we be involved in the outreach program?...There needs to be more outreach to the communities that are near. That main station at 95th and State.													13B, 13C		
205b	Christina Horde	court reporter	Because I see that the overpass is going to be quite -- will rise up, will come up near 98th Street.... Along the train tracks from 95th on to 47th Street there are these boxes that the trains go under. And we're trying to figure out what are they for and why do they have them there?...We want to know why.															The "boxes" over the tracks in the median of the Dan Ryan Expressway are signal houses. Space is very restricted in the median of the Dan Ryan, so the design places the signal houses over the tracks. For the RLE Project, the signal houses would not be placed over the tracks on the aerial structure. The signal houses would be located adjacent to the RLE structure.

[illegible]

[illegible]

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221	D.J. Dragon Barnes	e-mail	<p>I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.</p> <p>Cru Inner City ministry at - 342 W 111th St, Chicago, IL 60628 - runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St.</p> <p>Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor.</p> <p>For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.</p> <p>Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning. P.S. Go Chicago for winning the World Series!</p>	1E			4F											
222	Robin Zelek	e-mail	<p>Hello CTA and FTA, I am happy to hear about the Red Line Extension, however, we need to save the Cru Inner City's parking lot. We need an option that will preserve Cru's existing parking spaces so it can continue to serve the neighborhood and city with excellence.</p> <p>Cru Inner City ministry is located at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. I request that the parking lot be saved for the following reasons...</p> <p>Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry. Cru has served the community and the city for 37 years.</p> <p>Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor.</p> <p>For these reasons I request that the CTA Red Line Extensions provides the best opportunity for Cru to maintain it's existing parking spaces so that it can continue to serve the city and neighborhood with excellence.</p> <p>Thank you for considering my request.</p>	1E			4F											
223	Gayle Koehler	e-mail	<p>I'm writing on behalf of Cru Inner City at 342 W 111th St, Chicago, IL 60628. This ministry runs the Agape Community Center along the route of the proposed Red Line Extension to 130th St. Cru has served the community and the city for 37 years. Cru runs after-school programming for kids throughout the year. Cru also partners with over 200 churches/ministries throughout Chicagoland to serve the poor. Cru holds events throughout the year that overwhelm the current parking in the area. For example, this Thanksgiving Cru will have 500 volunteers working to pack and distribute 2650 boxes of food. Thousands of people are served and mobilized through Cru's ministry.</p> <p>For these reasons I request that the CTA Red Line Extensions run along the WEST side of the Union Pacific Railroad line. This option provides the best opportunity for Cru to retain it's existing parking spaces so that it can continue to serve the neighborhood and city with excellence.</p> <p>Thank you for considering my request. I hope it will be brought to bear upon the Red Line Extension's positioning.</p>	1E			4F											
224	Patricia Woodson	handwritten	<p>East Option: This option would affect me most. I would have to sell my house in which I'm afraid I won't get what's worth to me.</p> <p>West Option: This option affect me because we have a train here already it blows all night long 3-4-5 in the morning the more people the more it will have to blow. Now we will have buses, train & Red line. NO SLEEP! Plus the bus turn around will be right behind me and I'm concerned about the fumes. With either option I would just like to sell my house. I know this will benefit a lot of people but as for me not much.</p> <p>Property Displacements: Not giving the value of the home.</p> <p>Noise & Vibration: No sleep from the noise and the vibration put wear and tear on the house.</p> <p>Hazardous Materials: Only the fumes from the buses.</p> <p>Other: Again this benefits a lot of people and it's good for the Southside, but for me it might be a nightmare! No Sleep! No Rest!</p>	1E			4C			7A				11A				

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239	Jon Keith Evans	e-mail	A Proposal for a Temporary Red Line Extension Bus Route 29TRX (Temporary Red Line Extension) <i>(additional details regarding suggested alternative and its potential benefits in full text of e-mail)</i>															Thank you for your comments and suggestions regarding interim bus improvements. CTA is currently working in close coordination with Pace Suburban Bus on the South Halsted Bus Corridor Enhancement Project. This project proposes several strategies for improving bus speed and reliability on 11 miles of South Halsted Street from 79th Street to the Pace Harvey Transportation Center and includes portions of 79th Street and 95th Street that connect Halsted to the CTA 79th Street station and 95th/Dan Ryan terminal. The project components include short stretches of dedicated bus lanes, queue jumps that prioritize buses at busy intersections, traffic signal optimization and Transit Signal Priority (TSP), and Pace Pulse service and Pulse stations south of 95th Street. These improvements would support the RLE Project by increasing travel choices and providing greater connectivity and reliability for transit riders on the South Side of Chicago. This study is in addition to a number of recent bus service improvements, including the installation of the Essential Pop-Up Bus Lanes on 79th Street and Chicago Avenue; the installation of Bus Priority Zones on 79th Street, Chicago Avenue, and Western Avenue; the reinstatement of Ashland and Western Express routes; the expansion of service on several South Side routes; and the permanent adoption of Route #31 and of the extension of Route #157.
240	Valeria Davis	e-mail	Does this mean the community will access to job opportunities. Thank you in advance for your reply.			3B										13D		
241	Sheryl Swope-Dupree	e-mail	I think it is great that those who live in the far side of the city are being considered in relationship to transportation. This will be a beneficial improvement and convenience to all those who live on the far south side of the city. It is nice to know that the city is trying to do something to help those in need with transportation. While on the subject of transportation, it would be great for those teenagers that are in high school, whose parent are unemployed due to the economic conditions of the United States, be considered for free transportation. Transportation is quite expensive for those who don't have any means but are trying to get their education. Thank you for listening and considering my request.	1B														Thank you for your support. High school students are eligible for reduced student fares, which are valid on school days between 5:30 am and 8:30 pm.
242	Sharon D. Lawson	e-mail	Have the red line extension on the west option.	1E														
243	Paula McLennon	e-mail	East.	1E														
244	Keith Harley, PCR	e-mail	<i>PCR letter's comments each entered separately. Entire text of letter available in full comments.</i> Please be advised that I represent People for Community Recovery ("PCR"), a not-for-profit organization based in the Chicago Housing Authority's Altgeld Gardens community. PCR is dedicated to enhancing the quality of the environment for the residents of Chicago's southeast side. PCR provides public education on environmental, health and housing issues, and organizes local residents to advocate for environmental quality, public health and community well-being .PCR's founder, Hazel M. Johnson, is regarded as the "Mother of the Environmental Justice Movement". Her many contributions to Altgeld Gardens, Chicago's southeast side and the national environmental justice movement are commemorated by Hazel Johnson EJ Way, the name given to 130th Street, the southern terminus of the proposed Red Line Extension. Hazel's daughter, Cheryl Johnson, is a lifelong resident of Altgeld Gardens and the current Director of People for Community Recovery. Cheryl also serves on U.S. EPA's National Environmental Justice Advisory Council. By way of summary, PCR enthusiastically endorses the transportation equity that will be achieved by the extension of the Red Line from 95th Street to 130th Street. The following public comments address alternatives, potential environmental consequences and mitigation measures that will ensure access to the CTA rail system further enhances the quality of life for Chicago's far south side neighborhoods and their thousands of residents. PCR formally requests that the EIS fully analyze these alternatives, consequences and mitigation measures so that this analysis is available to inform ultimate decisions about the design, construction and operation of the Red Line Extension.															Comments from People for Community Recovery (PCR) were received through e-mail from Keith Harley. CTA responded to the e-mail acknowledging receipt of the comments on the Draft EIS. Responses to the comments are provided as a separate response located in Attachment B under Response to Comment #244, Keith Harley, on behalf of PCR.
244g	Keith Harley, PCR	e-mail	<i>PCR comments from 11/29/16 letter entered into multiple cells.</i> PCR recommends a complete analysis of the green building and sustainability techniques that are available for every aspect of this major new infrastructure project...a storage system to fully capitalize on clean, regenerative braking power, maximizing the use of clean, renewable solar power and implementing innovative storm water management infrastructure....only three of several examples of superior environmental outcomes that can be achieved through green building and sustainability design elements. PCR believes the final EIS should fully analyze the full range of these superior environmental and energy opportunities to inform the ultimate decisions about the design, construction and operation of the Red Line Extension. <i>(Additional details regarding this recommendation and its potential benefits are in the full text of letter.)</i>										IND					

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260	Deloris Lucas	e-mail	<p>Thank you for working on the Red Line extension Project.</p> <p>I am concerned about the proposed displaced Homeowners in the Roseland, Washington Heights, West Pullman...and recently read about displaced homes in Riverdale. Is this correct ? Will there be some displaced homeowners in Riverdale area?? Please explain.</p> <p>I believe the displaced Homeowners should get more than Fair Market value + relocation expenses. These area are way below the poverty level and should get more as the Red Line gets extended.</p> <p>I'm also concerned about the end of the line area @ 130th and Ellis. Most neighborhoods (Golden Gate, Riverside Village, Pangea Lakes and Concordia) are now far away from the proposed end of the line location 130th & Ellis. So far that it would take them/us at least 20 minutes to get to the end of the line.</p> <p>THERE NEEDS TO BE A SHUTTLE BUS/EXPRESS BUS FOR THE RESIDENTS THAT LIVE NEAR THE PROPOSED END OF THE LINE.</p> <p>Currently there is no bus service that will get area residents to the end of the line location, under 20 minutes. If the expansion is to save time, there is no immediate time savings for local area residents to get to the end of the line.....unless a bus will get us there faster and with no additional cost.</p> <p>It would also be foolish to pay a fare to ride down or up the street to get to the end of the line. OR Perhaps a special transfer can be issued so that additional costs are not transferred to the rider.</p> <p>Please call, I would love to explain more about ideas to make the transition to better transit....better.</p>		2A		4A, 4C, 4D											Thank you for your support. Commercial, industrial, City-owned, and railroad properties in Riverdale would be displaced; no residential properties would be displaced in Riverdale.
261	Michael LaFargue	e-mail	<p>I thought the EIS Draft is well written. I takes into consideration community concerns as jobs, parks, wet lands, home displacement, visual impact, sound impact, safety security, cultural issues.</p> <p>The CTA team worked hard and well communicating the RLE Draft to many local organizations. One Suggestion/Question: To have less impact on home displacement and the Wendell Smith Park with the baseball diamond, is it possible the train operate on the West Option Side until 103rd Street, then with UPRR air rights, cross over to the East Option side?</p> <p>Criticisms Heard: The public hearing held at the church 211 E. 115th appeared to overwhelm and confuse some people with so much going on in one room. Thank you for your work.</p>													13A		Thank you for your support.
262	Gwendolyn Rice	e-mail	<i>(submitted a copy of letter that was also submitted by Lou Turner, for ROC [Redline Oversight Committee])</i>															This comment appears to be a copy of comments received by the ROC - Comment ID #245. See ROC responses provided.
263	Patrice Thomas	e-mail	<i>mailing list request</i>													13C		
264	Charles Brown	e-mail	There never seems to be enough information given to persons in the community that may be affected by the expansion for example what will happen if our homes are damaged because of vibrations , what will you do with the areas that once had homes w they become vacant lots filled with gravel ? Once again there never seems to be enough information.			3A	4A			7A								
265	Michael T. Walsh	e-mail	<i>mailing list request</i>													13C		
266	Lisa Burback	e-mail	Big YAY to this!															Thank you for your support.
267	Eric Bowden	e-mail	I prefer the Western option.	1E														
268	tkabala@[e-mail hidden for privacy]	e-mail	East line extension	1E														
269	Emma DiLeonardi	e-mail	<p>Hello, I am a journalism student writing about the red line extension and I have a few questions on the project.</p> <p>1. Are there any people from the areas that are to be affected openly opposed to the project?</p> <p>2. Do you think their complaints have any warrant, and will they affect the schedule of the project?</p> <p>3. Will this extension affect the south side financially, both positively and negatively?</p>															CTA Communications responded directly to the commenter regarding the media inquiry.

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270	Doris White	handwritten	East Option: Will this option affect the Bishop Ford Expressway for those who drive? West Option: Why is this option going to cause residents to have to move that live between 99th St and 119th St on this option? Comments: What if that homeowner does not want to relocate, are they going to be made to move or other alternatives to them having to move? I pray that all of this falls into place for those who use public transportation and that whoever makes decisions in regards to this project will be wise in the decisions of this project. Transportation: When buses have to be rerouted due to construction why are you not sure how long it will take. Land Use: Will this be a good area, where you are considering? Displacements: If a person is not able to be displaced, what are your options for them? Neighborhoods & Communities: Do you think they would agree, despite the displacing of homes? Visual: Will it be handicap accessible e.g. elevators and escalators in good working condition. Noise: I am sure it will not be loud, as if it was a freight train coming through. Historic: Will they have to be moved and why touch historical sites? Safety & Security: Will there be Police Officers at these new stops along with canine dogs? Hazardous Materials: Will this Redline extension project be around factories with hazardous materials? Wetlands: What do you mean by wetlands? Parks: Will it be closer to parks where we can get off and take our children to the parks? Construction Impacts: What effect will it have on those who drive through the area where you want to build? Project Funding: How will it be funded and by who? Other: Why have you waited all this time to do this particular line now, as other lines have been extended or new lines brought in?		2A, 2B, 2C		4A, 4D	5A		7A	8A	9A	10A		12B		14A, 14B	Section 4.7 of the Final EIS describes impacts of the project on to historic resources, including the Altgeld Gardens neighborhood and the Altgeld Gardens–Philip Murray Homes National Register Historic District. The Preferred Alignment would cause displacements and visual, noise, and other environmental effects within the Area of Potential Effect, but none of these effects would alter the characteristics that qualify any of the identified historic resources for inclusion on the National Register of Historic Places. No mitigation measures would be required. During the construction of the RLE Project within the interstate highway right-of-way, construction activities would require temporary lane closures on I-94 and I-57. As an example, when a bridge pier is being constructed adjacent to the Interstate shoulder, the adjacent lane would temporarily be closed for the construction activities including, but not limited to, material delivery. Increased congestion due to temporary lane closures may increase travel times on I-94 and I-57. When overhead beams are placed, temporary shutdown for all traffic would occur. These temporary shutdowns would likely occur only at nighttime and during low-traffic volume intervals. Note that these temporary shutdowns are typically very short durations, such as 15 minutes, while a beam is placed and secured overhead. All lane closures and temporary shutdowns would be subject to the approval of Federal Highway Administration and Illinois Department of Transportation.
271	Viva White	e-mail	<i>mailing list request</i>													13C		
272	Peter Parlej	e-mail	I am writing with a brief question regarding the Red Line extension project. I am trying to contact the project manager with CTA and also to find out if CTA is currently working with an engineer for the project, or if not, when CTA plans to advertise for engineering services.													13C		Please visit CTA's website at transitchicago.com/procurement/ to learn about the procurement process and future CTA contract opportunities.
273	Emma Williams	e-mail	I, personally, am very excited about the extension. I live and work on the north side and have friends and family in Beverly. Having this extension means fewer transfers to Metra when I go to visit them. I have wanted an extension such as this for a long time. Thank you so much. This is great!		2A													Thank you for your support.

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Preferred Alignment Announcement																			
285	Michael Brown	handwritten	1. Why isn't there a Park'n'Ride at 95th Street or 87th Street? People that live near the Dan Ryan are not going to drive south to a parking garage when they work downtown. 2. Please consider utilizing the old Kennedy King College land at 67th & Vincennes as a Park'n'Ride. It could help reduce traffic on the Dan Ryan Expressway. The Red Line could really use a parking lot. I would ride the Red Line more if I could park closer instead of taking 2 buses to get to the Red Line. 3. Since CTA will be using FTA funds is CTA awarding contracts to allow the Architect of Record and the Engineer of Record to be a DBE? CTA is building this project on a neighborhood that is primarily African American. Please consider making the Prime Contractor and African American design firm and most of the subcontractors DBE firms.		2E	3A											13D		The Red Line Extension Project does not include adding parking to existing stations. Multimodal connections at propsed station would include bus, bike, pedestrian, and park & ride facilities.
286	Alexis Billingslea	handwritten	1. Parking Garage at n6th Street - Will the parking garage design consider the amount of time needed to enter the garage during peak rush hour? Will there be enough entrances in order to enter the garage quickly rather than backing up the queue down the street due to limited gates? 2. How will people be able to pay for parking (Traditional ticket, Ventra card, SpotHero, ParkWhiz)? How quickly can people enter and exit the garage? 3. Will the bridge over Metra Electric be inspected? Metra Electric may have limitations that slow down the construction due to the air rights and times allowed to build or limited times available to perform bridge inspections.		2C														CTA Planning will work with the CTA Business Development department to determine how patrons would pay for parking at the park & ride facilities during final design. CTA has a structural review process that will be adhered to for the elevated structure and bridges over the existing railroad and roadways. CTA will continue to coordinate with Metra regarding work near, adjacent to, or on their property.
287	Marcelino Rola	handwritten	I desire to sell my property to CTA. I understand that CTA does not need my property, but my entire block wishes to sell.				4A												
288	Gregory Walker Jr.	handwritten	No questions, I'm actually happy with the alignment. The fact that you chose both is really great! Something to consider: Can the 30 South Chicago, 355 Wentworth (Pace), 358 Torrence, and 364 159th Street (Pace) buses, in addition to all others, be re-routed to the 130th Street station to add better reliability to Hegewisch, nearby manufacturing campus', and nearby communities?		2A														
289	Angela Conner	handwritten	1. Where is the funding coming from? 2. Will there be job opportunities for African Americans? Specifically black people, not "minorities" or "people of color". 3. The current administration announced their infrastructure plan/budget. In their plan expectation for cities and states to pay more, how will that affect the funding for the Red Line Extension?														13D	14B	
290	Ethel LeFlore	handwritten	I would like to sell my property.				4A												
291	Jaime Gamero	handwritten	I understand that my property is not impacted but wish to sell to CTA. Our entire block wishes to sell.				4A												
292	Jake Fansler	handwritten	Thanks for this great event. As an urban planning grad student at UIC I worked on a 10 year plan for the Riverdale area/130th Street station of the RLE. Throughout that process one big takeaway was the importance of strong local economic development policy/programming to make sure that residents will be in the best position to be able to leverage the RLE. Having strong local retail and better local employment opportunities in place before the RLE comes will go a long way in helping the communities along the line use the extension as a real asset and economic catalyst. What a great opportunity for Chicago's South Side. Thanks!			3B													Thank you for your support.
293	Maureen & Scott Perazzolo	handwritten	1. The distance from the train to our house. 2. The distance and dust from construction since I have asthma. 3. Cracking of our houses foundation. My house is over 130 years old. 4. Noise of the trains that come by mostly at night. 5. The shaking of the house during construction. Who will be responsible for the damages to house and cars? 6. We will probably have not place to park our vehicles during construction. Our vehicles are on the street where heavy equipment will be passing.		2F					7B		11A							
294	Willie L. Johnson	handwritten	I would like to be contacted as soon as possible for the acquisition of the property.				4A												
295	Robert Goss	handwritten	I own properties at [addresses hidden for privacy]. I am willing to sell if you need additional space.				4A												
296	Yvonne Farlow	handwritten	1. Will the service run 24/7 or will it have a timeline? 2. Will my window be replaced for the noise? 3. I know it is what it is.							7A								14A	The RLE Project would operate 24 hours a day, each day of the year. Service frequency is anticipated to be the same as with the current service at the 95th/Dan Ryan terminal—approximately 3-minute to 6-minute headways during morning and afternoon peak hours. Headways during off-peak periods during the day would be approximately 6-10 minutes. Headways at night (between 1 AM and 4 AM) would be approximately 15 minutes. Service frequency would be adjusted to accommodate demand once the RLE service is implemented.
297	Beth Eckerty	handwritten	I'm in favor of the preferred alignment and I'm glad it was selected over the bus rapid transit option. There are a large number of people living southwest of the proposed 130th station in Altgeld Gardens and also east of the station in Hegewisch. The station will not be pedestrian friendly for either group. I would like to see transit connections from the station to the existing neighborhoods to account for the "last mile" between the station and home. Potentially an extension of and east-west bus on 130th to touch Hegewisch, or, an extension or re-route of the #30 to include the new station. Anything other than needing a car to access the transit! Thank you.	1C	2A						8A								

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309	Dave May	e-mail	<p>Proposal: The south section should be deleted and replaced by frequent express bus service to the 95th Street station. The south section of the proposed Red Line Extension, form the 116th Street station to the 130th Street station will serve a discrete neighborhood. The cost to build this double-tracked L line, the 130th Street station, and associated traction power facilities will be very expensive. The number of neighborhood residents using the new 130th Street station is likely to be very small; a tiny fraction of the line section's capacity. Therefore, the construction and operating costs per rider using the 130th Street station will be extremely high. The location of the 130th Street station - beyond a corner of the neighborhood served - will be inconvenient for most of the neighborhood residents. Consider how long and inconvenient the walk will be from most of the neighborhood to the station. A frequent bus service that circulates through the neighborhood before expressing on the Bishop Ford (shoulder?) to 95th Street L station would be much more convenient to access and offer similar trip times compared to walking to the L station and then riding the train.</p> <p>If rider demand warranted, direct rail transit service from the neighborhood to Hyde Park and the Loop could be inexpensively provided by building a modest station on the South Shore line adjacent to the east side of the neighborhood. On a weekday morning between 5:00 am and 8:30 am, eight inbound South Shore trains could stop at this new station. (The South Shore currently serves Hegewisch station in Illinois). Ride time would be about 15 minutes to Hyde Park (which the Red Line does not serve) and 30 minutes to downtown Chicago at Van Buren street - less than the extended Red Line.</p> <p>Funding prospects for the Red Line Extension are tenuous at best. Optimistic, but realistic, scenarios suggests the new extension will not begin service for another 5 to 10 years. A Red Line Extension without the south segment to 130th Street would be substantially less expensive - and therefore more likely to achieve federal funding approval.</p> <p>Depending on the design, an express bus service to 95th Street could be running in 2 to 3 years. The capital cost of an express bus service would be a tiny fraction of the cost of the 116th Street to 130th street L line. The operating and maintenance costs of this express bus service would be much less than the operating and maintenance costs of the south segment of the Red Line Extension.</p>	1B, 1C	2A													CTA responded to the comment via e-mail.
310	Gloria	handwritten	Comment provided in Spanish. Translation: "My address is [address hidden for privacy]. If my house is affected I would like to know and have more information about it."	1A														
311	Luis Quiroga	handwritten	Why not keep it on the west side? It's an open shot from 99th Street to Michigan Avenue. West side has open railroad property while you have many citizens on the east side.	1E														
312	Cynthia Howard & Phillip Dixon	handwritten	We would like to receive a copy of the relocation act. We would like to be part of the first group of negotiations. We have a special needs resident that needs to remain in the city for their services. We need to relocate to a home without a mortgage as we currently own our home without a mortgage. Also, our home is a 3 bedroom and we need to relocate to another 3 bedroom.				4D											
313	Helen Rockingham	handwritten	What is CTA's plan to stabilize the homes near/next to the construction site to assist with the construction upset that will cause building de-stabilization. Contact numbers for submitting photos when it's documented that there's a problem with the property.							7B								
314	Patricia A. Parsons	handwritten	Much needed mode of transportation for students going to school or those needing transportation to work. It will help some of the unemployment problem. My concern is the path of the Red Line. Find areas that will displace the least amount of people from their homes. There are areas where abandoned factories can be torn down or vacant land can be used for the extension.				4A									13D		
315	Gerardo Zaragoza	handwritten	<p>My question is what material are you going to use to support the train tracks? Are they going to be on the ground (at-grade) like the Union Pacific rails? Or are they going to be suspended on cement pillars? If suspended, is it going to be open or closed (when looking up)?</p> <p>How are you going to compensate the rest of the community because I think this project is going to cause a lot of inconveniences during construction. It's going to cause roads to close because of heavy machinery and material.</p> <p>I have another two-story house in [address hidden for privacy] that is rented out. I'm worried the tenants will leave due to the construction inconveniences and for the entire time the construction will last. For now, those are all my concerns, thank you.</p>	1A					6A	7B								
316	Rachael Waters	e-mail	I am inquiring for information on a selected alternative for the Red Line Extension. Has one been selected? Can you provide any updates to the environmental study phase of this project?	1E														CTA responded to the comment via e-mail.
317	Jen Hinton	e-mail	Can you kindly tell me the exact streets these proposed rail lines will impact? Obviously we're homeowners and worried about displacement. We've been here since 1969, with many senior citizen home owners living around us. I'm at 106th and Forest (two blocks west of Kind Drive).	1A			4E											CTA responded to the comment via e-mail.
318	Mike Meagher	e-mail	Please send any updates.	1A														CTA responded to the comment via e-mail.
319	Eric Langelund	e-mail	I would like to receive updates regarding the Red Line Extension.	1A														CTA responded to the comment via e-mail.
320	Gregory Evans	e-mail	Who is the designer or engineer of the RLE?	1A														CTA responded to the comment via e-mail.
321	Tom Shepherd	e-mail	Please add me to the email update list.	1A														CTA responded to the comment via e-mail.
322	Rita Ceccarelli	e-mail	I kindly ask you to add me to the project contact list for future updates.	1A														CTA responded to the comment via e-mail.
323	Michael LaFargue	e-mail	Please add me to the project contact list.	1A														CTA responded to the comment via e-mail.
324	Michael LaFargue	e-mail	<p>How does the Red Line Extension preferred route decision affect Wendel Smith Play Lot Park?</p> <p>How many buildings does the Red Line Extension preferred route decision affect? I think it is less than originally proposed.</p>			3A												CTA responded to the comment via e-mail.

ID	Name	Comment Type	Comment	Project Info./ P&N/ Alternatives	Transportation	Land Use/Economic Development	Displacements	Neighborhood and Community	Visual	Noise/Vibration	Safety & Security	Hazardous Materials	Wetlands	Air/Water/Floodplains/Veg/ Bio/Geo/Energy	Parks	Outreach Process	Timeline/ Costs and Funding	Individual Response
325	Lois & Merle Jacob	e-mail	<p>The extension will be nice for all the folks who live far south and have to travel by bus to the 95th Street station. I, on the other hand, will not be able to fall asleep on the ride south, as I might miss my stop at 95th! Please ask CTA to provide porta potties or other restroom facilities at CTA stations. It's a long ride from 95th to the north side. CTA officials obviously do not ride the CTA trains. If they did, they would see and smell how desperate people relieve themselves in the little vestibules at the ends of CTA cars and in the elevators to and from platforms. It's very disgusting.</p> <p>Please run the #49 bus to the whole length of Western Avenue in the city - terminating at 119th Street and Western before changing to the 349 Pace bus. Allow drivers to change posts at 79th if you must, but do not require riders to get off and transfer buses at 79th. It's insane that from Beverly (99th and Western) one must take three buses and two transfers just to get to Midway airport at 55th and Cicero. There should be only one transfer required: when one changes direction from north/south to east/west. The Ashland bus changes drivers somewhere around 70th Street. Passengers are allowed to remain onboard and not forced off to brave the weather and local thugs.</p>		2A						8A							CTA responded to the comment via e-mail.
326	Coral Cavanagh	e-mail	Please change my mailing address from Coral Cavanagh, [address hidden for privacy] to Coral Cavanagh, [address hidden for privacy].	1A														CTA responded to the comment via e-mail.

ID	Name	Comment Type	Comment	Project Info./ P&N/ Alternatives	Transportation	Land Use/Economic Development	Displacements	Neighborhood and Community	Visual	Noise/Vibration	Safety & Security	Hazardous Materials	Wetlands	Air/Water/Floodplains/Veg/ Bio/Geo/Energy	Parks	Outreach Process	Timeline/Costs and Funding	Individual Response
Supplemental Environmental Assessment																		
327	Lyteshia Pope	court reporter	With parking accommodations, what security components will be implemented, if any? And what I mean by that is that I notice they are having a parking lot for those utilizing or coming to the Red Line extension in that area. I know that Chicago Police patrol is in that area. I know that they might have private -- well, I am not enlightened if they have private security with CHA. And then I know, additionally, Chicago has Mass Transit which is a form of their Chicago Police Department or an entity of it. But I'm wondering what other components will be geared towards that parking area, or if any will be.								8A							
328	Andrea Turner	court reporter	I wanted to find out if the extension would affect the Bishop Ford in any way. Will the extension somehow go into -- the construction interfere with the traffic or impede the traffic flow going south on the Bishop Ford.															During construction of the elevated structure extending from the 95th Street/Dan Ryan terminal, there would be temporary lane closures where southbound Bishop Ford goes into the tunnel to go underneath I-57.
329	Mark Bell	court reporter	Will the present CTA lines be routed to the new stations, or will there be new routes created that will be routed to the new stations?		2A													
330	Fatimah Al Nurridin-Harris	court reporter	Walkability is my concern. Riverdale community 54 is very secluded. And when you walk from the Pace station, the Riverdale station that's on 135th and Indiana, into the community over the bridge down 134th to the station -- I'm thinking about all the sidewalks. I see some repairs, but I'm thinking and I'm concerned about a safe route. And I'm concerned about the exchange of individuals, residents, from the Eden Gardens, Golden Gate going into the Altgeld community. I know that's an issue that we would have to deal with. But lighting and, you know, the beautification and all that landscaping stuff, I would -- is important to me. As well as sidewalk and walking access on 130th. I'm working with a group, Southside Trailblazers, I'm working with Openlands, and just a lot of us are working to restore an African American Heritage Trail. So there's a lot going on back there. The Underground Railroad Landmark. So walkability, tours and safety is my concern. Third and lastly, acknowledgement of the historical individuals, the buildings. I know that you talk about signage, but I'm hoping that CTA, RTA and the whole conglomerate is sensitive to our historical value and, you know, kind of work with us to acknowledge it. You know, the Larry Hawkins school is empty, and you have to go past that to get to 134th, to get out into the community. What you're hearing is a lot of people -- because of the access is more convenient for them; we still have to go through that community to get to it. So that is what we're having a concern about. We want to be a welcoming transition and then not to be the Altgeld station, you know. But, hey, safety is our concern. We've had a lot of -- historically, the Beaubien Woods, the wooded areas, we're working on improving it. What we want CTA and Pace to be sensitive, you know. They use 134th Street viaduct under, you know, to get out once the train that is on -- near Vernon may be blocking or whatever. We have a lot of buses coming through. So, again, I'm working to enhance and beautify and bring some other things historically to this area. But safety is our concern. A lot of overgrowth. We need that the train companies to be accountable. Landscaping, beautification, and just accountability.		2G	3A, 3B		5A	6A		8A							
331	Hunter Smit	court reporter	Seems like walkability is a big concern for both the residents who live in the area but also the commuters who are coming in nearby. And so both connections to 130th Street look like an issue as well as connections to the nearby forest preserve and some of the parks that are nearby. And there's a couple people bringing this up in the overall general meeting, but as I noticed, there is no -- there's no sidewalks really on 130th, and the distance between 130th proposed station is quite something for people who are only on foot. I guess one other comment, too, is just the transit-oriented development nature of the project and just making sure that it's not a car-centric project, but rather like multifamily housing and small business locations can be added right nearby these stations. I know a lot is being discussed about that currently with each station location, but also nearby. And I just want to make sure that that's, like, the priority and so that there will be affordable housing nearby for residents to easily access the train and to access jobs through the transportation system.		2G	3B,3C		5A										
332	Andraya Yousfi	handwritten	I love the new location proposed. It would allow us to safely walk from our after school program to the station easily. It also is set apart enough to not disturb bus routes and staff parking. With the renderings would love to see a sleeker design more reflective of the community. I know they are placeholder designs but it would be great to have a better design for the community to get a better picture. I also like adding way finding to the forest preserve. Adding lighting and signs (maybe bikes/divvy) would be great to better activate the space. At By the Hand, we would love to serve more students and are looking for opportunities to improve our facilities (so we have the space to serve more students) like we have at Cabrini in partnership with CHA and in Austin. Additionally, we are happy to host any meetings at our current site on Ellis and invite the team to also visit during our programming hours. Lastly, it would be great to have bus routes in the area that connects to the neighboring grocery stores as food access is a huge concern and issue for our children and families. Thank you for the incredible work and progress on this project.		2A, 2G	3A		5A			8A							Thank you for your support and hospitality.
333	Beria Hampton	handwritten	Section 3 employment opportunities (1) Employment opportunities (2) Underserved residents involvement (3) Programs for re-entry (4) Workforce development (5) Accessibility for all residents (design will make more of a walk to get to train) (6) Trainings and support	1D	2B, 2G	3B, 3C										13D		The RLE Project will provide an opportunity to create transportation-focused careers at family sustaining wages while meeting the union labor and professional services job requirements of the project. CTA is developing a comprehensive Workforce Development Plan to prepare for these opportunities. The Plan will identify goals and objectives for sustainable careers in the construction industry, including trades and professional services.
334	Francine Washing	handwritten	This public comment is a joke. All they want is signatures on the sign in sheets to say we met with the residents. They are yet to have a town hall community meet with the residents here at Altgeld. I didn't come here to sign in and look at poster boards. Now they want the resident to come to the Kroc Center. Really this is (illegible). No one cares about us but us. Everyone thinks that the residents is illiterate. And that they found a bird nest on the ground. We are tired of getting pissed on saying oh that's rain.													13C		Thank you for your feedback in response to the Altgeld community meeting. CTA is working closely with the Chicago Housing Authority to provide opportunities for inclusive engagement with members of the Altgeld Gardens community.
335	A. Osborne	e-mail	Please send me updates on Red Line Extension Project? How many stations are planned and when will project begin? Thank you.															CTA responded to the comment via e-mail.

[illegible]

[illegible]

Response to Comment 244**Keith Harley, on behalf of People for Community Recovery**

Thank you for your comments on the CTA Red Line Extension (RLE) Project Draft Environmental Impact Statement (EIS), and for your overall support of the project. Responses addressing comments are discussed in the order presented in your letter.

PCR Comment One

This comment requested that the RLE Project include an alternative that is part of a comprehensive plan to provide a full range of transportation services and options for residents in the project area. The RLE Project is, in fact, part of the comprehensive regional transportation plan and development of this project has included a comprehensive and multi-year approach to analyzing alternatives to identify the proposed project. This process has also included technical analysis of the potential for impacts to the bicycle and pedestrian environment, access to stations, and multi-year coordination with other agencies responsible for all modes of transportation services in the project area.

Comprehensive transportation planning is carried out through regional transportation long range transportation planning. The RLE Project is included in the list of fiscally constrained projects in the Fiscal Year (FY) 2019–2024 Transportation Improvement Program (TIP) of the Chicago Metropolitan Agency for Planning (CMAP) *ON TO 2050* Comprehensive Regional Plan (*ON TO 2050*). *ON TO 2050* provides strategies and priorities for the future development of the regional transportation network and all modes of transportation services.

As described in Section 2.1 of the Draft EIS (Alternatives Development Process), CTA evaluated many corridors before moving forward with the Union Pacific Railroad (UPRR) Alternative as the National Environmental Policy Act (NEPA) Preferred Alternative. As part of the Alternatives Analysis (AA) study conducted from 2006–2009, CTA evaluated 398 combinations of 11 modes, 9 corridors, and 4 profiles against the project's purpose and need. CTA evaluated the I-57 and I-94 (Bishop Ford) as part of the Screen 1 process of the AA but eliminated them from further consideration based on the analysis. These alignments, which would be in the median of the expressway, are isolated from neighborhoods and activity centers and therefore would serve fewer riders; they would have difficult access and connections from neighborhoods; and they would not encourage transit-oriented development. Based on the results of the technical analysis completed during the AA process and considerable public support for the corridor, the UPRR Rail Alternative was recommended as the Locally Preferred Alternative (LPA) by the Chicago Transit Board in 2009, indicating that it would best meet the purpose and need of the project while addressing potential impacts and other constraints. FTA and CTA initiated the environmental review process with

Scoping in 2009 to receive comments on the alternatives and identify issues that should be examined as part of the EIS.

During 2012–2014 as part of the Draft EIS, CTA evaluated benefits and impacts of four alternatives: the No Build Alternative, the Bus Rapid Transit (BRT) Alternative, the UPRR Rail Alternative, and the Halsted Rail Alternative. As described in the Draft EIS, Section 2.4 (Alternatives Considered but Not Pursued), the BRT Alternative was eliminated because it would have minimal travel time improvements compared to the No Build Alternative, and the projected ridership was much lower than the rail alternatives. The Halsted Rail Alternative was also eliminated based on technical analysis and public feedback.

In August 2014, based on the technical analysis and public input until then, CTA announced the UPRR Rail Alternative as the NEPA Preferred Alternative. The UPRR Rail Alternative would provide access to the most densely populated portions of the project area, which are primarily residential and transit supportive. In 2018, CTA announced the Preferred Alignment which is a combination of the UPRR Rail Alternative East and West Options that were presented in the Draft EIS. A Supplemental Environmental Assessment (EA) was prepared to evaluate changes in the project design of the Preferred Alignment from those analyzed in the Draft EIS. The Final EIS evaluates the impacts and the benefits of the project's Preferred Alignment. The Preferred Alignment that was analyzed in the Final EIS includes design changes and modifications since the announcement of the Preferred Alignment was made in 2018.

As part of the Final EIS, impacts to the transportation network as a result of the Preferred Alignment were further analyzed. **Chapter 3** of the Final EIS provides details about project-related impacts to pedestrians and bicycle facilities and addresses transit-related impacts. Implementing the project would result in benefits for pedestrians at stations by upgrading the intersections immediately adjacent to the stations with ADA-accessible curb ramps and replacing deteriorated sidewalks. These improvements would provide access for all users and would increase pedestrian safety. Bicycle parking is also proposed at the new stations. CTA passengers would benefit from faster travel times by accessing rail service farther south. After project completion, restructuring of some bus routes is likely. Some buses would be routed to closer stations on the RLE for a transfer to the Red Line, rather than traveling the farther distance to the 95th Street Terminal. Although bus routes may change before the RLE opens, CTA customers would be informed well ahead of any changes. CTA will work with City agencies to assess multimodal access to stations and identify improvements; however, sidewalks and streets are not under CTA's jurisdiction.

There is a parking garage proposed as part of the RLE Project. Travel demand analysis performed during the RLE AA process showed the need for park & ride facilities. CTA also conducted recent ridership modeling in 2020 and 2022 which confirms the demand for parking facilities at each of the proposed stations. However, based on community feedback, site availability, and analysis of

peer stations throughout the CTA system the number of parking spaces presented in the Draft EIS was reduced. Sufficient parking capacity would be provided at all stations to avoid spillover parking into residential areas near the stations. The proposed station that is adjacent to the Altgeld Gardens neighborhood would have parking facilities that would accommodate future parking expansion if the parking demand increases. Future mobility trends and livable communities (including transit-supported development) are topics which will also factor into the analysis. CTA recognizes the concern raised about the proposed parking garage at 130th Street and access. The relocated 130th Street station south of 130th Street would be easily accessible from Altgeld Gardens.

PCR Comment Two

In 2017 the Chicago Housing Authority (CHA) demolished Blocks 11, 12, and 13 of the Altgeld Gardens neighborhood, which created an opportunity to relocate the 130th Street station south of the initially proposed station location. In 2019, CTA began exploring the possibility to relocate 130th Street station closer to residents of the Altgeld Gardens neighborhood in the vacant CHA property. The relocation of the 130th Street station was evaluated in the Supplemental EA that was published on January 31, 2022. The station area plan incorporates all modes of transportation that would be accessing the station. CTA will continue to work with the community during final design to develop station area plans that reflect the community character and addressing neighborhood plan recommendations.

The RLE would result in substantial mobility benefits for Far South Side residents and would facilitate access to community resources near the station locations as well as access to recreational areas throughout the project area, especially for transit-dependent residents including the elderly and disabled, which would be beneficial overall. The analyses performed by CTA looked at not only the area where the track or station would be constructed, but also a larger area, known as the area of potential impact (API). The API for the transportation analysis, which includes impacts on pedestrians, encompasses the area south to 134th Street and therefore is not limited to the area where the 130th Street station would be constructed.

PCR Comment Three

As noted in this comment, implementation of the project could spur economic revitalization and the development of more livable, transit-supportive communities near the proposed stations. More foot traffic near stations would benefit local businesses and encourage community development.

The purpose of the NEPA process is to specifically disclose the potential for impacts from a federally funded transportation program on the surrounding environment. CTA reviewed the findings from the environmental resource analyses to properly evaluate the potential for indirect impacts on land use, transportation, and economic development plans and goals, as well as to identify notable or sensitive resources such as community facilities, historic resources, and other vulnerable or unique

resources. The potential for and impacts of induced growth that could result from this project were then determined through a qualitative assessment of changes in growth and development expected as a result of the increases in transit accessibility from the project. There would be potential for redevelopment from accessibility to new employment opportunities, attraction of new development near RLE stations, and overall livability improvements. The private sector would likely perceive the Preferred Alignment as a public-sector commitment to invest in the communities adjacent to the RLE Project and promote confidence in the economic development market of the area. The station and retail improvements may contribute to a southward expansion of the current commercial and entertainment district along Michigan Avenue between 111th and 115th Streets.

CTA developed a Transit-Supportive Development (TSD) Plan based on the community's vision for future development on the RLE corridor. It identifies methods and resources to enable mixed-use development and enhance economic vitality, multimodal connectivity, and the pedestrian environment. The TSD Plan utilizes an equitable Transit Oriented Development (eTOD) planning approach. eTOD planning seeks to promote development without displacement and realize community-focused benefits such as affordable housing, local economic development, and environmental sustainability. In order to achieve this, the TSD Plan incorporates policies to preserve existing housing stock and build new affordable housing, while stimulating economic development and encouraging new construction on vacant lots. CTA is working closely with Chicago's Department of Planning and Development and Department of Housing, as well as the Cook County Land Bank Authority to identify the best policies and programs to support existing residents within the RLE community.

CTA will continue outreach efforts to the surrounding community through the final design and construction process and understands the importance of incorporating community input and involvement into subsequent design and construction processes.

Thank you for your suggestions to get the community more involved. CTA will keep these suggestions in mind as the project moves forward. CTA will continue to work with and obtain input from the community, as we have done through the TSD planning efforts. CTA will continue to work with the aldermen's offices and community groups as the project moves into final design to develop a Construction Outreach and Coordination Plan and Business Outreach Program closer to the time of procurement of construction services.

CTA also has programs in place to provide opportunities within the community as design and construction moves forward. CTA's Disadvantaged Business Enterprise (DBE) Program demonstrates CTA's continued commitment to the success of minority/and women-owned businesses by promoting contracting opportunities to DBEs in the transit industry. CTA includes DBE goals on every project and has included local hiring offices or job fairs on all major projects in recent years (including the 95th Street Terminal, Red Line South Reconstruction, and Red Purple

Modernization Project). CTA places workforce participation goals on all major projects. The objective is to provide career opportunities in the trades and other construction-related jobs to communities that are typically under-represented in the industry. Workforce goals set a minimum standard for employment of individuals who are dislocated workers (unemployed or underemployed), individuals who live in economically disadvantaged areas, and individuals who are union apprentices. These goals require contractors to recruit, hire, and retain a diverse pool of candidates from historically disadvantaged backgrounds. CTA is establishing partnerships with community organization, educational institutions, and trade organizations to promote workforce opportunities on the project and in the broader construction industry. Additional information on the DBE Program and workforce initiatives may be found on the project website at <https://www.transitchicago.com/diversity-programs/>. Please visit the project website at <https://www.transitchicago.com/procurement/> to learn about the procurement process and future CTA contract opportunities.

PCR Comment Four

Thank you for your suggestions related to sustainability and green design. Such design considerations will be evaluated during later stages of project design.

PCR Comment Five

As described above in the response to Comment Three, CTA will continue to work with and obtain input from the community as the project moves forward.

Response to Comment 245**Lou Turner, on behalf of the Redline Oversight Committee**

Thank you for your comments on the CTA Red Line Extension (RLE) Project Draft Environmental Impact Statement (EIS), and for your overall support of the project. Responses addressing comments are discussed in the order presented in your letter. The responses to the comments reference the page numbers identified in the comment that refer back to the Draft EIS. The responses direct the Commenter to the appropriate document whether it is the Draft or Final EIS.

Executive Summary

CTA has had a robust public outreach process throughout the life of this project, as described in Chapter 10 of the Draft EIS and in the Final EIS. A total of six public meetings were held throughout the greater project area during the Alternatives Analysis process (2007–2009) because of the range of alignments under consideration. Two public meetings were held during the Scoping process (2009), and two additional meetings were held during the preparation of the Draft EIS (2009 and 2014).

After publication of the Draft EIS, CTA held a public hearing on November 1, 2016 near the proposed project alignment, with over 280 people in attendance. Because only one alignment was under consideration, a single public hearing was deemed sufficient. CTA delivered a hard copy of the Draft EIS (with DVD), a Citizens' Guide, and a public hearing flyer to Woodson Regional Library on Thursday, October 6, 2016. CTA advertised the public hearing through display ads in local and regional newspapers, an e-Blast, and through CTA press releases, flyers, and CTA customer alerts placed on CTA railcars and buses within the project corridor. The Draft EIS was also posted to the RLE website (<https://www.transitchicago.com/rle/>) on October 6, 2016, and hard copies of the Draft EIS were available during the comment period at FTA Regional Office V and CTA headquarters, elected officials' offices, and five libraries in the project area. CTA posted additional details about the public hearing and project on the project website. CTA met with project area aldermen and elected officials, held three meetings to provide information and answer questions from potentially displaced property owners and tenants, and met with 11 project area community groups (including the Red Line Extension Coalition) during the public comment period. CTA also did door-to-door outreach to potentially displaced property owners and tenants. In total, CTA received 284 comments.

Additional public meetings for the project were held as part of the Preferred Alignment announcement. CTA conducted meetings for invited property owners on February 6 and 8, 2018 to discuss displacements. An open house meeting was held on February 13, 2018 for the public to announce the Preferred Alignment. Community meetings were held on December 8 and 9, 2020

for the Supplemental Environmental Assessment (EA). Public hearings were held on February 15, 2022 and February 17, 2022 for the Supplemental EA. In addition, CTA hosted a stakeholder meeting on February 16, 2022 in Altgeld Gardens to be available to the neighborhood residents to discuss the Supplemental EA design refinements and the entire RLE Project.

In an effort to further engage and seek support from a comprehensive group of community members who are seen as invested stakeholders within the RLE Project footprint, the RLE Project Advisory Council (PAC) was formed in 2019. The PAC includes representatives from multiple organizations, including governmental organizations. It has approximately 20 representatives. Other public outreach activities include elected official updates, stakeholder and public meetings, issuance of newsletters, mailers (U.S. Postal Service mailings and hard copy drop-offs), a digital engagement platform (<https://engagerle.transitchicago.com/>) regular postings on a RLE Project Facebook page, eBlasts (i.e., mass e-mails sent to people who signed up for RLE Project notifications), and announcements regarding the RLE Project.

Chapter 1 - Purpose and Need

1-3: Although the area north of 95th Street is not considered to be within the primary project area as shown in Figure 1-2 of the Draft EIS, we have added Lowden Homes and Trinity United Church of Christ to our contact list based on your comment. They have received project updates as the project moves forward.

1-5: Projects that have the potential to significantly affect the environment and that will involve a request for federal funds require an EIS. Given the level of analysis and coordination required to identify and address project related impacts, this is a multi-year process involving both a Draft EIS and Final EIS. The final result of the EIS is a Record of Decision (ROD) by FTA. While recent federal regulations have attempted to help streamline this timeline, the requirements of the National Environmental Policy Act (NEPA) for EIS analyses and coordination with FTA necessary to provide a full disclosure of impacts and proposed mitigation is a long process for projects of this scale. In addition, securing funding through FTA's Capital Investment Grant (CIG) program is a multiyear, multistep process that project sponsors must complete before a project is eligible for a grant award. Project Development timelines under the CIG program are also dependent on funding needs and availability. Funding for the Draft EIS was not immediately available upon completion of the NEPA Scoping process in 2009. Upon publication and completion of the Draft EIS, CTA identified funding for the Final EIS and Preliminary Engineering. CTA entered into the Project Development process of the CIG program in 2020. The Project Development is a two-year process in which all NEPA requirements, in addition to other items, need to be completed in order to move onto the next phase of the CIG program. CTA's funding plan would continue to evolve in 2022 in advance of Entry into Engineering, which is an indication of CTA's commitment to completing the steps necessary to move this important project forward.

Chapter 2 - Alternatives Considered

2-2: That is correct, 38,000 residents in the 9th and 34th Wards supported the UPRR corridor for the RLE Project in 2004. Public support, in addition to technical factors in the Alternative Analysis (AA), was a factor in recommending the UPRR Rail Alternative as the Locally Preferred Alternative (LPA) in 2009.

2-4: As described in Section 2.4.2 of the Draft EIS, coordination between local agencies and the railroads as part of the Chicago Department of Transportation (CDOT) feasibility study that looked at moving UPRR freight operations out of the existing UPRR corridor before the RLE Project indicated that relocation of UPRR freight operations from this corridor presents considerable challenges. The results of this informal study were not published and therefore are not included as an appendix to the Draft EIS.

As noted within the Draft EIS (Section 2.1), during the AA process CTA considered multiple modes and corridor options and screened alternatives through a combination of conceptual engineering, public input, and preliminary analysis of potential impacts and costs. Based on the results of the AA and considerable public support for the UPRR corridor, including a 2004 referendum where 38,000 residents in the 9th and 34th Wards supported the UPRR corridor for the RLE Project, the UPRR Rail Alternative was recommended as the LPA.

In initiating the federal environmental process under NEPA, a public and agency scoping process was conducted. As described in 43 CFR 46.235, scoping is a process that continues throughout the planning and early stages of preparing an EIS to engage state, local, and tribal governments, and the public in early identification of concerns, potential impacts, relevant effects of past actions, and possible alternative actions. Because the AA only provided a preliminary and comparative analysis of environmental impacts of alternatives and based on input received during initial scoping activities, additional environmental analysis on the Halsted rail corridor was included as part of the early Draft EIS analysis. In addition, the NEPA process at the time of initiating Draft EIS tasks required agencies to identify and consider both No Build and a lower-cost Transportation System Management (TSM) alternative. As a result, CTA identified the No Build as well as a lower cost Bus Rapid Transit (BRT) alternative for additional study. Given these factors, four alternatives were included in early stages of Draft EIS analysis and development – a No Build Alternative, a BRT Alternative, the UPRR Alternative (which was locally preferred by the public during the AA process), and a Halsted Rail Alternative.

Two alternatives—the BRT Alternative and Halsted Alternative—were subsequently eliminated from evaluation in the Draft EIS. Details on technical reasons and public concerns that led to elimination of these alternatives are provided in Section 2.4 of the Draft EIS. During the early Draft EIS analysis, a new federal transportation bill was passed (Moving Ahead for Progress in the 21st Century, or MAP-21), which eliminated the requirement to consider a lower-cost TSM alternative.

Based on public feedback in August 2014 which raised concerns about the comparative benefits of the BRT Alternative and changes in federal requirements, CTA eliminated the BRT Alternative. Additionally, based on additional environmental and technical analysis and public input received in August 2014, the Halsted Alternative was eliminated. The published Draft EIS, therefore, considers two alignment options of the UPRR Alternative as well as the No Build Alternative. The Final EIS evaluates the impacts and the benefits of the project's Preferred Alignment in comparison with the No Build Alternative. The Preferred Alignment was announced to the public on January 26, 2018, and it is a hybrid of the East and West Options of the UPRR Rail Alternative presented in the Draft EIS.

2-8: The potential for retail space and community facilities near the 130th Street station has been evaluated as part of the Transit-Supportive Development (TSD) Plan. The TSD Plan is based on the community's vision for future development near the proposed stations. The station layout proposed for the 130th Street station allows for future development.

2-10: Every project process and timeline are unique and are influenced by a variety of factors, including environmental impacts, federally required evaluations of those impacts, as well as funding availability. While the EIS documentation process does not require a full explanation or comparison of project timelines with other projects, Appendix A and B of the Draft EIS provide additional information on the Alternatives Analysis and NEPA Scoping history and process followed for the RLE Project.

In response to comments received about the timeline for Orange Line planning and construction, three important historical factors about that project may help to better describe the history and evolution of that project. First, it should be noted that plans for a subway extension in that area began in the 1940s and it was not until approximately 50 years later before a project was actually constructed. Secondly, unlike the proposed RLE Project, which proposes to use new right-of-way adjacent to existing UPRR tracks, the Orange Line predominantly follows former freight railroad rights-of-way that were previously used by the Illinois Central Railroad, Santa Fe Railway, and the Belt Railway of Chicago. This alignment availability made development of the project alignment and consideration of environmental impacts more straightforward than a new line. Finally, while formal project planning for the Orange Line were initiated in 1984, funding was secured for the project early in the process—in 1986. This funding identification and availability also allowed the project to move forward quickly through environmental and subsequent engineering and construction phases.

The RLE Project timeline has evolved through extensive efforts by both CTA and community advocates. In addition, proposed federal funding of the project through FTA's Capital Investment Grant (CIG) program (New Starts) is a multi-stage, multi-year process. As noted in the RLE Scoping Report (**Appendix B**), the Red Line was put into initial operation in 1969. Plans to extend the Red

Line to the southern city limits were made shortly thereafter but never implemented. In 2006, the Chicago Transit Board initiated an AA study for the proposed extension. This study was completed in 2009, and between 2010 and 2014, CTA initiated the Draft EIS phase which further identified and evaluated alignment alternatives and potential impacts and mitigation measures. The results of that process were shared with the public and allowed CTA and FTA to prepare the Draft EIS for the UPRR Alternative in a two-year period between 2014 and 2016. CTA published the Draft EIS, and a public hearing was held on November 1, 2016 to obtain additional public comments. After considering public comments and completing additional technical analysis and agency coordination, CTA selected and announced a Preferred Alignment in January 2018. The Final EIS presents the Preferred Alignment that includes design changes and modifications based on public comments and additional technical and agency coordination. CTA entered into the FTA's Project Development Phase in December 2020. The final timeline for the project continues to be dependent on receiving federal approvals and obtaining necessary federal, state, and local funding for construction of the project.

The construction segments, as stated on page 2-10 of the Draft EIS and **Section 2.3.1** of the Final EIS, indicate similar construction activities and are not intended to indicate any sequencing or phasing. Unless restricted by construction specifications, a contractor may choose means and methods appropriate for the design, schedule, and impact avoidance. Construction activities and phasing would be determined during final design of the RLE Project, in coordination with the design-build contractor.

The RLE will represent approximately 18 percent of the entire Red Line based on length once complete.

2-13: Thank you for your suggestions for minority contractor and employment opportunities. Comments regarding employment practices are outside of the NEPA review process. All RLE construction jobs would be under the construction contractor, who would be selected for this project per CTA's procurement process through competitive bidding. This competitive bidding would happen only after CTA has secured funding and federal approval for all the interim phases and for construction. CTA's Disadvantaged Business Enterprise (DBE) Program demonstrates CTA's continued commitment to the success of minority/and women-owned businesses by promoting contracting opportunities to DBEs in the transit industry. CTA includes DBE goals on every project and has included local hiring offices or job fairs on all major projects in recent years (including the 95th Street Terminal, Red Line South Reconstruction, and Red Purple Modernization Project). CTA places workforce participation goals on all major projects. The objective is to provide career opportunities in the trades and other construction-related jobs to communities that are typically under-represented in the industry. Workforce goals set a minimum standard for employment of individuals who are dislocated workers (unemployed or underemployed), individuals who live in economically disadvantaged areas, and individuals who are union apprentices. These goals require

contractors to recruit, hire, and retain a diverse pool of candidates from historically disadvantaged backgrounds. CTA is establishing partnerships with community organizations, educational institutions, and trade organizations to promote workforce opportunities on the project and in the broader construction industry. Additional information on the DBE Program and workforce initiatives may be found on the project website at <https://www.transitchicago.com/diversity-programs/>. Please visit the project website at <https://www.transitchicago.com/procurement/> to learn about the procurement process and future CTA contract opportunities.

2-14: See response for page 2-13 regarding employment opportunities.

2-15: The LPA selection process is described in Section 2.1 of the Draft and Final EIS, as well as in further detail in Appendix A (Alternatives Analysis - Locally Preferred Alternative Report) and Appendix B (Scoping Report).

2-16: The location of the 130th Street station in the Draft EIS was based on local community outreach and coordination. However, in 2017 the Chicago Housing Authority (CHA) demolished Blocks 11, 12, and 13 of the Altgeld Gardens neighborhood, which created an opportunity to relocate the 130th Street station south of the initially proposed station location. In 2019, CTA began exploring the possibility to relocate the 130th Street station closer to residents of the Altgeld Gardens neighborhood in the vacant CHA property.

Since the publication of the Draft EIS, the relocation of the 130th Street station to extend the Preferred Alignment farther south so the 130th Street station would be within the Altgeld Gardens neighborhood has been evaluated in addition to other design refinements. These design refinements were evaluated in a Supplemental EA. The agency coordination and public outreach associated with the Supplemental EA has influenced the design refinements incorporated into the Preferred Alignment analyzed in this Final EIS.

2-19: FTA is the federal lead agency for the RLE Project, and CTA is the project sponsor. As lead agency, FTA is responsible for overall direction of the environmental review process, coordination with other agencies and tribes, and making sure that the delivery of the transportation project moves forward in a timely manner.

As described in great detail in 23 CFR 771, an EIS is prepared when FTA determines that a proposed action that will use federal funds is likely to cause significant impacts on the environment. FTA staffing changes or changes in leadership do not impact adherence to these federal regulations under NEPA. NEPA documents, such as the Draft EIS and Final EIS, are ultimately disclosure documents that present information on the potential for environmental impacts, outline mitigation measures for adverse impacts wherever possible, and document decision-making and public outreach processes undertaken at planning stages of the project.

CTA and FTA have completed all requirements for development, coordination, and public involvement to satisfy the Draft EIS process described in 23 CFR 771.123 and all of its implementing regulations. Following public engagement on the impacts of the Preferred Alternative for this project and two options considered in the Draft EIS as well as through additional agency outreach and coordination, CTA selected a Preferred Alignment. CTA and FTA have developed this Final EIS to confirm findings of the Draft EIS and present any new impacts related to the Preferred Alignment. FTA intends to issue a single document that consists of the Final EIS and ROD in accordance with the FAST Act and 23 United States Code (USC) § 139(n). A ROD is not an endorsement of a project and that is not the purview of FTA. Rather, the ROD provides formal documentation for the public on how decisions were made on the project and solidifies commitments to mitigation measures proposed. It formally authorizes CTA to proceed with further project design, property acquisition, and construction and represents the formal requirement necessary for CTA to seek federal funds to pay for a portion of the project.

Chapter 3 - Transportation

3-4: The traffic analysis did not include a mode shift analysis because that would represent a more conservative approach to traffic impacts. Meaning, the Draft and Final EIS present the worst-case scenario based on the projected vehicular traffic volumes at the time of analysis by not assuming any reduction in volumes due to mode shift. The traffic analysis in the Final EIS was updated to evaluate the 2050 horizon year and was based on the CMAP model for the region.

3-5: The purpose of the EIS process is to detail the potential for adverse impacts caused by the RLE Project and identify mitigation measures, where possible, for such adverse impacts. The EIS is not intended to quantify all benefits of the project as compared to the No Build Alternative. However, while this is not a federal requirement, CTA appreciates this comment and believes that improved accessibility is a significant project benefit, and that further measures of improvements to ADA conditions in the project area are desirable.

The discussion of existing conditions for pedestrians are discussed in **Section 3.2.4** of the Final EIS. Further details can be found in **Appendix H** of the Final EIS. There are wheelchair accessible curb ramps at most of the intersections within the API, but most of these curb ramps are not fully compliant under current ADA standards, which require detectable warning tiles for the visually impaired. All public facilities, including stations, platforms, and trains, associated with the RLE Project would be fully ADA accessible. Implementation of the RLE Project would result in benefits for pedestrians at stations by upgrading the intersections immediately adjacent to the stations with ADA-accessible curb ramps and replacing deteriorated sidewalks. During a future design phase, additional pedestrian control devices, such as increased lighting and gates at the sidewalk, would be considered to improve pedestrian safety at the crossings. All railroad track crossings would be ADA-compliant. These improvements would provide access for all users and would increase

pedestrian safety compared with the No Build Alternative. Future design phases will detail ADA requirements for stations, parking, sidewalks, crossings, and all related project elements.

In addition, providing new rail service as part of the RLE Project would provide enhanced ease of access to transportation options, particularly for elderly and disabled passengers. Under the No Build Alternative, passengers would continue to use existing bus services and commuter services. While these services meet ADA compliance, providing enhanced transit service availability in the RLE corridor would improve ADA accessibility for the surrounding community.

3-6: Flagging operations and scheduled track closures would occur during construction activities near or adjacent to railroads. UPRR requirements for nearby construction activities include flaggers to make sure that freight trains and on-track equipment pass safely through the work site without delays. Construction-related impacts on the freight rail facilities would not be adverse. CTA construction would not impact the UPRR freight schedule, and impacts would not be dependent on the construction timeline.

3-13: The RLE structure would be designed to resist vibration impacts from the UPRR trains.

3-18: The RLE Project would operate 24 hours a day, each day of the year. Service frequency is anticipated to be the same as with the current service at the 95th/Dan Ryan terminal—approximately 3-minute to 6-minute headways during morning and afternoon peak hours. Headways during off-peak periods during the day would be approximately 6-10 minutes. Headways at night (between 1 AM and 4 AM) would be approximately 15 minutes. Service frequency would be adjusted to accommodate demand once the RLE service is implemented. The 41,500 riders per weekday are projected across the entire day. The ridership number includes the riders who may shift from existing boardings at 95th Street to new stations south of 95th Street.

3-19: For the UPRR and the Canadian National Railway (CN), the project would be grade-separated from these railroads, causing no permanent interference. For the Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad, the RLE would be entirely to the west of these tracks and would not cause interference.

3-21: A park & ride is not currently planned for the 95th Street Station because there is no direct access from I-94 and I-57 to the 95th Street Station. There would be direct access from I-94 and I-57 to the proposed stations and park & rides at 103rd Street, 111th Street, Michigan Avenue (south of 115th Street), and 130th Street.

3-22: Thank you for providing information and resources on the population with disabilities within the API. **Chapter 1** (Purpose & Need) and **Chapter 7** (Environmental Justice) contain discussions of transit-dependent populations as well as disabled and elderly populations. The Purpose and Need, in particular, provides additional information on the benefits of the project, particularly with

regard to transit-dependent population and echoes many of the findings in the Transit Equity Report referenced. **Appendix H** of the Final EIS (Transportation Technical Memorandum) also provides details on ways in which implementation of the RLE Project would result in benefits for pedestrians at stations by upgrading the intersections immediately adjacent to the stations with ADA-accessible curb ramps and replacing deteriorated sidewalks.

ADA accessibility is specific to design considerations and all new construction must be built in accordance with ADA laws. Future design phases will detail ADA requirements for stations, parking, sidewalks, crossings, and all related project elements, and all such requirements will be met as project design advances. ADA laws will require CTA to provide necessary accessibility to the stations and adjacent park & ride facilities, as noted in the comment, and are not considered to be mitigation measures since they are engineering and design standards that must be met by law for any project. **Appendix F** of the Final EIS contain the plans and profiles for the Preferred Alignment. The station area plans are provided in **Appendix F**.

Findings within the Final EIS provide the required level of detail to address the potential impacts of this project, and it should be noted that the purpose of this type of environmental evaluation is to analyze impacts and provide any potential mitigation measures to avoid, minimize, or mitigate those impacts.

Chapter 4 - Environmental Impacts and Mitigation

4-1: Feedback received on potential mitigation measures presented in the Draft EIS have been considered in design of the Preferred Alignment as presented in the Final EIS and shown in the plans and profiles in **Appendix F**. CTA has also held public hearings for the three design refinements of the Preferred Alignment that were presented in the Supplemental EA. The comments provided during the Supplemental EA development and from the public hearings have been incorporated into the Final EIS. CTA will continue to work with and get input from the community as the project moves forward into final design.

Figure 5-5 of **Appendix N** contains a recent photo simulation of the 111th Street station, which would not have an adverse visual impact on the Roseland Community Hospital.

4-2: Regional and local planning bodies govern land use and zoning regulations. CTA evaluated existing land use, zoning, and relevant land use and economic development plans for parcels directly adjacent to the Preferred Alignment, for the full length of the Preferred Alignment, as well as those parcels within ½ mile of stations per FTA's 2014 *Planning for Transit-Supportive Development: A Practitioner's Guide*). This ½-mile buffer around stations (generally acceptable walking distance) was chosen to assess any direct or indirect land use or economic development impacts that could result from the project in accordance with federal guidance. Section 4.1 of the Draft EIS provides additional details on how these impacts were determined.

CTA developed a Transit Supportive Development (TSD) Plan starting in 2020 based on the community's vision for future development on the RLE corridor. It identifies methods and resources to enable mixed-use development and enhance economic vitality, multimodal connectivity, and the pedestrian environment. The TSD Plan utilizes an equitable Transit Oriented Development (eTOD) planning approach. eTOD planning seeks to promote development without displacement and realize community-focused benefits such as affordable housing, local economic development, and environmental sustainability. In order to achieve this, the TSD Plan incorporates policies to preserve existing housing stock and build new affordable housing, while stimulating economic development and encouraging new construction on vacant lots. CTA is working closely with Chicago's Department of Planning and Development and Department of Housing, as well as the Cook County Land Bank Authority to identify the best policies and programs to support existing residents within the RLE community.

4-3: The Draft and Final EIS references all studies that have been conducted related to the RLE Project and includes citations in **Chapter 12** (List of References). The RLE Project Public Participation Plan, included in **Appendix C** (Agency Coordination and Public Involvement), Part 2 of 7 of the Final EIS, includes a number of community associations and special interest groups including the Developing Communities Project. CTA strives to coordinate with and take feedback from all related stakeholder groups, and to not give preferential treatment to any one individual or group. CTA will continue to work closely with the community groups identified in the Public Participation Plan as well as any others with an interest in the RLE Project and incorporate their feedback as the project moves forward.

Transit TIFs are discussed in **Section 9.1.2**. Major transportation capital investments like RLE have been shown to have positive impacts to surrounding land values over time. A Transit TIF takes advantage of this beneficial effect of transit investment and would provide an important source of local funding match required for the project to move forward. Transit TIF funds are created by growth in property value, known as increment, that occurs because of the investment in transit. While the legislation passed in June 2016, it allows for creation of Transit TIF districts to fund RLE, the district hasn't been created yet and so the exact boundaries are unknown for any analysis. However, incremental funds gained from the Transit TIF are not expected to result in impacts to existing property owners, who will benefit from increased property values should they occur as a result of the RLE project. In fact, the Transit TIF values earned incrementally from land value increases over time work to serve improvements within the Transit TIF boundary.

As mentioned in response to Comment 4-2, CTA has developed the TSD Plan for the RLE station areas using the principles of eTOD planning that would promote affordable housing and reduce the potential of negative impacts from gentrification.

Regarding characteristics of the RLE Project area, please see the land use map presented as **Figure 4-1** in **Section 4.1** of the Final EIS. The analysis evaluated land use impacts that could happen within ½ mile of project stations (see Final EIS **Appendix J**, **Figure 3-1** for more details).

4-6: The population and employment increases projected by CMAP and described in Section 4.1.3.1 of the Draft EIS are only due to development assuming that infill development occurs and do not take into account any additional infill development that may occur because of implementation of the RLE Project. There have been no considerable changes to land uses or economic development along the Preferred Alignment.

As previously mentioned in response to Comment 4-2, CTA prepared the TSD Plan that uses the principles of eTOD. eTOD planning seeks to promote development without displacement and realize community-focused benefits such as affordable housing, local economic development, and environmental sustainability. It should be noted that land use decisions are independent of the project would be at the discretion of the City of Chicago. Similarly, desirable new business development in the surrounding community is not within the purview of CTA and would be based on the City's land use and zoning regulations, including eTOD and the market forces. CTA is an advocate of eTOD and will work with other City departments through the design phases to assess eTOD potential and accordingly promote eTOD around the new stations. Existing vacant and underutilized properties were considered in the assessment of land use and economic development impacts from this project, however future development of these properties is also beyond the purview of CTA. eTOD is discussed in greater detail in **Appendix J** of the Final EIS, the Land Use and Economic Development Technical Memorandum.

See response for page 2-13 regarding project-related job opportunities.

4-7: See response for page 2-13 regarding project-related job opportunities.

CTA will continue to work with elected officials and community groups as the project moves into final design to develop a Construction Outreach and Coordination Plan and Business Outreach Program closer to the time of procurement of construction services.

Rezoning related to the RLE Project would be done in coordination with the Chicago Department of Planning and Development and the Chicago Zoning Ordinance Administration, and public participation would be part of the process.

4-8: See response for page 2-13 regarding project-related job opportunities.

4-9: Information regarding potential property displacements as part of the Final EIS for the Preferred Alignment as well as the relocation process is discussed in **Section 4.2** of the Final EIS. CTA is committed to fair and equitable treatment for all individuals who may need to be relocated due to the RLE Project. CTA is be required to follow the guidelines of the Uniform Relocation

Assistance and Real Property Acquisition Policies Act of 1970, as amended (known simply as the “Uniform Act”), along with state regulations. The potentially affected properties are listed by address in **Appendix K**, the Displacements and Relocations of Existing Uses Technical Memorandum. CTA has reached out to potentially affected property owners and tenants individually and has also held several meetings with them; while not required under NEPA, these meetings were conducted to make sure potentially affected property owners and tenants were informed. CTA will continue to coordinate with potentially affected property owners and tenants as the project moves forward. The potentially affected properties were also disclosed as part of the Supplemental EA document that was published on January 31, 2022.

Additional information about the Uniform Relocation Act is available here: [fhwa.dot.gov/real_estate/uniform_act/](https://www.fhwa.dot.gov/real_estate/uniform_act/).

CTA would not pursue acquisition of private property for the RLE Project until the environmental review is completed with a signed ROD. CTA would then notify affected property owners and tenants of their intent to purchase.

Outreach Specialists continue to provide specific outreach as a resource to potentially displaced residents and/or businesses to answer questions regarding relocation benefits, requirements, processes, and anticipated timelines.

CTA will continue to work with elected officials, community groups, businesses, and residents as the project moves into final design to develop a Construction Outreach and Coordination Plan and a Business Outreach Program closer to the time of procurement of construction services. CTA will also work with the community, elected officials, and stakeholders on station plans and the potential for surrounding development as the project moves forward.

4-10: See response for page 2-13 regarding project-related job opportunities.

Information regarding vacant structures has been updated as part of the Final EIS as of 2021; however, the vacancy status may change by the time the project moves into construction. Vacant parcels are called out separately in **Tables 4-3** in **Section 4.2** of the Final EIS to clearly present all potential impacts of the RLE Project.

4-11: The UPRR requires that, for safety reasons, the CTA tracks be located at least 50 feet from the existing freight tracks. UPRR has stated this requirement throughout coordination with CTA beginning in the Alternatives Analysis process in 2009, including meetings in 2009, 2012, and 2016, and through communication with the Chicago Department of Transportation in 2011. In response to recent freight train derailment incidents near passenger rail lines, UPRR simulated derailments and found that the 50-foot dimension represented a level of comfort where it was felt a derailed train could be contained. To maintain the required 50-foot distance, the CTA right-of-way would

extend into industrial areas and residential neighborhoods adjacent to the UPRR right-of-way. Further details can be found in Appendix A (Alternatives Analysis - Locally Preferred Alternative Report) of the Draft EIS.

Coordination with UPRR is ongoing as the Preferred Alignment crosses over the UPRR in two places, near 99th Street as the alignment heads south from the I-57 corridor and then again at 107th Place where the alignment transitions to the east side of the UPRR tracks.

See response for page 4-10 regarding vacant parcels.

4-15: See response for page 4-10 regarding vacant parcels. CTA will coordinate with the Chicago Department of Planning and Development on local economic development and community plans during future design phases. Outreach Specialists would provide specific outreach as a resource to potentially displaced residents and/or businesses to answer questions regarding relocation benefits, requirements, processes, and anticipated timelines. CTA, in coordination with the City of Chicago and the local aldermen's offices, would provide informational resources, permitting support, and points of contact for displaced business owners to find suitable sites for relocation.

CTA is required to hire an independent appraiser to inspect the property before purchase to determine fair market value. In that case, the property owner or a representative that the owner designates will be invited to accompany the appraiser when the appraiser inspects the property. The owner or owner's representative may provide information about improvements to the property and any special features that may affect the value of the property to ensure that these facts are considered in the appraisal. All appraisals must be independently reviewed for fairness and consistency by a second independent appraiser to ensure they meet all the standards specified in the regulations. CTA will use the final accepted appraisal to determine just compensation, which must equal or exceed the fair market value.

4-16: The East Option would displace 260 parcels (on which 106 buildings are located) and the West Option would displace 205 parcels (on which 46 buildings are located). Based on public feedback, technical analysis, and agency coordination, CTA selected a Preferred Alignment in January 2018. The Preferred Alignment is a combination of the previously presented UPRR East and West Options. The Preferred Alignment would affect 228 parcels (on which 97 buildings are located).

4-21: CTA and FTA prepared the Draft EIS to evaluate the impacts of the East and West Options. CTA accepted public comments from October 6 to December 31, 2016 and considered the comments as the two options were further evaluated throughout 2017. Based on public feedback, technical analysis, and agency coordination, CTA selected a Preferred Alignment in January 2018. The Preferred Alignment is a combination of the previously presented UPRR East and West Options. This Final EIS presents the reasoning for the selection of the Preferred Alignment, as well as benefits and impacts of the Preferred Alignment. CTA remains committed to working with the community

as the design continues to move forward into design phases. To implement the project, CTA would acquire all parcels necessary for construction and implementation of the RLE Project. CTA will not be responsible for rehabilitation of existing vacant parcels or easements adjacent to the corridor, nor does CTA own the vacant parcels. The project, once implemented, is expected to have positive benefits to the community and future land use and economic development.

See response for page 2-13 regarding project-related job opportunities.

See response for page 4-2 regarding gentrification.

CTA will continue to work with and get input from the community, elected officials, and stakeholders on station plans and potential for surrounding development as the project moves forward.

4-22: See response for page 4-2 regarding gentrification.

4-23: A community benefit agreement is typically an agreement between community groups and a private developer, where the proposed development is not centered on benefits to the surrounding community. The purpose of the RLE Project is to foster economic development and benefit the community and public welfare through public transportation investment. In addition, mitigation measures identified as part of the Final EIS will address impacts associated with the project. Unlike the proposed RLE Project, which is proposed to be federally funded, private development that is funded without federal dollars does not have to complete the federal NEPA environmental process and agreements such as these are set up to establish some level of community partnership and public input into an otherwise relatively closed approval process. The EIS process, as adopted for the RLE Project, provides for extensive community involvement and outreach requirements, the identification and disclosure of impacts, and commitments to mitigation measures to avoid, minimize, or mitigate adverse impacts due to project implementation.

See response for page 4-2 regarding gentrification.

4-23 to 4-27: See response for page 4-23.

4-27: See response for page 4-23.

4-28: As described in **Section 4.5** of the Final EIS, CTA would construct a noise barrier extending from the top surface of the concrete deck to a minimum height of 3.5 feet above the top of rail elevation to reduce noise transmission at and below the height of the tracks. The 3.5-foot-high noise barrier would provide up to a 15- A-weighted decibels (dBA) reduction in noise along both sides of the elevated track structure from the just east of Wentworth Avenue to the CN/MED tracks near 119th Street. All severe noise impacts would be resolved with mitigation. Moderate noise impacts are expected to remain at 15 residences after noise barrier mitigation, primarily because of their

proximity to track turnouts and crossovers. However, these residual impacts are in the lower 50 percent of the moderate noise impact zone, with projected noise increases of less than 3 dBA. Other means to mitigate the moderate noise impacts remaining after noise barrier mitigation may be examined during detailed design.

CTA would need to temporarily close the northwest corner of Wendell Smith Park in order to construct the RLE Project. Based on the discussions between Chicago Park District and CTA about construction activities within the northwest corner of Wendell Smith Park, the Chicago Park District agrees that the construction activities would be considered a temporary occupancy under 23 CFR § 774.13 that is so minimal as to not constitute a Section 4(f) use. CTA would obtain the required permit from the Chicago Park District and restoration of any disturbed areas and tree replacement would be provided after construction is complete. There would be no permanent impacts to the park.

See response for page 2-13 regarding project-related job opportunities.

~~4-30~~: See response for page 2-13 regarding project-related job opportunities.

~~4-31~~: See response for page 2-13 regarding project-related job opportunities.

~~4-33~~: The document cited in the comment (from the UIC Voorhees Center) was one of the documents referenced to assess potential community impacts. The TSD Plan and the principles of eTOD as discussed in **Chapter 5** of the Final EIS.

CTA recognizes that property owners adjacent to the UPRR currently experience noise and vibration impacts from the UPRR freight rail that operates in the corridor and property owners have expressed concerns about additional increases to noise and vibration from the RLE Project. CTA conducted a detailed noise and vibration analysis as part of the Final EIS (See **Section 4.5**). It should be noted that the requirements for this type of analysis as well as mitigation required are based on quantitative measures that measure the additive effect of the project. In other words, the impacts of this RLE Project and required mitigation are based on the project impact. CTA has no way to change or mitigate existing noise from UPRR's train operations. CTA would construct a noise barrier extending from the top surface of the concrete deck to a minimum height of 3.5 feet above the top of rail elevation to reduce noise transmission at and below the height of the tracks. The 3.5-foot-high noise barrier would provide up to a 15-dBA reduction in noise along both sides of the elevated track structure from the just east of Wentworth Avenue to the CN/MED tracks near 119th Street. All severe noise impacts would be resolved with mitigation. Moderate noise impacts are expected to remain at 15 residences after noise barrier mitigation, primarily because of their proximity to track turnouts and crossovers. However, these residual impacts are in the lower 50 percent of the moderate noise impact zone, with projected noise increases of less than 3 dBA. Other

means to mitigate the moderate noise impacts remaining after noise barrier mitigation may be examined during detailed design.

Michigan Avenue station design has been refined since the Draft EIS to locate the parking and bus facilities from the south side to the north side of the UPRR. The location of the station parking is dependent on confirmation of availability of parcels and future coordination with the City of Chicago. The park & ride facilities were also modified such that the Michigan Avenue station garage was replaced by a surface parking lot.

~~4-35~~: Community facilities and how they would be affected by the Preferred Alignment are discussed in **Section 4.3** and presented in **Figure 4-5**.

See response for page 2-13 regarding project-related job opportunities.

~~4-43~~: See response for page 2-13 regarding project-related job opportunities.

Section 2.3 of the Final EIS provides details of the construction activities. In summary, most of the alignment from 99th Street to 119th Street, construction activities include construction of a foundation and pier, followed by placement of beams between piers, and then completion of the track structure on the beams. Within a single block, these activities would take several months to complete. At the four locations with stations, the construction activities not only include the aerial track structure, but also the station itself with station house, platforms, stairs, elevators and all the other ancillary features of stations. At the station locations, the construction activities would take a few years to complete. Once the main features of the stations have been built, much of the work would take place within the station itself, such as wiring, signage, lighting, and installation of fare collection equipment.

~~4-45~~: The park & ride facility for the Michigan Avenue station has been refined from the Draft EIS and is now located on the north side of the existing UPRR track within a light industrial/commercial area. The park & ride facility is in context of the surrounding community and would not be adverse after mitigation. The park & ride facility that was in the Draft EIS was out of character and size with the surrounding neighborhood and mitigation measures would have reduced the impacts but due to the structure's size and distance to residential areas, the impacts would remain adverse despite mitigation.

~~4-48~~: CTA analyzed noise and vibration impacts according to the latest federal guidance, FTA's 2018 *FTA Transit Noise and Vibration Impact Assessment Manual*. The impact analysis methodology takes squeal noise and station noise into account.

Based on the proposed RLE operations and the existing noise in the corridor, CTA performed a detailed noise analysis that identified moderate and severe impacts based on FTA criteria, which

account for additional noise that would occur near stations. Parcel size is not a factor in developing the noise impact analysis; the analysis would not change if the adjacent parcels were large or small.

Roseland Community Hospital is more than ¼ mile from the project alignment and would not be impacted by noise or vibration based on the detailed analysis conducted for the Final EIS. The Roseland Community Hospital would experience no moderate or severe noise impacts because of the RLE Project.

See response for page 4-28 for the mitigation measures for noise impacts.

4-50: Freight rail vibration levels were measured in September 2020 and are accounted for as part of the existing background vibration in the corridor. CTA then calculated potential impacts on the vibration sensitive resources based on the change in vibration between the existing conditions and the potential for vibration due to the Preferred Alignment. No vibration impacts are projected at any of the residential or institutional receivers along the Preferred Alignment.

4-52: Vacant properties were included in the counts of affected receivers as a conservative assumption to fully disclose all potential impacts. These properties could be sold by their respective owners in the future. See response for page 4-2 regarding gentrification.

4-55: The detailed noise impact analysis takes into account existing noise in the project corridor, which includes the existing freight traffic. As described in **Section 4.5.2** of the Final EIS, CTA obtained noise measurements in September 2020 at representative noise-sensitive receiver locations along the alignment. Details are presented in **Appendix O**.

There are substantial differences between freight railcars and trains and the CTA railcars and trains. Loaded freight railcars can weigh 268,000 pounds or more, while CTA railcars with the maximum number of people on board weigh under 80,000 pounds—less than ⅓ the weight. The induced vibration is far less, due to the weight difference as well as other factors. (For instance, freight trains are typically longer than 8-car CTA trains.) With respect to noise, the CTA railcars will run on a “closed deck” with noise barriers on both sides. The freight trains have no noise barrier. The noise and vibration analysis determined that, with the noise barriers, there would be no severe impacts “receivers” (residences, schools, churches, or parks) along the corridor with 15 moderate level impacts remaining at residential houses. Additionally, CTA is not responsible for mitigating noise, vibration, or other impacts caused by freight rail or other passenger rail facilities. The potential Metra Southeast Service project has not been funded locally or committed at the federal level, so it was not included in the analysis.

The design of structures must meet various technical requirements including resisting combinations of loads which may occur during the life of the structure. Dynamic loads, including vibration, are included in the loads accessed during the design phases. More information on the

potential for vibration from freight train passage affecting the CTA structure, including passenger platforms, would be available for designers after geotechnical investigation and determination of foundation types.

4-59: CTA analyzed noise and vibration impacts according to the latest federal guidance, FTA's 2018 *FTA Transit Noise and Vibration Impact Assessment Manual*. The impact analysis methodology takes squeal noise and station noise into account. Based on the proposed RLE operations and the existing noise in the corridor, an impact was assessed based on predictions at specific receivers rather than on contours as in a general assessment, and equations were employed for computations of ground and barrier propagation effects, which account for additional noise that would occur near stations.

4-60: The CTA structure will be designed to withstand vibration impacts from the existing freight traffic.

4-61: Avoiding impact pile driving in the vicinity of the historic Roseland Pumping Station, and the vicinity from the I-94 ramp crossing to the east of MED/CN and south of 130th Street, as well as adjacent to sensitive noise and vibration receivers identified in the Final EIS/ROD such as residences, parks, churches, etc.

4-66: The regulatory framework and methods used to perform the safety and security analysis are presented in **Section 4.6.1** of the Final EIS. Studies like those referenced do not meet federal standards. In addition, CTA frequently does Customer Satisfaction Surveys, and also surveys customers about safety and security concerns.

See response for page 2-13 regarding project-related job opportunities.

4-69: Based on public feedback, technical analysis, and agency coordination, CTA selected a Preferred Alignment in January 2018. The Preferred Alignment is a hybrid of the East and West Options presented in the Draft EIS. With design refinements as part of the Preferred Alignment, park & ride locations will be on the same side of the UPRR tracks at the proposed stations. Impacts on pedestrian safety would not be adverse after implementation of the mitigation measures proposed in **Section 4.6.3** of the Final EIS.

4-72: Due to the time passed between the publication of the Draft EIS and the selection of the Preferred Alignment and the relocation of the 130th Street station, CTA and FTA reviewed the previous consulting party list for potential additions. In November 2020, CTA and FTA sent invitation letters to potential consulting parties that were not included in the Section 106 consultation for the Draft EIS. New invitees included: By the Hand Club Altgeld-Murray, Carver Military Academy High School, Chicago Housing Authority, People for Community Recovery, Red Line Extension Coalition, TCA Health, Pullman Civic Organization, Kickapoo Tribe of Oklahoma,

Little Traverse Bay Bands of Odawa Indians, and Menominee Indian Tribe of Wisconsin. In February 2021, the Greater Roseland Chamber of Commerce contacted CTA with a request to participate in the Section 106 process as a consulting party. In April 2021, CTA sent an invitation letter to one additional consulting party, the National Park Service (NPS) Pullman National Monument. A total of 22 new and returning organizations accepted participation as consulting parties.

4-76: The Draft EIS identified eight archeological sites within 0.6 miles of the project vicinity. The Phase I archeological survey required for the Preferred Alignment and conducted by CTA in June 2020, identified twelve archaeological sites recorded within 1 mile of the RLE Project vicinity. The shovel probes conducted as part of the archaeological investigation did not identify any cultural material and concluded that no recorded archaeological site would be impacted during construction of the Preferred Alignment (see the addendum to **Appendix Q** for more details). The investigations followed the guidelines issued by the State of Illinois.

4-78: The track structure would be approximately 9 feet west of the Roseland Pumping Station building at its nearest point for the East Option; however, CTA is not pursuing the East Option. The Preferred Alignment would be over 120 feet from the Roseland Pumping Station building and would avoid impacts.

Alternative methods to advance piles will be used near Roseland Pumping Station.

4-80: Based on public feedback, technical analysis, and agency coordination, CTA selected a Preferred Alignment in January 2018. Distance to the Roseland Pumping Station was one of the considerations that helped CTA develop the Preferred Alignment; consequently, the Preferred Alignment follows the West Option alignment near the pumping station and would be over 120 feet from the Roseland Pumping Station building and would avoid impacts. Given the historical significance of the Roseland Pumping Station, pile driving will be avoided near the pumping station.

4-81: As described in **Section 4.8.3.2** of the Final EIS, the RLE Project has the potential for additional hazardous material impacts associated with the freight railroads near the RLE alignment; the RLE track structure would be at least 50 feet from the freight railroad tracks. Due to the distance from the freight railroads to the Preferred Alignment, hazardous material spills or releases that occur along these railroads would have the potential to migrate and affect the Preferred Alignment. These materials potentially exist along the railroad currently, but the Preferred Alignment would bring transit vehicles closer to them. Spills along the freight railroads could occur from the use of chemicals for ground maintenance along the tracks. In addition, because these are freight lines, releases could occur from creosote used to preserve wood railroad ties; polynuclear aromatic compound deposition from diesel exhaust; asbestos dust from brakes; and previous releases of coal ash from engines. Freight lines might also transport hazardous material cargo, which could be released if there were a spill or accident. Releases from adjacent freight lines could affect transit

passengers, operations, or the RLE structure. If adjacent freight lines have a release of hazardous materials, transit operations may need to be stopped to avoid traveling through the release area. First responders would follow the procedures and protocols for hazardous materials incidents established by the Hazardous Materials Unit of the City of Chicago Fire Department. Impacts associated with the adjacent freight lines would be reduced by the freight lines' adherence to federal hazardous material transport regulations (49 CFR § 171-180) that among other things, specify requirements for the safe transportation of hazardous materials by rail and require rail carriers to conduct a security and safety risk analysis, to develop a security and safety risk plan that includes measures to mitigate risk to population centers, and to select the safest route.

4-84: The permanent envelope of an alternative or option includes the area used for the tracks, track structure, parking structures, as well as space to provide access for maintenance and operation activities. The permanent envelope is shown on the Plans and Profiles (**Appendix F**).

4-86: See response for page 2-13 regarding project-related job opportunities.

CTA would follow federal, state, and local laws and regulations regarding hazardous materials before and during construction. CTA will follow the best management practices as described in **Section 4.8.3.2** of the Final EIS. CTA will follow similar procedures at the 120th Street yard and shop as they follow at the other yards and shops in the CTA system.

4-87: Coordination with freight railroads is ongoing. If adjacent freight lines have a release of hazardous materials, transit operations may need to be stopped to avoid traveling through the release area. First responders would follow the procedures and protocols for hazardous materials incidents established by the Hazardous Materials Unit of the City of Chicago Fire Department.

See response for page 2-13 regarding project-related job opportunities.

CTA would follow federal, state, and local laws and regulations regarding hazardous materials before and during construction. As described in **Section 4.8** of the Final EIS, Phase I and Phase II Environmental Site Assessments (ESAs) have been conducted on properties to be purchased as part of the project. Phase I ESAs identify recognized environmental conditions (RECs) for not only the property itself, but also within standard distances from the property. Phase II ESAs were conducted on properties that had identified on or off-site RECs.

4-88: See response for page 2-13 regarding project-related job opportunities.

The contractor would be required to prepare and follow a Contaminated Material Management Plan that would provide procedures for identifying, characterizing, managing, storing, and disposing of contaminated soil and groundwater encountered during construction activities.

4-90: The Calumet River is outside the area of potential impact for the hazardous materials analysis and would not affect construction or operation of the RLE.

4-91: CTA identified wetland areas totaling 15.7 acres of potentially affected wetlands at the site of the 130th Street station and the 120th Street yard and shop. On June 2, 2016, FTA and CTA requested a jurisdictional determination from USACE to determine whether the wetlands are jurisdictional under the Clean Water Act or are isolated wetlands of Cook County. CTA received USACE's response to FTA and CTA's request after publication of the Draft EIS. USACE determined that there are no waterways, wetlands, or other areas considered "water of the United States" under USACE jurisdiction on the site. Wetland delineations are generally only valid for 5 years because environmental conditions may change. The Approved Jurisdiction Determination (AJD), which is only valid for 5 years, has expired. CTA submitted a formal AJD request on September 15, 2021. USACE determined that the site does not contain any waterways, wetlands or other areas considered "waters of the United States" under USACE jurisdiction in a letter dated January 19, 2022. Based on the information documented in the AJD, USACE will not require mitigation.

4-93: See response to page 4-91 above.

Chapter 5 - Indirect and Cumulative Impacts

5-1: See response for page 4-2 regarding gentrification.

5-2: See response for page 4-2 regarding gentrification. Cumulative impacts related to the CREATE project are discussed in **Section 5.3.2** of the Final EIS.

Figure 3-4 in the Final EIS shows all freight railroads near the RLE Project.

5-4: **Figure 4-14** in the Final EIS is a photo simulation of the 130th Street station parking structure.

Based on public feedback, technical analysis, and agency coordination, CTA selected a Preferred Alignment in January 2018. Impacts from full implementation of CREATE and the proposed Metra Southeast Service Project would be as described in **Section 5.3.2**.

Chapter 7 - Environmental Justice

7-7: CTA will continue to work with and get input from the community as the project moves forward. As the project moves into final design, CTA will continue to work with the elected officials and community groups to develop a Construction Outreach and Coordination Plan and Business Outreach Program closer to the time of procurement of construction services. CTA will also work with the community, elected officials, and stakeholders on station plans and the potential for surrounding development as the project moves forward. CTA maintains a project contact list. Available contact information for each comment received has been added to the list. Information

about project progress will be distributed via e-mail and mailing address to the project contact list, as well as to the project website. Additional public meetings for the project were held as part of the Preferred Alignment announcement on February 13, 2018. Community meetings were held on December 8 and 9, 2020 as well as public hearings on February 15 and 17, 2022 for the Supplemental EA.

Please see the response to comments on the Executive Summary for details regarding CTA's robust public outreach process throughout the life of the RLE Project. CTA and the FTA determined that a single public hearing was sufficient for the Draft EIS for two reasons. First, the single alignment presented in the Draft EIS covers a smaller project area than the multiple alignments considered in the Alternatives Analysis and in early EIS outreach. Second, CTA conducted several smaller meetings for interested groups during the Draft EIS public comment period intended to supplement the public hearing, including nine community group meetings and three displacements-focused meetings. CTA also performed door-to-door outreach to residents and business owners directly impacted by the RLE East and West Options. The public hearing and community meetings were well-attended with a total of 485 meeting attendees: 280 people signed in at the public hearing; at least 150 people attended one of the nine community meetings; and 55 residents, property owners, and business owners attended the displacements-focused meetings, while many more had one-on-one meetings with RLE outreach personnel. CTA received 273 comments from individuals and community groups, along with comments from six public agencies, four railroads, and one Indian tribe. The attendance at the multiple Draft EIS meetings and the number of comments received demonstrate a robust Draft EIS outreach process and plentiful opportunities for public comment.

7-9: The 2005 and 2009 studies by the University of Illinois at Chicago Voorhees Center are referenced in **Section 4.1**. The Developing Communities Project is identified in **Chapter 1** of the Final EIS.

Attachment C - Response Letters to Agencies



ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

1021 NORTH GRAND AVENUE EAST, P.O. BOX 19276, SPRINGFIELD, ILLINOIS 62794-9276 • (217) 782-3397

BRUCE RAUNER, GOVERNOR

ALEC MESSINA, ACTING DIRECTOR

October 28, 2016

Chicago Transit Authority
Sonali Tandon, Sr. Project Manager
567 West Lake Street
Chicago, IL 60661-1498

RE: CTA Red Line Extension

Dear Sir/Madam:

The Agency has no objections to the proposed CTA Red Line Extension project, however, a construction site activity stormwater NPDES permit is required for the construction of any new rail line and stations. Also, please be advised that any solid or hazardous waste must be properly disposed of or recycled.

Sincerely,

A handwritten signature in cursive script that reads "Alec Messina".

Alec Messina
Acting Director

From: Tandon, Sonali <STandon@transitchicago.com>
Sent: Wednesday, November 09, 2016 10:33 AM
To: Iacullo, Joseph C.
Subject: RE: Address change

Joseph,

Thank you for sending us the new address, we will update our records and send future RLE information at this address.

Sonali Tandon

Senior Project Manager – Planning
Chicago Transit Authority
312-681-4246

Preliminary Draft - For Discussion Purposes Only: This email may contain material that is confidential and privileged for the sole use of the intended recipient. Any review, reliance or distribution by others or forwarding without express permission is strictly prohibited. If you are not the intended recipient, please contact the sender and delete all copies.

From: Iacullo, Joseph C. [mailto:Joseph.Iacullo@Illinois.gov]
Sent: Wednesday, November 09, 2016 12:20 PM
To: Tandon, Sonali
Subject: Address change

Sonali,
Please forward any future Red Line Extension information to our new address below.
Thank you.

Joseph Iacullo
Section Chief-Northeastern Illinois
Office of Intermodal Project Implementation
Illinois Department of Transportation
69 W. Washington, Suite 2100
Chicago, Illinois 60602
P: 312-793-0035
C: 312-519-4928

joseph.iacullo@illinois.gov

 Please consider the environment before printing this e-mail.

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

NOV 29 2016

REPLY TO THE ATTENTION OF: E-19J

Mark Assam
Federal Transit Administration
200 W. Adams Street, Suite 320
Chicago, Illinois 60606

Carole Morey
Chicago Transit Authority
567 W. Lake Street
Chicago, Illinois 60661

Re: Chicago Red Line Extension Project, Draft Environmental Impact Statement, City of Chicago, Cook County, Illinois, CEQ #20160231

Dear Mr. Assam and Ms. Morey:

The U.S. Environmental Protection Agency is providing comments in response to the Draft Environmental Impact Statement (DEIS) for the above mentioned project. Our comments are provided pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality's NEPA Implementing Regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act. The Federal Transit Administration (FTA) is the lead agency for this project under NEPA, and the Chicago Transit Authority (CTA) is the project proponent.


The proposed project would extend the existing Red Line heavy rail transit service 5.3 miles south from the existing 95th Street Terminal to Chicago's Far South Side. The proposal includes four stations and a rail yard and shop. The project team assessed action alternatives over multiple years. With input from local residents, the team selected two action alternatives for full analysis in the DEIS. Both alternatives largely follow existing transportation corridors to minimize community disruptions. The East Alignment runs to the east of Union Pacific Railroad (UPRR) freight tracks from near Eggleston Avenue to near Prairie Avenue, and the West Alignment runs west of the UPRR tracks over the same distance. South of this point, both alignments follow the same route southeast along the Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad right-of-way.

EPA recognizes the critical community, environmental, and health benefits that well-planned transit service could provide to communities along the corridor. The project area is home to minority and low-income communities, has experienced decades of disinvestment, and is underserved by public transportation connections to Chicago's major activity centers. The project would reduce commute times for residents, improve mobility and accessibility, and provide connections to other transportation modes. The project could also foster important economic development and neighborhood revitalization near the new stations.

We have rated the DEIS as *Lack of Objections* (LO) (see enclosed "Summary of Rating Definitions"). While we do not have objections to the project, we offer recommendations in the enclosed detailed comments to help ensure protection of the environment and human health during project construction and operation.

We appreciate the opportunity to provide comments. If you have any questions or would like to discuss our recommendations, please contact Jen Blonn, the lead reviewer for this project, at 312-886-6394 or blonn.jennifer@epa.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Kenneth A. Westlake", written over a horizontal line.

Kenneth A. Westlake
Chief, NEPA Implementation Section
Office of Enforcement and Compliance Assurance

Enclosure: Summary of Rating Definitions
 EPA's Detailed Comments

Cc via email: Paul Leffler, U.S. Army Corps of Engineers, Chicago District

SUMMARY OF RATING DEFINITIONS AND FOLLOW UP ACTION

Environmental Impact of the Action

LO-Lack of Objections

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC-Environmental Concerns

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impacts. EPA would like to work with the lead agency to reduce these impacts.

EO-Environmental Objections

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU-Environmentally Unsatisfactory

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

Adequacy of the Impact Statement

Category 1-Adequate

The EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collecting is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2-Insufficient Information

The draft EIS does not contain sufficient information for the EPA to fully assess the environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3-Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

^{*}From EPA Manual 1640 Policy and Procedures for the Review of the Federal Actions Impacting the Environment

Environmental Justice and Community Engagement

In order to promote environmental justice, Executive Order 12898 requires federal agencies to identify and address disproportionately high and adverse impacts of all programs, policies, and activities on low income and/or minority populations. The project area consists entirely of minority communities, and contains some low-income areas. The Chicago Transit Authority (CTA) analyzed environmental justice implications of the proposed project, and concluded that: (1) the project would offer substantial benefits to the resident minority and low-income populations, and (2) with proposed mitigation, impacts would not be disproportionately high or adverse. Further, the Draft Environmental Impact Statement (DEIS) explains that CTA has undertaken a robust outreach program to share information and gain input from minority and low-income communities in the project area.

The proposed project was initiated by communities with the goals of connecting historically disadvantaged areas to Chicago's major employment and activity centers, increasing access to employment, and spurring economic development (Appendix X, page 1-1). Nearly all communities that CTA identified as both low-income and minority, such as the Altgeld Gardens Public Housing Project, are currently geographically or physically isolated from timely, reliable transit access to Chicago's downtown and other hubs for jobs and services.

EPA recognizes that the project would disrupt communities by displacing 205 to 260 parcels, depending on the alternative selected. We also understand that residents would be offered fair compensation and relocation assistance per the Uniform Relocation Assistance and Real Property Acquisition Policies Act. The DEIS also states that vacant parcels, homes, and commercial spaces are available to allow relocation within the same neighborhoods.

The Illinois Childhood Asthma Surveillance Report, 2011-2014 was released by the Illinois Department of Public Health in November 2016. The report found that rates of childhood asthma inpatient hospitalizations and emergency room visits were highest among young Black children, and there were significantly higher rates of hospitalizations in disadvantaged geographic areas, including lower-income neighborhoods.¹ This is particularly relevant to the project because nearly all residential portions of the project area contain over 75 percent African American residents, with many areas approaching 100%. Several areas are also low-income.

Recommendations for the Final Environmental Impact Statement (FEIS):

- Continue to actively engage community groups, residents, businesses, and other stakeholders in the project area, and document coordination in the FEIS. Include a description of how local input is being used to inform project design and implementation.
- Commit to provide a single point of contact for residents to gain information and assistance related to displacements and relocations in order to minimize hardships and

¹ Illinois Childhood Asthma Surveillance Report, 2011-2014, Illinois Department of Public Health. Available at: http://www.dph.illinois.gov/sites/default/files/publications/publicationsowh2016-il-childhood-asthma-surveillance-report_0.pdf

transaction costs, and commit to provide special assistance to enable displaced households and businesses to remain in the same neighborhood, if desired.

- Consider promoting local hiring for project construction and operations.
- Consider existing childhood asthma conditions in the project area. If conditions warrant, strengthen construction air pollution mitigation measures to ensure protection of children's health, in line with Executive Order 13045 on Protection of Children from Environmental Health Risks and Safety Risks.
- In order to best protect communities throughout the construction and operational phases of the proposed project, we recommend compiling all mitigation commitments into a single list, sorted by topic. Residents would then have a single source to easily identify protective measures that should be taken. Include a phone number and email address for residents to contact if they believe appropriate measures are not being taken. This is particularly important for construction air emission mitigation measures, such as idling time for heavy duty trucks. As an example of the type of list we are recommending, see the Michigan Department of Transportation's project mitigation summary "Greet Sheets," which are available online for many projects.
- To help offset any residual impacts to local communities from project construction, including land acquisition and construction air emissions, consider promoting local hiring for project construction and operations.

Noise Impacts and Mitigation

The DEIS explains that without mitigation the East Alternative would result in 574 moderate and 83 severe noise impacts (page 4-60). Without mitigation, the West Alternative would result in 738 moderate and 40 severe noise impacts (page 4-65). For either option, the DEIS explains that CTA would construct a noise barrier approximately 4 feet in height that would provide a 10-dBA reduction in noise on both sides of the track from the 95th Street Terminal to near 119th Street, and no moderate or severe noise impacts would remain after mitigation (page 4-65).

The discussion on noise impacts in Appendix O differs from the body of the DEIS. Appendix O states, "A noise barrier approximately 4 feet in height would provide a 7 to 10-dBA reduction in noise level in the surrounding community. A noise barrier approximately 4 feet in height on an aerial structure that would provide a 10-dBA reduction could result in no impacts remaining after mitigation" (page 5-13). It's unclear whether the proposed mitigation would provide a 7 or 10-dBA reduction in noise, and whether impacts would remain if a 7-dBA reduction is achieved.

Appendix O also states that, with a noise reduction of 10-dBA, moderate noise impacts "would decrease from 280 feet without mitigation to 60 feet from the centerline of the tracks with mitigation" (page 6-61). It's unclear whether any structures would be close enough to the track to experience noise impacts after mitigation. For example, the home pictured on page 5-20 of Appendix L appears close to the tracks and potentially within 60 feet.

Recommendations for the FEIS:

- Clarify whether the proposed noise wall might result in a 7-dBA reduction in noise, as opposed to a 10-dBA reduction.
- Discuss whether any sensitive receptors would be located close enough to tracks to experience moderate impacts after mitigation.

- Quantify expected noise levels after mitigation, and include results in a table.
- If any moderate or severe noise impacts would remain after mitigation, clearly depict impacts on a map of the project area.
- Consider testing for noise after the project is operating to determine whether anticipated noise reductions were achieved, and providing a number and email for residents to contact if they have concerns.
- If any moderate or severe impacts could remain, consider offering additional mitigation, such as window treatments and insulation.

Air Quality Impacts and Mitigation

Air quality impacts and mitigation measures are discussed in DEIS Section 6.1 and Appendix U. CTA trains would run on electricity, meaning there would be no emissions in the project area from operations, which would benefit the local environment and residents' health. Construction activities would take up to five years (page 4-7) and would result in local emissions. As discussed in the DEIS, short-term exposure to diesel exhaust can adversely impact health. We appreciate the list of mitigation measures (page 6-3) that would be implemented to minimize air emissions during construction activities.

Recommendations for the FEIS and Record of Decision:

- Firmly commit to all proposed construction air quality mitigation measures in the FEIS and Record of Decision. Add specificity wherever possible, such as strict maximum time limits for heavy truck idling.
- Per Executive Order 13045 on children's health, pay particular attention to worksite proximity to places where children live, learn, and play, such as homes, schools, daycare centers, and playgrounds. Construction emission reduction measures should be strictly implemented near these locations in order to be protective of children's health.
- Assess whether any trees or shrubs that would be removed during project construction currently serve as a protective barrier against air pollution by minimizing exposure of freight emissions to nearby residents. If the removal of such trees/shrubs would increase residents' exposure to freight emissions, then commit to replant appropriate species.²

Station and Station Area Development

The proposed project includes four new stations near 103rd Street, 111th Street, Michigan Avenue, and 130th Street. Plans call for the northernmost two stations to have surface parking lots only, the Michigan Avenue station to have a parking structure with ground-floor retail and community facilities, and the 130th street station to have a seven-story parking structure. New rail stations offer a valuable opportunity to create new inter-modal community hubs, generate economic development, and improve walkability and bike-ability of the surrounding area.

EPA is focused on promoting health, and crime is one factor that impacts health. The DEIS discusses concerns about safety and criminal activity raised by residents during the scoping period. While Appendix P includes crime heat maps of the project area, crime in the project area is not compared to crime in other parts of the city. It is, therefore, unclear whether safety

² For best practices, see: Baldauf, R. Recommendations for Constructing Roadside Vegetation Barriers to Improve Near-Road Air Quality. U.S. Environmental Protection Agency, Washington, DC, EPA/600/R-16/072, 2016.

measures are needed beyond what CTA employs for typical stations. In addition, studies from other cities on the incidence of crime on and around new transit are discussed, but it is unclear how applicable those studies are to this project area.

Recommendations for the FEIS:

- Engage residents in station and station-area planning visioning activities and use information to inform station designs. Form or use existing partnerships with community groups and local and regional planning organizations to fully take advantage of station-area planning opportunities. Consider incorporating plans for multi-modal connectivity, complete streets, and creating stations as unique neighborhood destinations. Document coordination and plans in the FEIS.
- Consider opportunities for green building in station designs, such as: planning for net-zero energy use, obtaining Leadership in Energy and Environmental Design (LEED) or similar certifications, incorporating green infrastructure for stormwater management, and incorporating on-site renewable energy sources.
- Discuss whether crime rates in any of the proposed station areas warrant a higher-level of attention in upfront planning to make stations and station-areas safe for users. If warranted by existing crime rates and concerns raised by residents during scoping, then consider additional measures to maximize safety for riders. Discuss crime prevention through environmental design (CPTED) and recommendations raised by local residents. While the DEIS considers several protective measures, we recommend providing clear commitments in order to more fully disclose potential impacts and outcomes.
- We encourage CTA, the City of Chicago, and neighborhood organizations to consider EPA resources that support sustainable community development around station areas. Grant and technical opportunities are periodically available at: <https://www.epa.gov/smartgrowth>. For more information, contact Jen Blonn at blonn.jennifer@epa.gov

Climate Change Adaptation and Resiliency

The DEIS and Appendix U discuss the proposed project's contribution to global climate change. The project would bring a new electric train to the Far South Side of Chicago, which would provide a lower-emissions alternative to automobile travel. The analysis quantifies greenhouse gas (GHG) emissions and concludes that emissions would be lower if the project is implemented as compared to the no action alternative.

In addition to considering the potential effects of the proposed action on climate change by evaluating the GHG emissions associated with the project, which is included in the DEIS, we recommend that FTA consider the effects of climate change on the proposed action. The DEIS does not include consideration of future climate scenarios, and how they may impact the proposal and its impacts. Including future climate scenarios, such as those provided by the U.S. Global Climate Change Research Program's National Climate Assessment (NCA),³ provides information valuable to determining how changing climate could affect the environmental impacts of a project, and how the project could be made more resilient to the impacts of climate change. The NCA's section on the Midwest provides a useful starting place for analyzing

³ U.S. Global Change Research Program, 2014 National Climate Assessment, available at: <http://nca2014.globalchange.gov/report>

changing climate conditions. The report finds that, in the Midwest, extreme heat, heavy downpours, and flooding will affect infrastructure, health, air and water quality, and more.

Recommendations for the FEIS:

- Consider the effects of climate change on the proposed action.
- Determine whether the environmental impacts of the alternatives would be exacerbated by climate change. This determination should be informed by assessing future climate scenarios in the FEIS. If impacts may be exacerbated, additional mitigation measures may be warranted.
- We also recommend that the project team consider whether measures are needed to improve resiliency to climate change in the project's design, where appropriate. These changes could be informed by an assessment of future climate scenarios in the "Affected Environment" section. The FEIS's alternatives analysis should, if appropriate, consider practicable changes to the proposal to make it more resilient to anticipated climate change.

Wetlands and Natural Areas

CTA identified 15 wetland areas totaling 15.34 acres of potentially affected wetlands in the project area. We understand that the Federal Transit Administration (FTA) and CTA requested a jurisdictional determination from the U.S. Army Corps of Engineers (Corps) to determine whether the wetlands are jurisdictional under the Clean Water Act (CWA), and that coordination with the Corps is ongoing (page 4-93). If jurisdictional wetlands cannot be avoided, the DEIS explains that CTA would provide compensatory mitigation; potential nearby areas for mitigation are discussed.

Recommendations for the FEIS:

- Document subsequent coordination with the Corps on the need for a CWA Section 404 permit.
- If waters in the project area are jurisdictional, then demonstrate that all potential impacts have been avoided and minimized to the extent practicable, in line with the Clean Water Act Section 404(b)(1) Guidelines.
- If resources cannot be avoided and/or minimized, clearly demonstrate how cost, logistical, or technological constraints preclude avoidance and/or minimization of impacts.
- Discuss any proposed mitigation, including mitigation sequencing per the CWA Section 404(b)(1) Guidelines, and describe of how mitigation will comply with the 2008 Mitigation Rule.
- Consider local mitigation for tree removal for the approximately 13 acres of forested habitat in the vicinity of the 120th Street yard and shop as well as the 61 acres of habitat associated with the East Option and the 67 acres associated with the West Option, as described on pages 6-6 and 6-7 of the DEIS.



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

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

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

April 3, 2018

Jen (Blonn) Tyler
Chief, NEPA Implementation Section
Office of Enforcement and Compliance Assurance
United States Environmental Protection Agency, Region 5
77 W. Jackson Boulevard
Chicago, IL 60604

Re: CTA Red Line Extension Project Update - Draft Environmental Impact Statement
Response to Comments

Dear Ms. Tyler:

The Chicago Transit Authority (CTA), as project sponsor to the Federal Transit Administration (FTA), continues its planning and public outreach for the Red Line Extension (RLE) Project. As our January 26, 2018 letter noted, CTA has now selected a Preferred Alignment for the project. CTA hosted an Open House on February 13th from 6-8pm at Gwendolyn Brooks Academy to provide the public as well as invited participating and cooperating agencies an update on the Preferred Alignment. The Open House had CTA staff and consultants stationed at boards and workstations to provide information on the Preferred Alignment and anticipated project benefits and impacts. 246 people attended the Open House. The Open House boards are posted on the CTA website at the following link:
http://www.transitchicago.com/assets/1/planning/RLE_Open_House_Exhibit_Boards_20180213.pdf

The Final EIS will be prepared for this selected alignment. CTA recognizes your recommendations for the Final EIS related to Environmental Justice and Community Engagement, Noise Impacts and Mitigations, Air Quality Impacts and Mitigations, Station and Station Area Development, Climate Change Adaptation and Resiliency, and Wetland and Natural Areas. We will consider these recommendations to add clarifications, conduct additional analysis, add supplemental documentation, and further develop and finalize the mitigation measures in the Final EIS. All correspondence including approved mitigation measures and commitments will be included in the Final EIS.

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

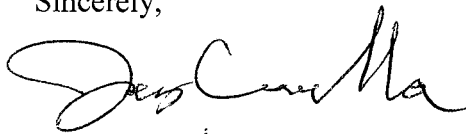
If you have any questions or would like to discuss the project further, please do not hesitate to contact either:

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

Tony Greep
Community Planner
US Department of Transportation
Federal Transit Administration – Region 5
200 W. Adams Street, Suite 320
Chicago, IL 60606
(312) 353-1646
anthony.greep@dot.gov

Thank you for your cooperation and continued participation in this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tony Greep', written in a cursive style.

Tony Greep
FTA Community Planner



IN REPLY REFER TO:

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904

November 30, 2016

9043.1
ER 16/0589

Marisol Simon
Regional Administrator
Federal Transit Administration
200 West Adams Street, Suite 320
Chicago, Illinois 60606

Dear Ms. Simon:

The Department of the Interior (Department) has reviewed the Draft Individual Section 4(f) Evaluation for the Chicago Transit Authority Red Line Extension, Chicago, Illinois. The Department offers the following comments and recommendations for your consideration.

Section 4(f) Comments

This document considers effects to identified properties in the project study area eligible to be considered under Section 4(f) of the Department of Transportation Act of 1966 (codified at 49 U.S.C. 303§ 771.135) associated with the Chicago Transit Authority Red Line Extension (RLE). The project purpose is to extend the existing Red Line heavy rail transit service 5.3 miles south from the existing 95th Street Terminal to 130th Street on Chicago's Far South Side. Two options for the extension are proposed, the East and West Options.

The draft section 4(f) evaluation, prepared by the Chicago Transit Authority (CTA) and Federal Transit Administration (FTA) in cooperation with the Federal Highway Administration (FHWA), considered the impacts to three Chicago Park District properties: Wendell Smith Park, Block Park, and Fernwood Parkway.

Under the East Option, a new elevated Red Line structure would be constructed, affecting the northwest corner of Wendell Smith Park and affecting a portion of the western parcel of Block Park. Approximately 0.7 acre of Wendell Smith Park and 0.9 acre of Block Park would be affected by the East Option. Both Wendell Smith Park and Block Park would continue to provide park space to the surrounding community after implementation of the East Option, but park area would be reduced. Under the West Option, a new elevated Red Line structure would be constructed over a portion of Fernwood Parkway from 99th Street to 103rd Street between the

existing UPRR tracks and Eggleston Avenue. Approximately 1.9 acres of Fernwood Parkway would be affected by the West Option.

CTA developed preliminary mitigation measures, taking into account impacts on park acreage and the attributes, features, and amenities of each park. These mitigation measures were developed so that the result of implementation of either option would result in no adverse impact on parks after mitigation. A major feature of these mitigation measures includes developing replacement parkland in or near the community areas affected as well as replacement of the park attributes, features, or amenities affected by the construction of the RLE Project.

Based on discussions with FTA and coordination with the Chicago Park District (CPD) in 2015 on park impacts and proposed mitigation measures for this project, a Section 4(f) preliminary “*de minimis*” finding was proposed for park impacts resulting from this project after mitigation proposed. A *de minimis* impact for parks, recreation areas, or wildlife/waterfowl areas is defined in 23 CFR § 774.17 as one that is determined to not adversely affect the features, attributes, or activities qualifying a property for protection under Section 4(f).

The Department of the Interior does not comment on *de minimis* determinations. The Department concurs with the determination that all measures to minimize harm have been employed concerning the resources subject to 4(f) use.

The Department has a continuing interest in working with FTA and FHWA to ensure impacts to resources of concern to the Department are adequately addressed. For issues concerning section 4(f) resources, please contact the Acting Regional Environmental Coordinator, Midwest Regional Office, National Park Service, 601 Riverfront Drive, Omaha, Nebraska 68102, telephone 402-661-1534.

We appreciate the opportunity to provide these comments.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lindy Nelson', with a long horizontal flourish extending to the right.

Lindy Nelson
Regional Environmental Officer

cc: NPS-Boswell



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)

April 3, 2018

Lindy Nelson
Regional Environmental Officer
United States Department of the Interior
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904

Re: CTA Red Line Extension Project Update - Draft Environmental Impact Statement
Response to Comments

Dear Ms. Nelson:

The Chicago Transit Authority (CTA), as project sponsor to the Federal Transit Administration (FTA), continues its planning and public outreach for the Red Line Extension (RLE) Project. As our January 26, 2018 letter noted, CTA has now selected a Preferred Alignment for the project. CTA hosted an Open House on February 13th from 6-8pm at Gwendolyn Brooks Academy to provide the public as well as invited participating and cooperating agencies an update on the Preferred Alignment. The Open House had CTA staff and consultants stationed at boards and workstations to provide information on the Preferred Alignment and anticipated project benefits and impacts. 246 people attended the Open House. The Open House boards are posted on the CTA website at the following link:

http://www.transitchicago.com/assets/1/planning/RLE_Open_House_Exhibit_Boards_20180213.pdf

The Final EIS will be prepared for this selected alignment. CTA thanks you for your comment on the Draft EIS, which was published in October 2016, and your concurrence with the determination that all measures to minimize harm have been employed concerning the resources subject to Section 4(f) use. As part of the Final EIS, FTA and CTA will continue to work with the Chicago Park District to finalize mitigations.

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

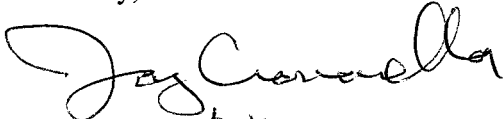
If you have any questions or would like to discuss the project further, please do not hesitate to contact either:

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

Tony Greep
Community Planner
US Department of Transportation
Federal Transit Administration – Region 5
200 W. Adams Street, Suite 320
Chicago, IL 60606
(312) 353-1646
anthony.greep@dot.gov

Thank you for your cooperation and continued participation in this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Tony Greep". The signature is fluid and cursive, with a large initial "T" and "G".

Tony Greep
FTA Community Planner



Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

November 30, 2016

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

An official response letter was not issued to IDOT; however, CTA has been coordinating with IDOT regarding the RLE Project that addressed IDOT's comments. CTA and IDOT have regularly scheduled meetings to discuss the RLE.

Dear Ms. Tandon:

The Illinois Department of Transportation (Department) thanks the Chicago Transit Authority (CTA) for the opportunity to review the Draft Environmental Impact Statement (DEIS) for its proposed Red Line Extension (RLE) from 95th Street to 130th Street. The Department offers the following comments that should be considered as this project moves into the Final EIS phase.

Traffic Projections

The CTA previously used year 2030 traffic projections for the DEIS in order to screen a range of alternatives. Since the CTA has chosen a preferred alternative, the Department requests that all transportation impacts and mitigation be evaluated using year 2040 traffic projections for the project's Final EIS.

Interstate 57 and Interstate 94

Previously, the Department requested that all proposed piers, abutments and barrier walls necessary to carry the RLE over Interstate 57 and Interstate 94 be placed in such a way that these roadways could be widened in the future should the need arise. Appendix F shows a potential hammerhead pier within the "Envelope For Future IDOT Widening" along Interstate 57 west of Wentworth Avenue. In addition, it appears as though a column is proposed on top of the existing Interstate 94 Tunnel Structure. A column on top this existing structure would not be allowed. Please revise the proposed pier locations for the CTA's RLE.

130th Street at Indiana Avenue

A northbound right-turn lane is proposed at this intersection as mitigation for the project's traffic impacts. When this project enters into the preliminary engineering phase, an Intersection Design Study (IDS) as well as traffic signal and roadway improvement plans will need to be submitted to the Department for review and approval.

127th Street at Vermont Avenue and Wallace Street

A northeast bound right-turn lane and a westbound left-turn lane are proposed as mitigation for the project's traffic impacts at this intersection. The northeast bound to northbound movement at this intersection would also be restricted. The restriction of this movement is impractical considering the geometry of the intersection. Please consider other strategies in order to mitigate for the project's impact to this intersection. Additionally, while the pavement width on 127th Street appears to be able to accommodate the westbound left-turn channelization and the receiving throat of the dual right-turn lane, the roadway is currently striped as one lane in each direction. To further complicate the proposed design, unsignalized pedestrian crosswalks are located on both sides of the intersection. As such, careful consideration will be needed in order to properly tie into existing conditions. When this project enters into the preliminary engineering phase, an IDS as well as traffic signal and roadway improvement plans will need to be submitted to the Department for review and approval.

130th Street Station

There will be approximately 2,500 to 3,000 new vehicular trips generated at the RLE's southern terminus at the 130th Street Station. The DEIS analyzed the signalized intersection of 130th Street and Ellis Avenue with the generated vehicular trips as through movements. However, the generated vehicular trips will need to turn either right or left at the intersection in order to access the Station along the north side of 130th Street. As such, please revise the Build Traffic Volumes at this intersection to reflect the vehicular trip generated traffic volumes as turning movements at the intersection and propose strategies to mitigate for the RLE's incremental impacts. When this project enters into the preliminary engineering phase, an IDS as well as traffic signal, and roadway improvement plans for the 130th Street at Ellis Avenue intersection will need to be submitted to the Department for review and approval.

Also, the DEIS did not analyze the impacts of the 130th Street Station on the Interstate 94 interchange. Please analyze the project's impacts and propose mitigation as necessary. Any improvement plans proposed at the interchange of I-94 at 130th Street will need to be submitted to the Department for review and approval.

Ms. Sonali Tandon
November 30, 2016
Page 3

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

Very truly yours,



John Fortmann, P.E.
Region One Engineer

cc: Luann Hamilton – CDOT
John Yonan – CCDOTH
Jesse Elam – CMAP

bcc: John Fortmann
José Rios
Steve Travia
Lisa Heaven-Baum
Peter Harmet
File

Prepared By: Jason Salley Ext. 4085
Bureau of Programming

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Metropolitan Water Reclamation District of Greater Chicago

100 EAST ERIE STREET

CHICAGO, ILLINOIS 60611-3154

312.751.5600

David St. Pierre

Executive Director

312.751.7900 f: 312.751.7926

david.stpierre@mwrdd.org

December 20, 2016

**Metropolitan Water Reclamation District of Greater Chicago's Public Comments on
Chicago Red Line Extension Project Draft Environmental Impact Statement**

INTRODUCTION

Pursuant to 40 CFR §1503.3, the Metropolitan Water Reclamation District of Greater Chicago (MWRD) hereby submits its written public comments pertaining to the Chicago Red Line Extension Project Draft Environmental Impact Statement (Draft EIS).

SUMMARY

The MWRD commends the U.S. Department of Transportation, Federal Transit Administration (FTA) and the Chicago Transit Authority (CTA) for pursuing the CTA Red Line Extension (RLE) and for providing this opportunity to publicly comment during the Draft EIS stage. As will be more fully set forth below, the MWRD recognizes the critical need for rail transit options south of 95th Street in the City of Chicago and believes the RLE can serve as a catalyst for positive change in the areas that will be served. Specific to the MWRD's interests, the MWRD believes that synergies can be created between the CTA, MWRD and other stakeholders in the area around the proposed 130th Street Terminal that will complement what the MWRD has been doing at its Calumet Water Reclamation Plant (WRP).

There are challenges and opportunities that the MWRD encourages the FTA and CTA to examine as the RLE continues to be developed. Specifically, in these public comments, the MWRD will provide comments on odor issues that exist in the 130th Street Industrial Corridor, some coming from the MWRD Calumet WRP and others coming from nearby industry. Additionally, the MWRD will comment on how the RLE Draft EIS has identified 15 MWRD parcels that would be needed under either of the proposed alternatives and the challenges and opportunities that acquisition of these parcels entails.

BACKGROUND

The MWRD is a special district unit of local government created by the Illinois General Assembly and organized under Illinois Compiled Statute 70 ILCS 2605/1 *et seq.*, and is funded primarily through local property taxes. Among the MWRD's responsibilities are the operation of a waste water conveyance and treatment system that includes seven Water Reclamation Plants (WRPs) that serve an area of approximately 883.6 square miles, including the City of Chicago and 128 surrounding municipalities. The MWRD serves an equivalent population of 10.35 million people; 5.25 million real people, a commercial and industrial equivalent of 4.5 million people, and a combined sewer overflow equivalent of 0.6 million people.

The MWRD's mission is to protect the health and safety of the public in its service area, protect the quality of the water supply source (Lake Michigan), improve the quality of water in watercourses in its service area, protect businesses and homes from flood damages, and manage water as a vital resource for its service area. The MWRD collects wastewater from municipalities, conveys it to WRPs, provides treatment and discharges clean water to local waterways. The MWRD is also responsible for stormwater management for all of Cook County.

The Calumet WRP was placed into operation in 1922 and serves over 1 million people, in 49 different municipalities (including Chicago), within 300 square miles in southern Cook County, Illinois. The Calumet WRP receives its sewage flow from four intercepting sewers and has a Design Annual Average flow of 326 Million Gallons a Day (MGD) and a Design Maximum Day Flow of 480 MGD. The Calumet WRP also receives flow from the Calumet Tunnel System and the Thornton Reservoir, both major parts of the Tunnel and Reservoir Plan (TARP), which helps to reduce flooding and control pollution by eliminating combined sewer overflows. Water that has been cleaned by the Calumet WRP treatment processes is released into the Little Calumet River. Additionally, approximately 100 dry tons of solids are removed from wastewater every day at the Calumet WRP and are transported to anaerobic digesters for biogas production and solids reduction and then to the nearby Calumet Solids Management Area for additional treatment and drying. The resulting biosolids are a sustainable alternative as a soil amendment to chemical fertilizers and are used at golf courses, athletic fields, parks and recreational facilities, agricultural fields, forests, and for the restoration of strip mines and other disturbed lands. The MWRD also anticipates that the Calumet WRP will soon be home to an organics receiving station and a biogas cleaning utilization facility. In short, the Calumet WRP serves a vital public health and safety function to Chicago residents and those in southern Cook County.

CTA RLE DRAFT EIS IMPACT ON MWRD

Both alternatives proposed in the CTA RLE Draft EIS propose acquiring 15 parcels of MWRD from its Calumet WRP, located at 130th Street in Chicago, Illinois. The proposed 7 story parking garage would go directly on MWRD land, with the 130th Street Red Line station platform being adjacent thereto.

Adjacent to the area from 130th Street on the south and going north on current MWRD land, the MWRD operates sludge holding open air lagoons and biosolids open air drying beds. The RLE

would go on a diagonal through MWRD property and in between the sludge holding open air lagoons and the biosolids open air drying beds. While the Draft EIS appears to account for grade separated access that the MWRD will need to access its biosolids open air drying beds, the MWRD encourages the CTA to continue to engage with MWRD technical staff to determine the best location for such grade separated access. In close proximity to the RLE, the MWRD also operates, or has future plans to operate, primary settling tanks, high level influent pumping station, screen building, gravity thickening building, grit building, fermenters, and high-strength waste receiving stations. Each of these processes causes odor and consequently, may require the treatment of odorous air.

The MWRD has committed approximately \$35 million to odor mitigation technologies in & around the Calumet WRP. This capital investment was done prior to analyzing the impact of the CTA RLE having a parking garage and train platform adjacent to sewage treatment processes that have a strong potential for emitting unpleasant odors. Depending on the public reaction to odor in & around the 130th Street Terminal, the costs for additional odor mitigation technologies could increase substantially. It is important to note that with a WRP the size of the Calumet WRP, it is economically and environmentally unsustainable to treat 100% of the odors produced.

In addition to being compensated for its 15 parcels that the CTA would need to acquire, the MWRD encourages the CTA to further investigate the costs of additional odor mitigation technologies that may be needed to address any concerns of its ridership.

The Draft EIS includes the construction of a substation and a 7-story parking garage directly over, or in very close proximity to, the Calumet 17A and 17D interceptor sewers. These interceptors are the main sewer service line for the south/southeast suburbs. The TARP relief shafts for these two interceptors are located approximately 3.7 miles (CDS 21) and 1.4 miles (CDS 18), respectively, away from the Calumet WRP. As such, to protect the MWRD's structures, and to provide uninterrupted service, the MWRD recommends not placing any permanent structures directly over, or in close proximity to, this MWRD infrastructure.

Assuming that the MWRD is able to reach an agreement with the CTA for acquisition of the 15 MWRD owned parcels that have been identified, any such transfer of ownership will need to include perpetual easements for the interceptor sewers and relief shafts referenced above. Additionally, there are fiber optic and communication lines that extend from the main plant to the solids facilities as well as the sludge line from the digesters to the dewatering facility. The main electrical power to the solids handling facilities comes from a separate Com Ed feeder from Cottage Grove. Any construction needs to locate and protect our existing utilities.

As part of the MWRD's efforts to develop resource recovery, the MWRD anticipates that up to 40 trucks per day of High Strength Waste and FOG (fats, oil and grease) will be entering the Calumet WRP main entrance off of 130th Street. Additionally, 60 to 70 trucks per day of wood chips and yard waste for use in biosolids composting operations are anticipated to be entering our solids

handling area to the east of the plant and a similar number of trucks leaving the area with composted biosolids, in addition to our current traffic in and out of the plant.

On January 6, 2014, the MWRD entered into a certain Consent Decree titled United States, et al. v. Metropolitan Water Reclamation District of Greater Chicago, Case No. 1:11-cv-08859 (N.D. Ill. 2014)(Consent Decree). Under the Consent Decree, the MWRD is under an enforceable court order to complete certain projects and conduct MWRD operations in such a manner as to comply with the terms of the Consent Decree. As the CTA RLE Draft EIS and related processes develop, the MWRD will need to insure that anything that it commits to is consistent with its obligations under the Consent Decree.

POTENTIAL SYNERGIES

The MWRD recognizes that the proposed 130th Street Terminal for the CTA RLE is in a heavy industrial corridor close to expressway access. This has the potential to draw a lot of riders from Indiana and the south suburbs who will either park and ride the RLE or take a bus to get to the 130th Street Terminal.

The MWRD is in the process of exploring opportunities wherein it will convert high-strength organic waste into compressed natural gas (CNG). This CNG can then be used as a clean burning fuel to CNG powered vehicles in the region.

PACE Suburban Bus has recently announced that it has taken delivery of its first 20 CNG buses, with an additional 71 on order that will replace the remaining diesel buses at Pace South Division, which is responsible for covering the south suburbs and the south side of Chicago. As part of the 130th Street Terminal of the CTA RLE, the MWRD encourages the CTA to analyze the potential of creating a bus turn-around and re-fueling station adjacent to the 130th Street Terminal. Given the proximity of a potential CNG facility, this would be a win-win partnership for at least three different units of local government in addition to any commercial interests in this industrial corridor that also may be interested.

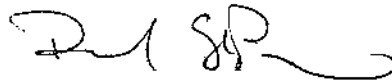
POTENTIAL ALTERNATIVES

While the MWRD takes the position that the CTA RLE is possible in its current format, the MWRD also offers a proposed alternative for consideration. The CTA may wish to analyze extending the CTA RLE with the 7 story parking garage, passenger terminal and platform south of 130th Street. Currently this land appears to be either abandoned &/or part of the Cook County Forest Preserve District. Given the location of the Altgeld Gardens residential neighborhood and the Carver Military Academy High School, locating the 130th Street Terminal south of 130th Street may allow for easier pedestrian access and would appear to be safer for those residents/students rather than having to cross over 130th Street. Locating these structures south of 130th Street could also reduce the potential capital and operations and maintenance costs of odor mitigation, due to prevailing winds and increasing the distance between odorous processes and the CTA RLE passengers along with minimizing the conflict with congestion from truck traffic in and out of the Calumet WRP.

CONCLUSION

The MWRD remains committed to cooperating with the FTA and CTA as the CTA RLE Draft EIS process continues. Representatives from the CTA and MWRD recently met on December 5, 2016, at which time the MWRD Executive Director and technical staff set forth the concerns and proposed solutions in detail.

Sincerely,

A handwritten signature in black ink, appearing to read 'D St Pierre', with a long, sweeping horizontal flourish extending to the right.

David St. Pierre



CHICAGO TRANSIT AUTHORITY

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

January 26, 2018

Mr. David St. Pierre
Metropolitan Water Reclamation District
100 E. Erie Street
Chicago, IL 60611-3154

Re: CTA Red Line Extension Project
Selection of Preferred Alignment and Project-Related Impacts to MWRD-Owned
Properties

Dear Mr. St. Pierre:

The Chicago Transit Authority (CTA), as project sponsor to the Federal Transit Administration (FTA), proposes to construct the Red Line Extension (RLE) Project. This project is a major initiative that would add new transit service on Chicago's Far South Side by extending the Red Line—CTA's busiest rail line—south by 5.3 miles from the 95th Street Terminal to 130th Street.

In fall 2016, in accordance with the federal requirements of the National Environmental Policy Act of 1969 (NEPA), CTA published a Draft Environmental Impact Statement (EIS) and held a public hearing to obtain comments on the benefits and impacts of the two options under consideration for RLE Project alignment: the Union Pacific Railroad (UPRR) East and West Options.

Based on public feedback and additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment. A map of the alignment is provided for your reference.

The Preferred Alignment is a combination of the previously presented UPRR East and West Options, as shown on the map at the end of this letter. The alignment would run south along I-94 from the 95th Street Terminal, then curve west along the north side of I-57 (within the I-57 right-of-way) for nearly ½ mile until reaching the UPRR corridor near Eggleston Avenue. The alignment would then turn south to follow the UPRR corridor. From I-57 south to approximately 108th Place the route would run along the west side of the UPRR tracks, and then the route would cross the UPRR tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street and continuing south to 130th Street. This Preferred Alignment would capture the benefits and minimize the impacts of either option and incorporates the public and agency feedback received on the Draft EIS. The Preferred Alignment would have fewer impacts than either the East or West Options. It would affect fewer residences than the East Option, and fewer businesses and jobs than the West Option. Noise and vibration impacts would not be greater than those anticipated under either the East or West Option.

CTA has determined that properties owned by your agency would be affected by implementation of the Preferred Alignment. The table included with this letter provides information about the potentially affected properties.

At this stage of project planning and as detailed in the attached table, CTA has determined that portions of 15 MWRD parcels at the Calumet Water Reclamation Plant would be affected to accommodate the 120th Street yard and shop and the 130th Street station. **There would be no change in the number of MWRD-owned parcels that would be affected by the Preferred Alignment as compared to the impacts for the East and West Options as identified by CTA in 2016.** The CTA structures would not affect MWRD operations at the plant. CTA met with David St. Pierre and MWRD staff on December 5, 2016 and July 31, 2017 to discuss potential impacts to MWRD property.

CTA has previously disclosed potential property impacts to you and met with your agency over the last year to further discuss these impacts and next steps. The project is currently not funded and CTA will be pursuing federal New Starts funding for a portion of the project costs.

As the project moves forward, CTA will conduct additional engineering, which will allow CTA to further refine property needs and identify ways to minimize impacts to properties. CTA will continue to update and coordinate with your organization regarding potential project and property impacts and provide any additional information as the project progresses.

CTA will hold an open house meeting to present the Preferred Alignment to the public and obtain additional feedback. All interested parties are invited to attend this upcoming public open house. The open house will be held at the time and location identified below and a flyer is enclosed for your information. Representatives from your agency are encouraged to attend.

Tuesday, February 13, 2018

6:00 - 8:00 PM

Gwendolyn Brooks College Preparatory Academy

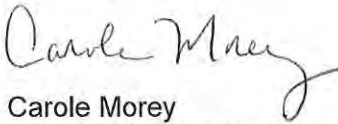
Main Gym (west side of building)

250 E. 111th. Street, Chicago, IL 60628

**Please enter through Door 8. Parking available in rear of building.
Parking lot entrance via King Drive.*

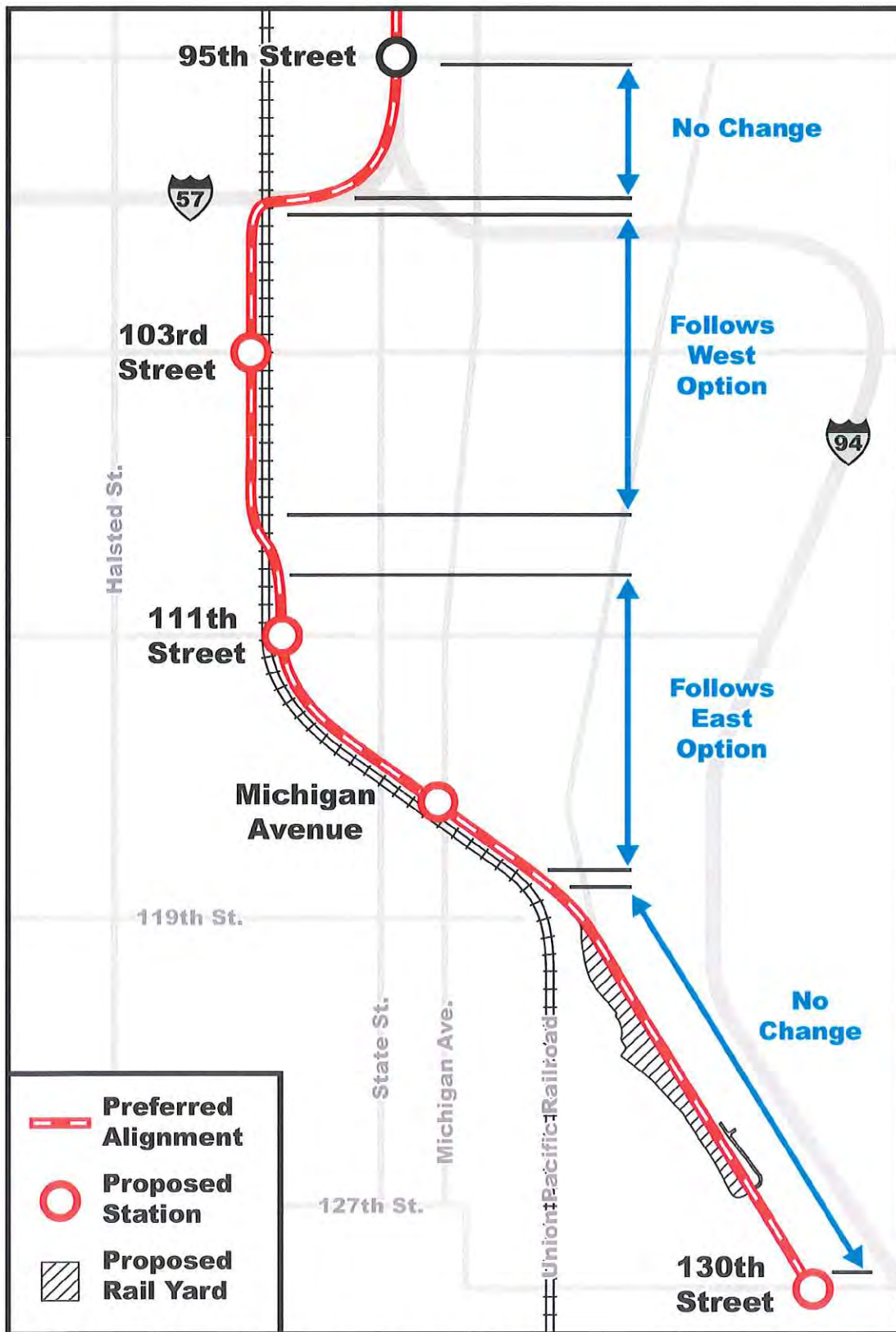
Please contact Sonali Tandon, Senior Project Manager, at (312) 681-4246 or standon@transitchicago.com or myself if you have any questions or would like to meet to discuss further.

Sincerely,



Carole Morey
Chief Planning Officer
(312) 681-4100
cmorey@transitchicago.com

cc: Mr. Joseph Schuessler



CTA Red Line Extension Project - Preferred Alignment

MWRD-Owned Parcels Affected by the Preferred Alternative

Property Identification Number	Address
25-26-300-017-0000	12807 S. Cottage Grove Avenue
25-26-300-015-0000	12813 S. Cottage Grove Avenue
25-26-300-014-0000	12817 S. Cottage Grove Avenue
25-27-301-013-0000	310 E. 130th Street
25-27-301-012-0000	325 E. 127th Street
25-27-301-011-0000	350 E. 130th Street
25-27-301-010-0000	360 E. 130th Street
25-27-200-013-0000	12546 S. Cottage Grove Avenue
25-27-200-004-0000	12500 S. Cottage Grove Avenue
25-27-400-003-0000	12606 S. Cottage Grove Avenue
25-27-400-007-0000	12614 S. Cottage Grove Avenue
25-27-400-005-0000	12608 S. Cottage Grove Avenue
25-27-400-006-0000	12610 S. Cottage Grove Avenue
25-27-301-007-0000	300 E. 127th Street
25-27-400-009-0000	12618 S. Cottage Grove Avenue

From: Tandon, Sonali <STandon@transitchicago.com>
Sent: Monday, October 31, 2016 11:34 AM
To: Diane Hunter
Subject: RE: CTA Red Line Extension Project

Dear Ms. Hunter,

Thanks for your email. We will update our records with your information and keep you informed on the project and any findings of human remains or cultural objects as a result of archaeological investigations.

Regards,

Sonali Tandon
Senior Project Manager – Planning
Chicago Transit Authority
312-681-4246

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From: Diane Hunter [mailto:dhunter@miamination.com]
Sent: Saturday, October 29, 2016 9:10 AM
To: Red Extension
Subject: CTA Red Line Extension Project

Dear Ms. Tandon:

Aya, kikwehsitoole. My name is Diane Hunter, and I am the Tribal Historic Preservation Officer for the Federally Recognized Miami Tribe of Oklahoma. In this capacity, I am the Miami Tribe's point of contact for all Section 106 issues.

Thank you for the invitation to the public hearing on November 1, 2016 regarding the above-mentioned project. I am not able to attend this meeting, but the Miami Tribe would like to continue to serve as an interested party as the project goes forward. In my capacity as Tribal Historic Preservation Officer I am the point of contact for consultation.

In any case, if human remains and/or cultural objects are discovered, regardless of initial determination as to site dating or cultural affiliation, please contact me at 918-541-8966, by email at dhunter@miamination.com, or by mail at the address listed below to initiate consultation.

Sincerely,

Diane Hunter
Tribal Historic Preservation Officer
Miami Tribe of Oklahoma
P.O. Box 1326

Miami, OK 74355



November 29, 2016

Ms. Carole Morey
Chief Planning Officer
Chicago Transit Authority
567 W. Lake Street, 10th Floor
Chicago, IL 60661

An official response letter was not issued to Metra; however, CTA has coordinated with Metra regarding their comments on the Draft EIS and continues to coordinate with Metra regarding the RLE Project.

Re: CTA Red Line Extension Draft EIS

Dear Ms. Morey:

We appreciate the opportunity to review the CTA's Red Line Extension Draft Environmental Impact Statement (EIS), dated October 6, 2016. Having reviewed the Draft EIS, Metra would like to provide some feedback and comments for your consideration while preparing the Final EIS.

Metra has no preference regarding the West Option or East Option. The EIS should cite that the Red Line Extension corridor will be near the existing Metra Electric District (MED) corridor. The report should highlight there is a convenient transfer opportunity between the proposed Red Line station at Michigan Avenue and 116th Street and the existing MED 115th Street/Kensington station, roughly one-half mile away. If there are opportunities to make this connection more convenient for transit riders, Metra supports these efforts.

The report should also note that the Union Pacific Railroad (UPRR) corridor which the proposed Red Line extension will run parallel to is in Metra's long-term plans to host a future SouthEast Service (SES) commuter rail line between LaSalle Street Station in downtown Chicago and Balmoral Park in Crete. A station is planned adjacent to the Red Line Extension corridor roughly at 115th Street and Michigan Avenue, near the proposed future Red Line station at 116th Street and Michigan Avenue. Plans for the Michigan Avenue Red Line station should not preclude a future Metra/CTA transfer station when the SouthEast Service begins service.

Additional information in the Final EIS should be included regarding the CTA's ridership projections. We would like to know more about how the services will impact the ridership on the Metra Electric District and Metra's competitive condition.

Once again, Metra would like to thank you for the opportunity to review the CTA's Red Line Extension Draft EIS. We look forward to working with the CTA on this project to strengthen the transit network of Chicago's South Side and of the region as a whole. If you have any questions or would like to further discuss the comments made herein, please do not hesitate to contact me.

Sincerely,

Don Orseno
Executive Director/CEO

Metropolitan Water Reclamation District of Greater Chicago

100 EAST ERIE STREET

CHICAGO, ILLINOIS 60611-3154

312.751.5600

#360

March 1, 2022

Marlise Fratinardo
Chicago Transit Authority
Strategic Planning & Policy, 10th Floor
567 W. Lake Street
Chicago, IL 60661
Sent via email to: mfratinardo@transitchicago.com

RE: CTA Red Line Extension Project

Dear Ms. Fratinardo:

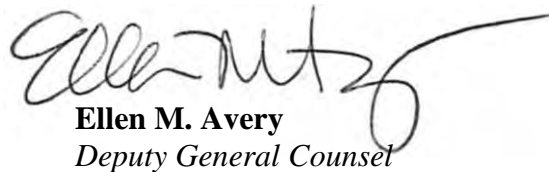
In response to the Chicago Transit Authority's ("CTA") public notice regarding the Supplemental Environmental Assessment ("EA") and the Section 4(f) evaluation for the subject project, the Metropolitan Water Reclamation District of Greater Chicago ("MWRD") provides the following comments:

- The EA includes the following statement (p. 90): "The MWRD Water Management Ordinance does not apply to isolated wetlands inside the City of Chicago limits. There is no regulatory requirement for compensation of these wetland impacts." While it is correct that the WMO does not regulate impacts to isolated wetlands inside the City of Chicago, if there are jurisdictional wetlands impacted in the project area, the U.S. Army Corps of Engineers may have mitigation requirements. Additionally, the City of Chicago may have local regulations regarding impacts to wetlands in the project area. The MWRD recommends that the CTA obtain a jurisdictional determination for the wetlands (which it appears that the CTA has requested from the Corps), and that the CTA confirm any regulatory requirements of the City of Chicago over impacts to wetlands, even if they are found to be non-jurisdictional.
- In Attachment B to the EA ("Displacements and Relocations of Existing Uses"), the CTA provides a list of impacted parcels. MWRD records indicate that several of those parcels are owned by the MWRD, and the CTA requires a combination of full acquisition and easement interests for the project. The MWRD requests that the CTA initiate coordination with the MWRD Real Estate Division as soon as possible regarding this proposed right-of-way so that the MWRD can perform a detailed review for any issues or conflicts on these parcels. Please contact Head Assistant Attorney Margaret T. Conway at ConwayM@mwr.org or at (312) 751-6587. An aerial map showing the impacted MWRD parcels is requested to facilitate the technical review.

- Attachment F of the EA (USACE and Illinois Coastal Management Program Supporting Information) includes information regarding Kensington Marsh. Although the City of Chicago is responsible for stormwater permitting within the city, the MWRD will need to review the plans for impact to our facilities and flow to the Calumet Water Reclamation Plant. In addition, an easement will be needed for the storm sewer taking the stormwater from the 120th Street yard to Kensington Marsh, if this is the chosen route.
- In a meeting with CTA and its representatives on the Red Line Extension Project on April 23, 2020, CTA indicated that it would be conducting an odor and traffic study of the project area. MWRD requests a copy of that odor and traffic study be shared.

Thank you for considering the MWRD's comments and we look forward to further coordination with the CTA on this project. Please do not hesitate to contact me at averye@mwrdd.org or at (312) 751-6570 if you have any questions.

Sincerely,



Ellen M. Avery
Deputy General Counsel

cc: RedExtension@transitchicago.com
ConwayM@mwrdd.org



May 13, 2022

Ellen M. Avery
Deputy General Counsel
Metropolitan Water Reclamation District of Greater Chicago
100 East Erie Street
Chicago, Illinois 60611-3154

RE: CTA Red Line Extension Project

Dear Ms. Avery:

The Chicago Transit Authority (CTA) would like to thank you for your comments on the Red Line Extension (RLE) Project Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation, which was published in January 2022.

CTA received an updated Approved Jurisdictional Determination (AJD) from the U.S. Army Corps of Engineers (USACE) on January 19, 2022. The AJD confirmed that all wetlands, as identified in CTA's AJD update request to USACE, are isolated waters and not subject to USACE jurisdiction. CTA completed a review of all applicable regulations. The updated AJD will be documented in the combined Final Environmental Impact Statement/Record of Decision (Final EIS/ROD).

As mentioned in the Supplemental EA, CTA continued to conduct stakeholder and agency coordination and further developed design plans after the announcement of the Preferred Alignment in 2018. Most relevant to the Metropolitan Water Reclamation District of Greater Chicago (MWRD), CTA began exploring an opportunity to relocate the 130th Street station to a location south of 130th Street versus the location north of 130th Street that was evaluated in the Draft EIS. In addition, the refinement of the 120th Street yard and shop location in proximity to MWRD was evaluated in the Supplemental EA. These design refinements have modified the potential impacts to MWRD, which include easements and acquisitions. Although CTA is not pursuing the acquisition of any public or private properties for the RLE Project until the environmental review is completed with a signed ROD, outreach to property owners, including MWRD, has been ongoing since the Draft EIS. CTA is finalizing 30 percent plans, which will enable more informed discussions about temporary easements for access during construction as well as third party agreements for permanent easements or land acquisition. CTA will coordinate with you directly as the primary point of contact at MWRD to discuss MWRD parcel impacts in greater detail, coinciding with the ongoing preparation of the Final EIS/ROD.

In addition, CTA will continue to coordinate with MWRD regarding the location of stormwater flow into Kensington Marsh, including the review of plans through that process. As part of the ongoing coordination process, USACE has determined they do not have any concerns regarding the proposal for stormwater flow into Kensington Marsh.

CTA appreciates MWRD's interest in the odor and traffic information associated with the relocation of the 130th Street station. A formal odor study has not been completed for the RLE Project. Preliminary analysis was completed, as discussed during a conference call with CTA and MWRD on April 23, 2020. This analysis indicated that very strong odors were very infrequent events, and it did not support a correlation between weather, wind direction, or other factors that would lead to any need for mitigations for the RLE Project. CTA will share with MWRD any additional odor information that may be collected in the area. A traffic study is not being prepared as a standalone report independent from what is provided within the NEPA documentation. The Supplemental EA included the traffic analysis at 16 locations within the 130th Street station relocation area. The Final EIS/ROD will include the traffic analysis completed for the RLE Project.

Thank you for your continued interest in the RLE Project. CTA looks forward to our continued coordination.

Sincerely,

A handwritten signature in cursive script, appearing to read "Marlies Fratinardo".

Marlies Fratinardo
Senior Project Manager, Planning
Strategic Planning and Policy



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON
BOULEVARD CHICAGO, IL
60604-3590

March 1, 2022

REPLY TO THE ATTENTION OF:
Mail Code RM-19J

Elizabeth Breiseth
Environmental Protection Specialist
U.S. Department of Transportation
Federal Transit Administration, Region 5
200 West Adams Street, Suite 320
Chicago, Illinois 60606

Re: Supplemental Draft Environmental Assessment for the Chicago Red Line Extension Project, Cook County, Illinois

Dear Ms. Breiseth:

The U.S. Environmental Protection Agency is commenting on the Draft Supplemental Environmental Assessment (SEA) referenced above pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality's NEPA Implementing Regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act. The Federal Transit Administration (FTA) is the lead agency under NEPA, and the Chicago Transit Authority (CTA) is the project sponsor.

The proposed project would extend the Red Line heavy rail transit service 5.6 miles south from the existing 95th/Dan Ryan terminal to Chicago's Far South Side. EPA commented on the Draft Environmental Impact Statement (DEIS) for this project on November 29, 2016. On February 8, 2021, EPA provided CTA with a list of EPA resources and programs that may be useful for transit supportive development and/or serve the general interests of communities involved with the Red Line Extension. On January 31, 2022, FTA and CTA released this SEA to evaluate changes to the proposed project that came about after publication of the DEIS. Changes include: (1) relocation of 130th Street Station, (2) refinement of the 120th Street Yard and Shop, and (3) movement of the preferred alignment cross-over to 107th Place.

EPA appreciates CTA's dedication to public engagement; CTA offered numerous opportunities for public input, and the SEA discusses how that input informed decision-making. We also recognize content in the SEA that addresses past EPA comments, including commitments to use EPA's Construction Emission Control Checklist to protect air quality during construction. If EPA's community-focused programs and resources are of interest to CTA or impacted community groups, we continue to be available to explore opportunities for collaboration.

Thank you for the opportunity to review this project. While EPA does not have additional recommendations based on information in the SEA, we look forward to reviewing the subsequent NEPA document. Please provide an electronic copy to Jen Blonn Tyler, the lead reviewer for this project, at tyler.jennifer@epa.gov. Ms. Tyler can be reached at 312-886-6394.

Sincerely,

**KENNETH
WESTLAKE**

Digitally signed by
KENNETH WESTLAKE
Date: 2022.03.01 07:30:12
-06'00'

Kenneth A. Westlake
Deputy Director
Office of Tribal and Multi-Media Program



June 3, 2022

Kenneth A. Westlake
Deputy Director
Office of Tribal and Multi-Media Program
United States Environmental Protection Agency, Region 5
77 West Jackson Boulevard
Chicago, Illinois 60604

RE: Supplemental Draft Environmental Assessment for the Chicago Red Line Extension
Project, Cook County, Illinois

Dear Mr. Westlake:

The Chicago Transit Authority (CTA) would like to thank you for your comments on the Red Line Extension (RLE) Project Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation, which was published in January 2022.

CTA appreciates EPA's acknowledgement of our dedication to public engagement. CTA will continue to work with elected officials, community groups, businesses, and residents as the project moves into final design to develop a Construction Outreach and Coordination Plan as well as a Business Outreach Program closer to the time of procurement of construction services. CTA, likewise, values EPA's recognition that the content of the Supplemental EA addresses past EPA comments.

Thank you for expressing your continued availability to explore opportunities for collaboration with EPA's community-focused programs and resources. CTA will forward electronically to Ms. Jen Tyler's attention, as requested, the forthcoming Final EIS/ROD document. CTA anticipates publishing the Final EIS/ROD in late summer of this year.

Sincerely,

Marlise Fratinardo
Senior Project Manager, Planning
Strategic Planning and Policy

Fratinardo, Marlise

From: Salley, Jason R <Jason.Salley@illinois.gov>
Sent: Friday, February 25, 2022 5:13 PM
To: Fratinardo, Marlise
Cc: Tandon, Sonali; Baczek, John A; Rios, Jose (DOT); Sherrill, John; Ferguson, Dwayne; Ruiz, Vanessa V; Schilke, Steven E; Gallenbach, Thomas G; Fuller, Matt; Rogers, John (FHWA); Byars, Chris
Subject: Fw: CTA Red Line Extension: Supplemental EA and Section 4(f) Evaluation Availability



Marlise,
Good afternoon.
Below you will find the Department's comments regarding the subject line.
Feel free to contact me if you have any questions or need any additional information.

Thank you.

Sincerely,
Jason Salley

From: Sherrill, John <John.Sherrill@Illinois.gov>
Sent: Friday, February 25, 2022 2:01 PM
To: Salley, Jason R <Jason.Salley@illinois.gov>
Cc: Schilke, Steven E <Steven.Schilke@illinois.gov>; Ruiz, Vanessa V <Vanessa.Ruiz@illinois.gov>; Ferguson, Dwayne <Dwayne.Ferguson@illinois.gov>
Subject: Re: CTA Red Line Extension: Supplemental EA and Section 4(f) Evaluation Availability

Jason - cc: Dwayne, Steve, Vanessa

IDOT's Bureau of Design and Environment (BDE) reviewed the *Supplemental Environmental Assessment and Section 4(f) Evaluation for the Chicago Red Line Extension*, for a determination of NEPA adequacy. The proposed action is to extend the Red Line heavy rail service 5.6 miles south from the existing 95th/ Dan Ryan terminal to 130th Street, Chicago's Far South Side. BDE found:

- Purpose and Need: Sufficient
- Alternatives Proposed and Preferred Alternative: Sufficient
- Cultural Resources and Section 106: Sufficient
- Natural Resources: Sufficient
- Wetlands: Sufficient
- Water Resources: Sufficient
- Biological Resources: Sufficient
- Public Involvement, including the project website: Sufficient
- Section 4(f): Sufficient
- Environmental Justice: Sufficient
- Noise and Vibration: Sufficient

- Land Use and Economic Development: Sufficient
- Visual and Aesthetic: Sufficient
- Hazardous Materials: Sufficient
- Air Quality: Sufficient
- Safety and Security: Sufficient
- Indirect and Cumulative Impacts: Sufficient

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Fratinardo, Marlise

From: Fratinardo, Marlise
Sent: Thursday, March 03, 2022 12:31 PM
To: Byars, Chris (FHWA)
Cc: Tandon, Sonali; Baczek, John A; Rios, Jose (DOT); Sherrill, John; Ferguson, Dwayne; Ruiz, Vanessa V; Schilke, Steven E; Salley, Jason R; Gallenbach, Thomas G; Fuller, Matt (FHWA); Rogers, John (FHWA); Kyte, James (FHWA)
Subject: RE: CTA Red Line Extension: Supplemental EA and Section 4(f) Evaluation Availability

Hi Chris,

Thank you for your comments.

The Supplemental EA discloses design refinements to the project's Preferred Alignment and evaluates three project changes that have occurred since the publication of the Draft EIS in 2016. The project changes are 1) 130th Street station relocation, 2) 120th Street yard and shop refinement, and 3) 107th Place cross-over. Since the construction in the I-57 and I-94 right-of-way did not change since the Draft EIS, this was not an area included in the Supplemental EA analysis. The Final EIS, to be released later this summer, will evaluate the entire Preferred Alignment including the CTA aerial structure within the Interstate right-of-way. As a cooperating agency, FHWA will have the opportunity to review and comment on a draft version of the Final EIS.

Regarding the Highway User Agreement, CTA regularly meets with IDOT on this project. We have reviewed the entire aerial structure following along I-57 with IDOT and are continuing to discuss the agreements required.

Please let me know if you have additional questions.

Best,
 Marlise

From: Byars, Chris (FHWA) <Chris.Byars@dot.gov>
Sent: Tuesday, March 01, 2022 4:34 PM
To: Fratinardo, Marlise <mfratinardo@transitchicago.com>
Cc: Tandon, Sonali <STandon@transitchicago.com>; Baczek, John A <John.Baczek@illinois.gov>; Rios, Jose (DOT) <Jose.Rios@illinois.gov>; Sherrill, John <John.Sherrill@Illinois.gov>; Ferguson, Dwayne <Dwayne.Ferguson@illinois.gov>; Ruiz, Vanessa V <Vanessa.Ruiz@illinois.gov>; Schilke, Steven E <Steven.Schilke@illinois.gov>; Salley, Jason R <Jason.Salley@illinois.gov>; Gallenbach, Thomas G <Thomas.Gallenbach@illinois.gov>; Fuller, Matt (FHWA) <Matt.Fuller@dot.gov>; Rogers, John (FHWA) <john.rogers@dot.gov>; Kyte, James (FHWA) <james.kyte@dot.gov>
Subject: RE: CTA Red Line Extension: Supplemental EA and Section 4(f) Evaluation Availability

Marlise,

The supplemental EA should include more detail of the construction impacts to I-94 and I-57 regarding the alignment footprint and describe compliance with interstate design standards.

We also recommend CTA being working with IDOT on the Highway Use Agreement required for occupying the I-57 ROW at the north end of the project.

Please feel free to contact me if you have any questions.

Chris Byars P. E.

Metropolitan Transportation Engineer
FHWA - Chicago Urban Satellite Office
200 W. Adams St. Suite 330
Chicago, IL. 60606
Phone: 312-886-1606
e-mail: chris.byars@dot.gov

From: Salley, Jason R <Jason.Salley@illinois.gov>

Sent: Friday, February 25, 2022 5:13 PM

To: mfratinardo transitchicago.com <mfratinardo@transitchicago.com>

Cc: Sonali Tandon (CTA) <standon@transitchicago.com>; Baczek, John A <John.Baczek@illinois.gov>; Rios, Jose (DOT) <Jose.Rios@illinois.gov>; Sherrill, John <John.Sherrill@Illinois.gov>; Ferguson, Dwayne <Dwayne.Ferguson@illinois.gov>; Ruiz, Vanessa V <Vanessa.Ruiz@illinois.gov>; Schilke, Steven E <Steven.Schilke@illinois.gov>; Gallenbach, Thomas G <Thomas.Gallenbach@illinois.gov>; Fuller, Matt (FHWA) <Matt.Fuller@dot.gov>; Rogers, John (FHWA) <john.rogers@dot.gov>; Byars, Chris (FHWA) <Chris.Byars@dot.gov>

Subject: Fw: CTA Red Line Extension: Supplemental EA and Section 4(f) Evaluation Availability

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Marlise,

Good afternoon.

Below you will find the Department's comments regarding the subject line.

Feel free to contact me if you have any questions or need any additional information.

Thank you.

Sincerely,

Jason Salley

From: Sherrill, John <John.Sherrill@Illinois.gov>

Sent: Friday, February 25, 2022 2:01 PM

To: Salley, Jason R <Jason.Salley@illinois.gov>

Cc: Schilke, Steven E <Steven.Schilke@illinois.gov>; Ruiz, Vanessa V <Vanessa.Ruiz@illinois.gov>; Ferguson, Dwayne <Dwayne.Ferguson@illinois.gov>

Subject: Re: CTA Red Line Extension: Supplemental EA and Section 4(f) Evaluation Availability

Jason - cc: Dwayne, Steve, Vanessa

IDOT's Bureau of Design and Environment (BDE) reviewed the *Supplemental Environmental Assessment and Section 4(f) Evaluation for the Chicago Red Line Extension*, for a determination of NEPA adequacy. The proposed action is to extend the Red Line heavy rail service 5.6 miles south from the existing 95th/ Dan Ryan terminal to 130th Street, Chicago's Far South Side. BDE found:

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- Wetlands: Sufficient
- Water Resources: Sufficient
- Biological Resources: Sufficient
- Public Involvement, including the project website: Sufficient
- Section 4(f): Sufficient
- Environmental Justice: Sufficient
- Noise and Vibration: Sufficient
- Land Use and Economic Development: Sufficient
- Visual and Aesthetic: Sufficient
- Hazardous Materials: Sufficient
- Air Quality: Sufficient
- Safety and Security: Sufficient
- Indirect and Cumulative Impacts: Sufficient

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Attachment D - Response Letters to Railroads

From: Tandon, Sonali <STandon@transitchicago.com>
Sent: Thursday, September 22, 2016 11:44 AM
To: Lea, Claudia; Williams, Thomas (twilliams@wightco.com)
Cc: Bojan, Sharon
Subject: FW: Chicago Transit Authority Red Line Extension - UPRR Coordination

From: Mark A. Bristol [mailto:MABRISTO@up.com]
Sent: Thursday, September 22, 2016 1:39 PM
To: Tandon, Sonali
Cc: Adrian Guerrero; Chris A. Napierala; Jeffrey.Sriver@cityofchicago.org; Mooney, Leah Dawson; 'Hamilton, Luann'
Subject: Chicago Transit Authority Red Line Extension - UPRR Coordination

Sonali,

Please see below UP's comments from our engineering department.

Questions should be directed to Chris Napierala copied here in this note.

Thank you for giving us the opportunity to comment.

Mark

----- Forwarded by Mark A. Bristol/UPC on 09/22/2016 01:34 PM -----

From: Chris A. Napierala/UPC
To: Mark A. Bristol/UPC@UP
Cc: Michael J. Zucker/UPC@UP, Gary W. Bates/UPC@UP, Eric S. Keiner/UPC@UP
Date: 09/22/2016 08:26 AM
Subject: Fw: Chicago Transit Authority Red Line Extension - UPRR Coordination

Mark,

UPRR Project Design has reviewed the east and west alternatives provided with the draft EIS submittal for the proposed CTA Red Line extension project. Please see the following comments:

General Comments:

- Because of the increase in pedestrian traffic around UPRR tracks options to keep pedestrians off UPRR tracks will need to be evaluated.
- Barrier walls must be provided when CTA structures are within 50' of the centerline UPRRs tracks. Barrier walls must be located outside UPRR ROW.
- Plans should be submitted to UPRR for review, comment and final approval at typical project progressions (Ex. 10%, 25%, 90%, 100%)

- If UPRR track design is required plans must be prepared using the UPRR checklist and Public Project Guidelines located here: http://www.up.com/customers/ind-dev/operations/specs/public_projects/index.htm
- If utilities will be relocated on UPRR ROW, provide existing/proposed utility locations and proposed utility relocation routes. Relocated utilities must not conflict with future UPRR track construction.
- Clearances from centerline of track to nearby existing/proposed structures must be included on the plan sheets.
- If grading is proposed on UPRR ROW, provide proposed grading/drainage plan.

East Option:

- Proposed plans show parking lots on both sides of the tracks for each station with this option. UPRR is concerned with the lack of plans in the current concept for controlling trespassers onto UPRR property and overall pedestrian safety.
- Parking for this concept is split on both sides of the tracks and therefore pedestrians will need to cross UPRR to get to the proposed stations. UPRR does not condone this as it is as a major safety risk for the public & UPRR.
- Minimum clearance of 50 ft. from centerline of the future UPRR track to the nearest proposed CTA track must be maintained throughout the project.
- Plans appear to show horizontal alignment modifications to existing UPRR tracks. Details are unknown, however the changes do not appear to meet UPRR track standards. Regardless, the conceptual track alignment changes are not favored by UPRR.
- Proposed Sub Station impacts ROW access. This structure should be placed outside of our ROW no less than 25' from centerline of tracks.
- UPRR ROW access is restricted, particularly in the area of the existing pumping station. 25' of clearance is required from centerline of future track location.
- Consider raising the Red Line structure near the pump station to avoid UPRR track shifts and reduced clearances.

West Option:

UPRR Project Design recommends the west option be the preferred alternative for future project development. Please note the following comments on the current concept:

- Crossover on the North end of the project is encumbered by the overhead structure. Crossover may need to be relocated.
- Clearance to proposed piers must meet requirements outlined in the "Joint BNSF Railway and UPRR Guidelines" document [Available here](#). If this is not possible detailed justification will be required for UPRRs review.
- Consider crossing UPRR tracks further to the South to increase the angle of the overhead crossing.

Also for your consideration please note that the future mainline track shown on the 2 options would require additional ROW. Please let me know if you have any questions regarding our comments.

Thank you,

Chris Napierala
Sr. Manager Special Projects
Union Pacific Railroad
1400 Douglas Street
Omaha, NE 68179

402.544.2407
Mail Stop 0910



BUILDING AMERICA®

From: "Tandon, Sonali" <STandon@transitchicago.com>
To: "MABRISTO@up.com" <MABRISTO@up.com>, "Adrian Guerrero (aquerre@up.com)" <aquerre@up.com>
Cc: "Jeffrey.Srивer@cityofchicago.org" <Jeffrey.Srивer@cityofchicago.org>, "Mooney, Leah Dawson" <LMooney@transitchicago.com>, "Hamilton, Luann" <Luann.Hamilton@cityofchicago.org>
Date: 08/30/2016 04:05 PM
Subject: Chicago Transit Authority Red Line Extension - UPRR Coordination

This email originated from outside of the company. Please use discretion if opening attachments or clicking on links.

Hi Mark,

CTA met with you and others at UP along with CDOT on June 27, 2012 in Omaha to coordinate on CTA's Red Line Extension project. We incorporated the feedback received at that meeting in the project plans and are planning to publish the Draft Environmental Impact Statement (EIS) in Fall this year. It was discussed at the meeting that CTA would coordinate with UP before publishing the Draft EIS. We are including a project summary to provide you project description, an update on how the previous feedback received from UP has been incorporated in designs, and any potential impacts and mitigations related to UP that will be identified in the Draft EIS. Also included below is link to plans and profiles for the two options of the preferred alternative that are under consideration for your review.

Downloadable Link to CTA RLE Project Plans and Profiles

1. [RP_CWC_CL_RLE Draft EIS Appendix F Plans and Profiles 20160825.pdf](#)

The Draft EIS is currently going through final federal reviews and is almost ready to be published for public review. We will inform you once the Draft EIS is published. We will be seeking feedback from agencies, stakeholders, and public on the two options of the UPRR alternative that are evaluated in the Draft EIS. After public review of the Draft EIS, CTA will complete any additional analyses required and prepare the Final EIS, which will confirm whether the East or West Option is the selected option. The project is currently not funded and CTA will be pursuing federal New Starts funding for a portion of the project costs. Project timeline is dependent on funding availability and federal approvals.

We welcome your feedback on these materials and on the Draft EIS once it is published. Any comments received on these materials and the Draft EIS will be addressed in the Final EIS. Please let me know if you would like to get any other information at this time. We look forward to continue coordinating with you on this very important transit improvement project for Chicago's Far South Side.

Thank You,

Sonali Tandon

Senior Project Manager – Planning
Chicago Transit Authority
312-681-4246

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**



CHICAGO TRANSIT AUTHORITY

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

In addition to this response letter, CTA has continued to coordinate and meet with the Union Pacific Railroad regarding the RLE Project.

January 26, 2018

Mr. Mark Bristol
Union Pacific Railroad
1400 Douglas Street
Omaha, NE 68179

Re: CTA Red Line Extension Project
Selection of Preferred Alignment and Project-Related Impacts to UP-Owned Properties

Dear Mr. Bristol:

The Chicago Transit Authority (CTA), as project sponsor to the Federal Transit Administration (FTA), proposes to construct the Red Line Extension (RLE) Project. This project is a major initiative that would add new transit service on Chicago's Far South Side by extending the Red Line—CTA's busiest rail line—south by 5.3 miles from the 95th Street Terminal to 130th Street.

In fall 2016, in accordance with the federal requirements of the National Environmental Policy Act of 1969 (NEPA), CTA published a Draft Environmental Impact Statement (EIS) and held a public hearing to obtain comments on the benefits and impacts of the two options under consideration for RLE Project alignment: the Union Pacific Railroad (UPRR) East and West Options.

Based on public feedback and additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment. A map of the alignment is provided for your reference.

The Preferred Alignment is a combination of the previously presented UPRR East and West Options, as shown on the map at the end of this letter. The alignment would run south along I-94 from the 95th Street Terminal, then curve west along the north side of I-57 (within the I-57 right-of-way) for nearly ½ mile until reaching the UPRR corridor near Eggleston Avenue. The alignment would then turn south to follow the UPRR corridor. From I-57 south to approximately 108th Place the route would run along the west side of the UPRR tracks, and then the route would cross the UPRR tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street and continuing south to 130th Street. This Preferred Alignment would capture the benefits and minimize the impacts of either option and incorporates the public and agency feedback received on the Draft EIS. The Preferred Alignment would have fewer impacts than either the East or West Options. It would affect fewer residences than the East Option, and fewer businesses and jobs than the West Option. Noise and vibration impacts would not be greater than those anticipated under either the East or West Option.

CTA has determined that properties owned by your agency would be affected by implementation of the Preferred Alignment. The table included with this letter provides information about the potentially affected properties.

At this stage of project planning and as detailed in the attached tables, CTA has determined that the Preferred Alignment would affect 14 UP parcels; the Preferred Alignment would affect fewer UP-owned parcels than the East Option as presented in 2016, which would have affected 18 UP-owned parcels. The West Option would have affected 35 UP-owned parcels.

The Preferred Alignment would cross over the first three UP parcels in the table below on an aerial structure, although the tracks and operations would not be affected. The Preferred Alignment would cross over the first two parcels at approximately 99th Street, and would cross over the third parcel at approximately 108th Place. An RLE substation would be located on the eighth parcel in the table below (property identification number 25-21-406-030-0000 at 11524 S. Lafayette Avenue), although the substation would be located at least 25 feet from the proposed UPRR property line and UPRR operations would not be affected. The RLE structure would be located on the remaining 10 UP parcels, although a clearance of at least 50 feet (track centerline to track centerline) from existing and potential future UPRR tracks would be maintained and UPRR tracks and operations would not be affected. CTA has met with Mark Bristol and Adrian Guerrero on May 3, 2017 and December 13, 2017.

CTA has previously disclosed potential property impacts to you and met with your agency over the last year to further discuss these impacts and next steps. The project is currently not funded and CTA will be pursuing federal New Starts funding for a portion of the project costs.

As the project moves forward, CTA will conduct additional engineering, which will allow CTA to further refine property needs and identify ways to minimize impacts to properties. CTA will continue to update and coordinate with your organization regarding potential project and property impacts and provide any additional information as the project progresses.

CTA will hold an open house meeting to present the Preferred Alignment to the public and obtain additional feedback. All interested parties are invited to attend this upcoming public open house. The open house will be held at the time and location identified below and a flyer is enclosed for your information. Representatives from your agency are encouraged to attend.

Tuesday, February 13, 2018

6:00 - 8:00 PM

Gwendolyn Brooks College Preparatory Academy

Main Gym (west side of building)

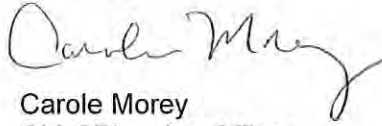
250 E. 111th. Street, Chicago, IL 60628

**Please enter through Door 8. Parking available in rear of building.*

Parking lot entrance via King Drive.

Please contact Sonali Tandon, Senior Project Manager, at (312) 681-4246 or standon@transitchicago.com or myself if you have any questions or would like to meet to discuss further.

Sincerely,

A handwritten signature in cursive script, appearing to read "Carole Morey".

Carole Morey
Chief Planning Officer
(312) 681-4100
cmorey@transitchicago.com



CTA Red Line Extension Project - Preferred Alignment

UP-Owned Parcels Affected by the Preferred Alternative

Property Identification Number	Address	Anticipated Impact
25-09-400-046-0000	341 W. 99th Street	Aerial Structure Crossing
25-09-500-002-0000	351 W. 99th Street	Aerial Structure Crossing
25-16-999-001-0000	No Street Address	Aerial Structure Crossing
25-16-500-017-0000	362 W. 108th Place	Aerial Structure Crossing
25-16-500-018-0000	364 W. 109th Street	Aerial Structure Crossing
25-16-500-028-0000	359 W. 109th Street	Aerial Structure Crossing
25-21-217-012-0000	11332 S. Princeton Avenue	Parcel Acquisition
25-21-230-020-0000	44 W. 115th Street	Parcel Acquisition
25-21-406-030-0000	11524 S. Lafayette Avenue	Parcel Acquisition
25-21-501-001-0000	Approximately 114th Street and Wentworth Avenue	Parcel Acquisition
25-21-501-003-0000	Approximately 111th Street and Stewart Avenue	Parcel Acquisition
25-22-300-009-0000	11549 S. State Street	Parcel Acquisition
25-22-300-010-0000	11551 S. State Street	Parcel Acquisition
25-22-300-059-0000	11582 S. Michigan Avenue	Parcel Acquisition
25-22-300-069-0000	11562 S. Wabash Avenue	Parcel Acquisition
25-22-300-070-0000	11556 S. Wabash Avenue	Parcel Acquisition
25-22-300-071-0000	11557 S. Wabash Avenue	Parcel Acquisition

UP-Owned Parcels No Longer Affected by the Red Line Extension Project

Property Identification Number	Address	Former Use
25-09-424-069-0000	350 W. 103rd Street	East Option
25-16-500-001-0000	359 W. 103rd Street	East Option
25-16-500-003-0000	361 W. 103rd Street	East Option
25-16-500-004-0000	361 W. 104th Street	East Option
25-16-500-012-0000	358 W. 106th Place	East Option
25-16-500-014-0000	A360 W. 107th Street	East Option
25-16-500-029-0000	359 W. 105th Place	East Option
25-21-107-009-0000	403 W. 111th Street	West Option
25-21-217-004-0000	11325 S. Harvard Avenue	West Option
25-21-217-027-0000	11334 S. Princeton Avenue	West Option
25-21-218-014-0000	233 W. 113th Street	West Option
25-21-227-001-0000	11411 S. Yale Avenue	West Option
25-21-227-012-0000	11420 S. Wentworth Avenue	West Option
25-21-406-001-0000	11513 S. Perry Avenue	West Option
25-21-407-008-0000	11535 S. Lafayette Avenue	West Option
25-21-407-008-0000	11535 S. Lafayette Avenue	West Option
25-21-407-008-0000	11535 S. Lafayette Avenue	West Option
25-21-407-030-0000	11512 S. State Street	West Option
25-21-501-002-0000	501 E. 112th Street	West Option
25-21-501-007-0000	500 W. 113th Street	West Option
25-21-999-001-0000	No Street Address	West Option
25-21-999-001-0000	No Street Address	West Option
25-21-999-001-0000	No Street Address	West Option
25-22-300-010-0000	11551 S. State Street	Both East and West Options
25-22-304-009-0000	11583 S. Michigan Avenue	West Option
25-22-308-029-0000	132 E. 117th Street	West Option
25-22-308-030-0000	134 E. 117th Street	West Option
25-22-310-038-0000	11700 S. Indiana Avenue	West Option
25-22-315-001-0000	11705 S. Indiana Avenue	West Option
25-22-315-003-0000	11707 S. Indiana Avenue	West Option
25-22-315-016-0000	11714 S. Prairie Avenue	West Option
25-22-315-017-0000	11716 S. Prairie Avenue	West Option
25-22-316-013-0000	11763 S. Prairie Avenue	West Option
25-22-500-001-0000	100 E. 116th Street	West Option
25-22-999-001-0000	No Street Address	West Option



Norfolk Southern Corporation
Three Commercial Place
Norfolk, VA 23510
Phone: 757-629-2838
Fax: 757-533-4884
Email: john.edwards@nscorp.com

John V. Edwards
General Director
Passenger Policy

Nov 30, 2016

Carole Morey
Chief Planning Officer
Chicago Transit Authority
567 W. Lake Street, 10th Floor
Chicago, IL 60661-1465

Sent electronically to RedExtension@transitchicago.com

Re: Draft Environmental Impact Statement (EIS) for the Chicago Transit Authority
Red Line Extension Project

Dear Ms. Morey:

On September 30, 2016 the Federal Transit Administration (FTA), and the Chicago Transit Authority (CTA) in cooperation with the Federal Highway Administration publicly released the Draft Environmental Impact Statement (DEIS) & Section 4(f) Evaluation for the Chicago Red Line Extension (RLE). Norfolk Southern (NS) appreciates the opportunity to comment on this DEIS.

Norfolk Southern's comments regarding this project are limited to the use of NS right of way on the Kensington Branch. The Indiana Harbor Belt (IHB) operates over a portion of this rail segment to serve an active customer, All American Recycling at 11900 S. Cottage Grove Avenue. This customer is located just west of the NS Kensington Yard Parcel. We have noted the customer location by a green outline on the attached aerial map. This business appears to be shown in Chapter 4, on Table 4-20 as "US Scrap."

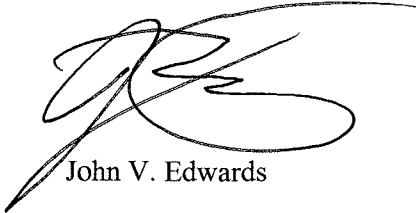
The conceptual alignment provided in the DEIS indicates the Common Segment of the UPRR Rail Alternative would be constructed ...*at an at-grade profile (they would continue at ground level)* (Chapter 2, Structure and Tracks, p. 2-7). Additionally, the discussion on page 2-9 indicates the yard will be constructed *entirely at grade*. Consequently the RLE project main lines and rail yard would sever rail access to All American Recycling. Careful engineering design and collaboration between the parties would be required to eliminate this potential service disruption of common carrier rail service. In any event, the adverse impact noted above should be described in Section 3.2.3 Freight Transportation in the Final Environmental Impact Statement (FEIS).

Ms. Carole Morey
November 30, 2016
Page 2 of 2

Additionally, the proposal seems to eliminate any ability for the NS Kensington Branch to reconnect with the Canadian National line and the IHB. NS joins Conrail in not supporting any proposal that would eliminate potential reconnection to the national freight network.

Again, Norfolk Southern appreciates the forum for making comments on the Chicago Red Line Extension DEIS. We look forward to remaining involved in this process.

Sincerely,

A handwritten signature in black ink, appearing to be "J. Edwards", with a long horizontal line extending to the right.

John V. Edwards

Enclosure:

Map, CTA Red Line Extension, NS & Conrail Property



LEGEND

- NS Property
- Conrail Property
- CTA Proposed Red Line Extension (including tracks, yard, and structures)
- Proposed CTA 130th Street Station

CTA Red Line Extension

Norfolk Southern and Conrail Property Exhibit

Also showing proposed CTA extension and rail yard

October 3, 2016

DRAFT



CHICAGO TRANSIT AUTHORITY

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

January 26, 2018

Norfolk Southern Corporation
Mr. John V. Edwards
3 Commercial Place
Norfolk, VA 23510

Re: CTA Red Line Extension Project
Selection of Preferred Alignment and Project-Related Impacts to NS-Owned Properties

Dear Mr. Edwards:

The Chicago Transit Authority (CTA), as project sponsor to the Federal Transit Administration (FTA), proposes to construct the Red Line Extension (RLE) Project. This project is a major initiative that would add new transit service on Chicago's Far South Side by extending the Red Line—CTA's busiest rail line—south by 5.3 miles from the 95th Street Terminal to 130th Street.

In fall 2016, in accordance with the federal requirements of the National Environmental Policy Act of 1969 (NEPA), CTA published a Draft Environmental Impact Statement (EIS) and held a public hearing to obtain comments on the benefits and impacts of the two options under consideration for RLE Project alignment: the Union Pacific Railroad (UPRR) East and West Options.

Based on public feedback and additional project planning and engineering work conducted over the last year, CTA has selected a Preferred Alignment. A map of the alignment is provided for your reference.

The Preferred Alignment is a combination of the previously presented UPRR East and West Options, as shown on the map at the end of this letter. The alignment would run south along I-94 from the 95th Street Terminal, then curve west along the north side of I-57 (within the I-57 right-of-way) for nearly ½ mile until reaching the UPRR corridor near Eggleston Avenue. The alignment would then turn south to follow the UPRR corridor. From I-57 south to approximately 108th Place the route would run along the west side of the UPRR tracks, and then the route would cross the UPRR tracks and run along the east side of the tracks until crossing the Metra Electric tracks near 119th Street and continuing south to 130th Street. This Preferred Alignment would capture the benefits and minimize the impacts of either option and incorporates the public and agency feedback received on the Draft EIS. The Preferred Alignment would have fewer impacts than either the East or West Options. It would affect fewer residences than the East Option, and fewer businesses and jobs than the West Option. Noise and vibration impacts would not be greater than those anticipated under either the East or West Option.

CTA has determined that properties owned by your agency would be affected by implementation of the Preferred Alignment. The table included with this letter provides information about the potentially affected properties.

At this stage of project planning, CTA has determined that the Preferred Alignment would affect six Norfolk Southern parcels. The RLE structure, as well as the proposed yard and shop and 130th Street station, would be located on Norfolk Southern property. Specifically, the spur track along parcel 25-22-401-034-0000, on which IHB currently operates 1–2 trains a week to serve a scrap metal/recycling facility, would need to be realigned to run parallel to RLE and Northern Indiana Commuter Transportation District (NICTD) tracks to allow for the RLE yard and shop. CTA would also need to relocate an existing at-grade Metropolitan Water Reclamation District access road across Norfolk Southern property (property identification number 25-27-400-002-0000 at 12600 S. Cottage Grove Avenue). CTA met with Norfolk Southern staff on June 13, 2017 and November 9, 2017 to discuss potential impacts to Norfolk Southern property and realignment of the spur track. An agreement between CTA and Norfolk Southern has been executed to review engineering and real estate for the RLE Project.

Parcel identification Number	Address
25-22-400-027-0000	11600 S. Cottage Grove Avenue
25-27-108-009-0000	11900 S. Cottage Grove Avenue
25-22-401-034-0000	1355 E. 121st Street
25-27-200-009-0000	12256 S. Cottage Grove Avenue
25-27-502-001-0000	12330 S. Cottage Grove Avenue
25-27-400-002-0000	12600 S. Cottage Grove Avenue

CTA has previously disclosed potential property impacts to you and met with your agency over the last year to further discuss these impacts and next steps. The project is currently not funded and CTA will be pursuing federal New Starts funding for a portion of the project costs.

As the project moves forward, CTA will conduct additional engineering, which will allow CTA to further refine property needs and identify ways to minimize impacts to properties. CTA will continue to update and coordinate with your organization regarding potential project and property impacts and provide any additional information as the project progresses.

CTA will hold an open house meeting to present the Preferred Alignment to the public and obtain additional feedback. All interested parties are invited to attend this upcoming public open house. The open house will be held at the time and location identified below and a flyer is enclosed for your information. Representatives from your agency are encouraged to attend.

Tuesday, February 13, 2018

6:00 - 8:00 PM

Gwendolyn Brooks College Preparatory Academy

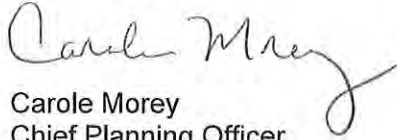
Main Gym (west side of building)

250 E. 111th. Street, Chicago, IL 60628

**Please enter through Door 8. Parking available in rear of building.
Parking lot entrance via King Drive.*

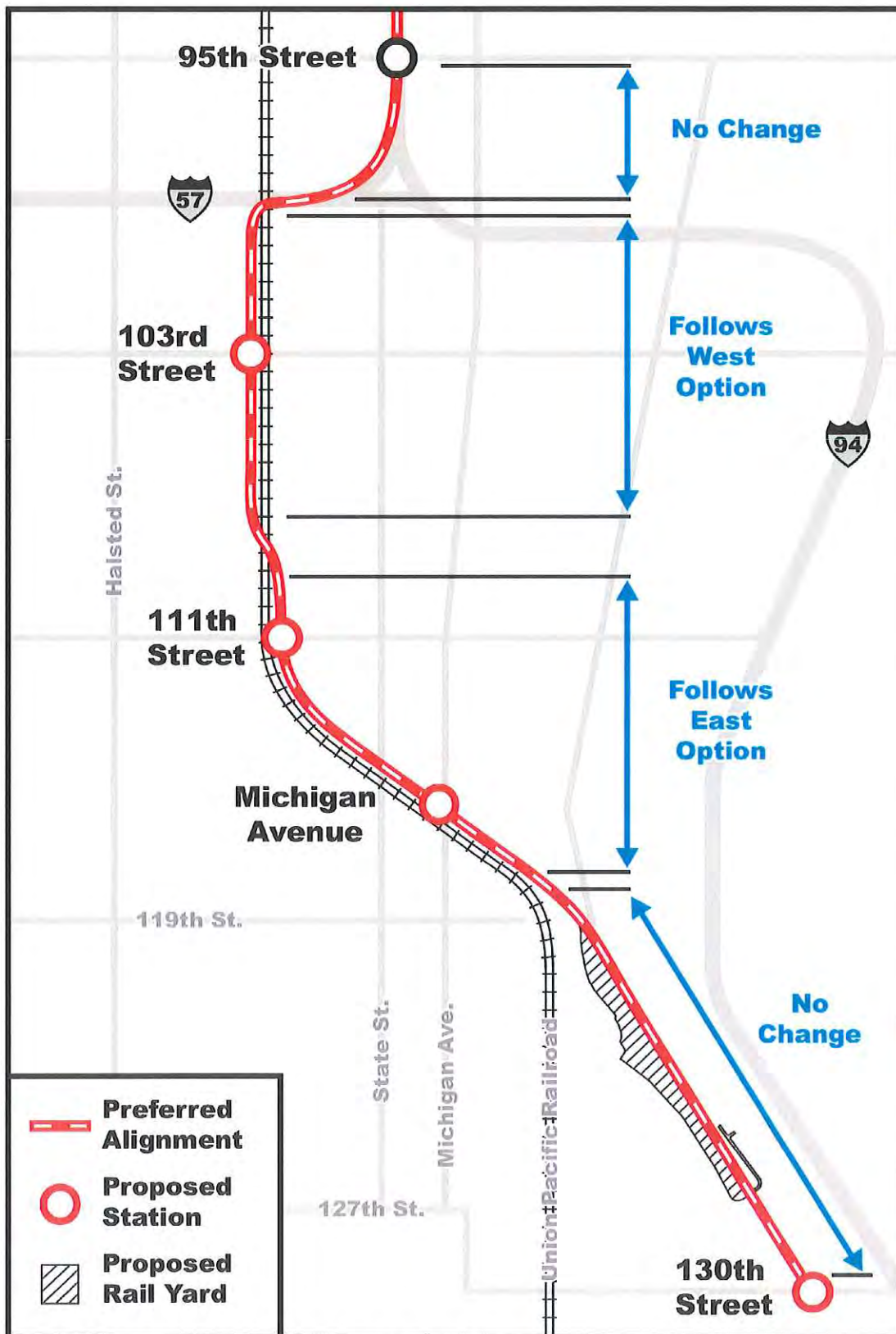
Please contact Sonali Tandon, Senior Project Manager, at (312) 681-4246 or standon@transitchicago.com or myself if you have any questions or would like to meet to discuss further.

Sincerely,

A handwritten signature in cursive script, appearing to read "Carole Morey".

Carole Morey
Chief Planning Officer
(312) 681-4100
cmorey@transitchicago.com

cc: Mr. Herbert Smith



CTA Red Line Extension Project - Preferred Alignment



Consolidated Rail Corporation
1717 Arch Street, Ste. 1310
Philadelphia, PA 19103

November 30, 2016

BY ELECTRONIC MAIL

Red Line Extension Project,
Attn: Carole Morey
Chicago Transit Authority,
567 W. Lake Street, 10th Floor,
Chicago, IL 60661-1465
RedExtension@transitchicago.com

Re: **Comments on CTA Redline Extension Draft Environmental Impact Statement**

Dear Ms. Morey:

Consolidated Rail Corporation ("Conrail") submits the following comments on the Draft Environmental Impact Statement ("Draft EIS") and Section 4(f) Evaluation released on September 30, 2016 by the Chicago Transit Authority ("CTA") and the Federal Transit Administration ("FTA") for the proposed Chicago Red Line Extension. Conrail is a Class III switching railroad, indirectly and jointly owned by CSX Corporation ("CSX") and Norfolk Southern Corporation ("NS"). Conrail is the majority owner of the Indiana Harbor Belt Railroad ("IHB") and the owner of a portion of one of the candidate rail lines. Conrail submits these comments as both owner of the Kensington Industrial Track and related parcels and as majority owner of IHB.

The IHB has operating rights over Conrail's Kensington Industrial Track, which it utilizes to serve All American Recycling at 11900 S. Cottage Grove Avenue. This customer is located on NS just west of the NS Kensington Yard Parcel (see attached map). It appears that the proposed 120th Street Yard and Shop would sever freight rail access to this customer. Conrail does not support any action that negatively impacts the IHB's ability to fulfill its common carrier obligation to provide freight rail service to its customers.

In addition, it appears that the "Common Segment" of the proposed "East" and "West" Options may negatively impact Conrail's Kensington Industrial Track right-of way and

related parcels, starting at the proposed 130th Street “South Station Option” and extending north to the proposed 120th Street Yard and Shop. In other words, the proposal would eliminate the Kensington Industrial Track from 130th Street northwards. Not only does the proposal eliminate IHB’s ability to serve any customers located north of 130th Street, it also severs any ability to reconnect with the Canadian National rail line or any potential access to the Union Pacific rail line located adjacent to the Kensington Industrial Track. Conrail does not support any proposal that involves the use of Conrail’s existing freight rail infrastructure, IHB’s active right-of-way, or Conrail property. Conrail also does not support any proposal that would eliminate potential connectivity with the national freight network.

Finally, the proposed 130th Street South Station Option would utilize a portion of Conrail’s active right-of-way. Again, Conrail does not support any proposal that involves the use of Conrail’s existing freight rail infrastructure, IHB’s active right-of-way, or Conrail property.

Conrail supports the efforts of CTA, the FTA, and others to enhance and extend the Chicago Redline. We believe it is important, however, to recognize that freight rail is as critical for economic development as passenger service. Conrail appreciates the opportunity to provide comments, and looks forward to its involvement as a stakeholder in the Chicago Redline improvement process.

Sincerely,



Jocelyn Gabrynowicz Hill
Director of Public Affairs & Assistant General Counsel

Enclosure:

Diagram depicting CTA Red Line Extension and NS & Conrail Property



LEGEND

- NS Property
- Conrail Property
- CTA Proposed Red Line Extension (including tracks, yard, and structures)
- Proposed CTA 130th Street Station

CTA Red Line Extension

Norfolk Southern and Conrail Property Exhibit

Also showing proposed CTA extension and rail yard

October 3, 2016

DRAFT



CHICAGO TRANSIT AUTHORITY

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

January 26, 2018

Ms. Jocelyn Gabrynowicz Hill
Consolidated Rail Corporation
1717 Arch Street
Suite 1310
Philadelphia, PA 19103

Re: CTA Red Line Extension Project
Selection of Preferred Alignment and Project-Related Impacts to Conrail-Owned
Properties

Dear Ms. Hill:

The Chicago Transit Authority (CTA), as project sponsor to the Federal Transit Administration (FTA), proposes to construct the Red Line Extension (RLE) Project. This project is a major initiative that would add new transit service on Chicago's Far South Side by extending the Red Line—CTA's busiest rail line—south by 5.3 miles from the 95th Street Terminal to 130th Street.

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CTA has determined that properties owned by your agency would be affected by implementation of the Preferred Alignment. The table included with this letter provides information about the potentially affected properties.

At this stage of project planning, CTA has determined that the Preferred Alignment would affect two Conrail parcels. At-grade RLE tracks would be located on those two Conrail parcels, although the Conrail tracks and operations would not be permanently affected. **There would be no change in the number of Conrail-owned parcels that would be affected by the Preferred Alignment as compared to the impacts for the East and West Options as identified by CTA in 2016.**

Property Identification Number	Address
25-27-502-001-0000	12330 S. Cottage Grove Avenue
25-26-999-001-0000	No Street Address

CTA has previously disclosed potential property impacts to you and coordinated with your agency over the last year to further discuss these impacts and next steps. The project is currently not funded and CTA will be pursuing federal New Starts funding for a portion of the project costs.

As the project moves forward, CTA will conduct additional engineering, which will allow CTA to further refine property needs and identify ways to minimize impacts to properties. CTA will continue to update and coordinate with your organization regarding potential project and property impacts and provide any additional information as the project progresses.

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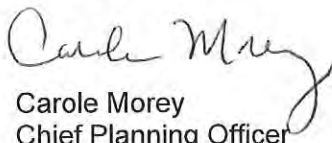
250 E. 111th. Street, Chicago, IL 60628

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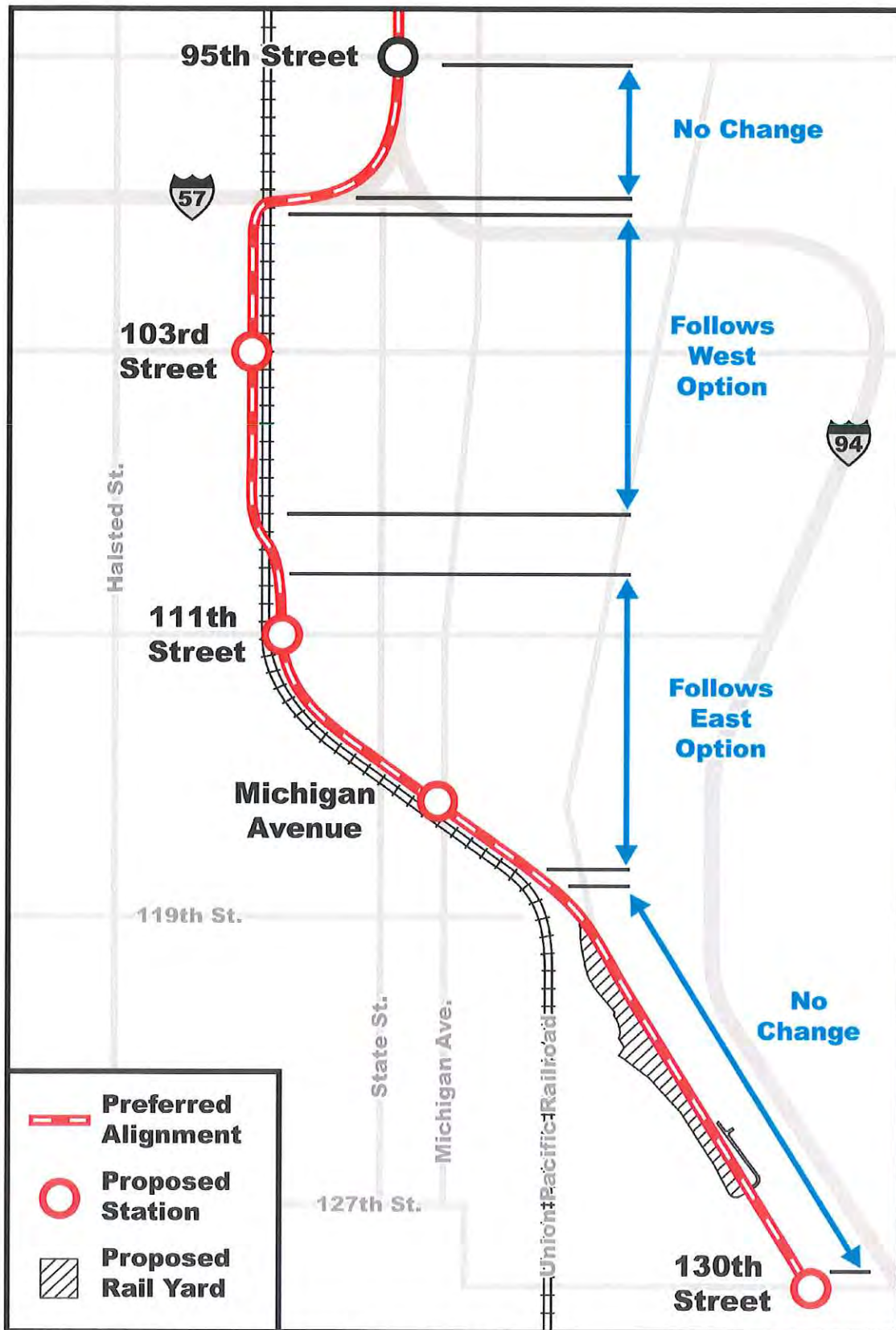
Parking lot entrance via King Drive.

Please contact Sonali Tandon, Senior Project Manager, at (312) 681-4246 or standon@transitchicago.com or myself if you have any questions or would like to meet to discuss further.

Sincerely,



Carole Morey
Chief Planning Officer
(312) 681-4100
cmorey@transitchicago.com



CTA Red Line Extension Project - Preferred Alignment