

RED AHEAD



**Red Line
Extension**

Red Line Extension Project

Public Participation Plan

May 2022

Prepared for:

Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661



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Abbreviations

CTA - Chicago Transit Authority
EA - Environmental Assessment
EIS - Environmental Impact Statement
FTA - Federal Transit Administration
LEP - Limited English Proficiency
NEPA - National Environmental Policy Act
PA - Preferred Alignment
RLE - Red Line Extension

Section 1 - Overview

1.1 Red Line Extension Project

The Chicago Transit Authority (CTA) is proposing to extend the Red Line from the existing terminal at 95th/Dan Ryan to 130th Street, subject to the availability of funding. The proposed 5.6-mile extension 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. Each new station would be ADA accessible.

The Red Line Extension (RLE) Project would reduce commute times for residents, improve mobility and accessibility, and provide connection to other transportation modes. The project could also foster economic development, where new stations may serve as catalysts for neighborhood revitalization and help reverse decades of disinvestment in local business districts. In addition, the RLE Project would provide a modern, efficient car storage yard and shop facility that would help improve service and allow for future enhancements on the entire Red Line.

This project is one part of CTA's Red Ahead Program, a comprehensive initiative for maintaining, modernizing, and expanding the Red Line. CTA proposes to cover a portion of the project funding by applying for federal funds administered by the Federal Transit Administration (FTA).

1.2 Public Participation Plan

The National Environmental Policy Act (NEPA) requires evaluation of potential environmental impacts associated with federal projects and actions. Potential impacts for this project were previously documented in the RLE Draft Environmental Impact Statement (EIS), which was published in 2016, as well as the Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation, published in January 2022.

This Public Participation Plan (PPP), originally created in August 2012 to guide public involvement and outreach process for the Draft EIS, builds upon the substantial public outreach activities conducted during the Draft EIS. It outlines outreach methods through the completion of the Supplemental EA and the Final EIS, as well as adapted approaches and guidelines for public participation during the COVID-19 pandemic when social distancing is required, or in-person gatherings are not allowed. CTA recognizes that as social distancing requirements are adjusted or lifted, individuals may still feel uncomfortable or unsafe gathering in groups.

Section 2 - Goals

Building upon the information in the August 2012 PPP, this document outlines the goals and activities for stakeholder and public outreach through the publications of the Supplemental EA and the Final EIS in 2022. In addition, the PPP educates stakeholders on project goals and deliverables. CTA and the RLE project team uses the framework originally established in the 2012 PPP to guide the engagement of stakeholders and the public.

PUBLIC PARTICIPATION GOALS

- Build on project outreach conducted during the Draft EIS process.
- Inform key stakeholder groups and the public of the project's status, impacts, benefits, and progress towards completion.
- Ensure dialogue is maintained with affected parties.
- Provide project information and updates to stakeholders and the public through a range of activities.
- Provide information and updates regarding the project timeline, including construction and start-of-service estimates, as well as project funding.
- Ensure the area's diverse population, including Limited English Proficiency (LEP) and Environmental Justice (EJ) populations are included in the process.
- Encourage and inform stakeholders to become or remain supporters of the project.
- Provide information to and coordinate with displaced property owners and renters.

The PPP provides a variety of communication channels to help the public understand the RLE Project, including the project's potential impacts. The PPP describes the approach to solicit input and feedback from the public on specific needs, issues, concerns, and recommendations.

In order to engage the public to participate in the study process, basic strategies include:

STRATEGIES TO ENGAGE THE PUBLIC	APPROACH
<ul style="list-style-type: none"> ■ Make it easy to participate ■ Provide opportunities for constructive dialogue and communication 	<ul style="list-style-type: none"> ■ Community meetings within the project area; web access to final project documents; meetings in locations accessible by public transportation and accessible to people with disabilities; virtual meetings due to COVID-19; outreach materials in English and Spanish and accessible to people with visual and hearing impairments
<ul style="list-style-type: none"> ■ Provide timely, easy-to-understand information that helps people provide informed comments 	<ul style="list-style-type: none"> ■ Straightforward Community Guides for environmental documents, newsletters, website, digital engagement platform, exhibit boards and handouts at meetings
<ul style="list-style-type: none"> ■ Leverage communications resources 	<ul style="list-style-type: none"> ■ Work with organizations that have established audiences and channels of communication to more widely disseminate project information
<ul style="list-style-type: none"> ■ Provide multiple ways to obtain information and provide comments 	<ul style="list-style-type: none"> ■ Website, mailed notices, eBlasts (mass emails sent to people who signed up for RLE Project notifications), community calendars, comment cards, RLE Facebook page, media, flyers distributed via libraries and stakeholders, customer alert advertising on the CTA system
<ul style="list-style-type: none"> ■ Ensure stakeholders are aware of the planning process and project updates 	<ul style="list-style-type: none"> ■ Regularly update existing project contact list ■ Stakeholder and Alderman/elected official briefings to identify issues and find additional ways to engage the local community ■ Outreach to community-based organizations
<ul style="list-style-type: none"> ■ Use public input in decision making 	<ul style="list-style-type: none"> ■ Document all public and agency input in meeting summaries ■ Use input to inform project decisions and designs ■ Develop responses and provide updates to stakeholders along the way

Section 3 - Key Issues

There are four primary categories of issues that have been identified as likely issues of public and stakeholder concern to be explored and discussed during this phase. These issue categories are general, economic, transportation, and construction. As the project progresses, new key issues may develop, some existing issues will be refined and the appropriate public involvement approach to address key issues will be determined. The list of key issues will be amended as the project moves forward.

3.1 General Issues/Community Concerns/Opportunities

- Connectivity and access to the entire city
- Support for the Preferred Alignment
- Passenger access to local businesses, community, and cultural amenities (improved mobility, neighborhood revitalization)
- Effect/enhancement of quality of life
- Public safety at stations/stops and surrounding communities
- Community compatibility
- Relocation and displacement impacts/enhancement on residential/business/school areas surrounding the project corridor
- Noise and vibration impacts
- Park and open space impacts
- Station design and features
- Environmental impacts

3.2 Economic Issues/Concerns/Opportunities

- Access to jobs/improved economy
- Project funding
- Project cost
- Local workforce participation
- Property value impact
- Support for local economic and land use plans and goals
- Property values and affordable housing

3.3 Transportation Issues/Concerns/Opportunities

- Easing congestion in the region
- Improve transit access to and from Far South Side
- Reduce congestion at 95th and Dan Ryan terminal
- Sustainable transportation
- Coordination/connectivity with other transit systems and modes
- Traffic and parking
- Bike and bus access to stations

3.4 Construction Issues/Concerns/Opportunities

- Length of construction
- Potential traffic/detours/delays
- Potential customer reduction to businesses along corridor during construction
- Potential parking/relocation/displacement during construction
- Noise and vibration impacts to buildings

Section 4 - Project Level Stakeholders

Anyone who lives, works, plays, learns, and commutes through the RLE project area, or has some involvement or interest in how the RLE will operate, is a project level stakeholder. The project is important to many different groups, each with specific interests in the project. The RLE project team keeps stakeholders involved and continually informed about the process and progress of the project. Brief discussions of key stakeholder audiences follow.

4.1 Project Area Residents

The RLE Project would travel through areas of the Roseland, Washington Heights, West Pullman and Riverdale community areas. RLE stations would be located in each of these communities:

- 103rd Street station: Roseland and Washington Heights
- 111th Street station: Roseland
- Michigan Avenue station: West Pullman
- 130th Street station: Riverdale

The RLE Project would also serve residents and businesses in a wider area, including the five surrounding community areas in the City of Chicago — Beverly, Morgan Park, Pullman, Hegewisch and South Deering — as well as the Village of Calumet Park.

Important issues for project area residents include corridor impacts/enhancements such as neighborhood compatibility, economic development, station locations, and the reduction of impacts on residential areas. The PPP includes outreach to property owners and residents in the project area. These groups receive project information through a combination of channels including newspaper display ads, mailed postcards, eBlasts, transit customer alerts, flyers available at key community facilities in the project footprint, flyers delivered to residents by community organizations, CTA's website (www.transitchicago.com/rle), and the RLE Facebook page (facebook.com/CTARedExt).

The RLE project team maintains one stakeholder notification database that is continually updated and includes agency contacts, displaced property owners/occupants/businesses, stakeholders and stakeholder groups, and anyone who has indicated an interest in the project. The notification database was initially developed during the September 2009 scoping process and has continually been updated throughout the duration of the RLE Project. The list currently contains 5,628 total entries, including 4,327 mailing addresses and 2,202 email addresses.

RLE mailing address:

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

4.2 Businesses/Business Associations/Institutions

Some business stakeholders value the RLE project's potential to increase traffic to local businesses, improve business districts around the corridor, and offer employees and customers greater access to the area. This overall category includes industries, institutions, individual businesses, and chambers of commerce. The public involvement effort solicits ideas and feedback from the business community. These stakeholders receive invitations to community update meetings, public hearings and updates on the project as it progresses. Stakeholder briefings are scheduled as needed. Some of the local businesses and business groups include the following:

- Calumet Area Industrial Commission
- DESI Washington Heights Workforce Center
- Far Southside Community Development Corporation
- Greater Roseland Chamber of Commerce
- Metropolitan Family Services
- Rose Cafe
- Roseland Community Hospital
- Roseland Medical District
- TCA Health
- Walkers State Farm Agency

4.3 Associations/Special Interest Groups/Schools

Sensitivity to the surrounding environment is important to the project, and therefore, associations, special interest groups, and schools are consulted as needed. The director or leader of these groups are notified of the community update meetings and the public hearings and updated as the project progresses. Some of the interested key groups include the following:

- A. Phillip Randolph Pullman Porter Museum
- Agape Community Center
- Altgeld Local Advisory Council
- By the Hand Club

- Carver Military Academy
- Center for Neighborhood Technology (CNT)
- Chicago CRED
- Chicago Neighborhood Initiatives (CNI)
- Chicago Police Department – 5th District Pastoral Council
- Chicago State University
- The Chicago Urban League
- Chicagoland Prison Outreach Ministries
- Christian Fenger Academy High School
- Elevated Chicago
- Golden Gate Homeowners Association
- Gwendolyn Brooks College Preparatory Academy
- Historic Pullman Foundation & Historic Pullman Visitor Center
- House of Hope
- Illinois International Port District (IIPD)
- Illinois Institute of Technology
- Kids Off the Block, Inc. (KOB)
- Olive-Harvey College
- People for Community Recovery
- Phalanx Family Services
- Riders for Better Transit (Active Transportation Alliance)
- RLE Coalition
- Roseland Heights Community Association
- Roseland Manor
- Rosemoor Community Association, Inc.
- Saint Anthony of Padua Parish
- The Salvation Army Kroc Center of Chicago
- The Endeleo Institute
- The Rock Enterprises and Development Corporation (T.R.E.A.D)
- University of Illinois Urbana-Champaign
- Youth Peace Center

4.4 Commuters

Key issues for commuters include access, passenger capacity and comfort, travel times, proposed station/stop locations, and station amenities. Advanced, timely information is important for this group. Commuters are notified in the same way that the general public is, through newspaper ads and social media. In addition, meeting announcements for the public hearings and community update meetings are posted at the 95th/Dan Ryan station and in CTA trains and buses via customer alert cards.

4.5 Public Agencies and Local Government

Coordination and cooperation among agencies and all levels of government is an important element of this project. The input of various local, state, and federal agencies is obtained and incorporated throughout the EIS process. Cooperating agencies are federal agencies which have jurisdiction by law or special expertise with respect to any environmental impact involved in the proposed project. Participating agencies are federal, state, or local agencies, or federally recognized Indian tribal governmental units that may have an interest in the proposed project and have accepted an invitation to be a participating agency, or in the case of a federal agency, has not declined the invitation. The following key agencies and local government representatives are kept apprised about the project:

Cooperating Agency

- Federal Highway Administration

Federal Participating Agencies

- Federal Emergency Management Agency
- Federal Railroad Administration
- U.S. Department of Energy
- U.S. Department of Health and Human Services
- U.S. Department of Housing and Urban Development
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service
- U.S. Transportation Security Administration

State Participating Agencies

- Illinois Commerce Commission
- Illinois Department of Natural Resources
- Illinois Department of Transportation

- Illinois Environmental Protection Agency
- Illinois State Historic Preservation Office

Regional Participating Agencies

- Metra Commuter Rail
- Metropolitan Water Reclamation District of Greater Chicago
- Pace
- Regional Transportation Authority

Local Participating Agencies

- Chicago Housing Authority
- Chicago Park District
- City of Chicago Department of Assets, Information and Services
- City of Chicago Department of Business and Consumer Protection
- City of Chicago Department of Planning and Development
- City of Chicago Department of Transportation
- City of Chicago, Office of the Mayor
- City of Chicago Police Department

Other

- Chicago Metropolitan Agency for Planning
- City of Chicago, Alderman (Ward 9) Anthony Beale
- City of Chicago, Alderman (Ward 10) Susan Sadlowski Garza
- City of Chicago, Alderman (Ward 21) Howard Brookins Jr.
- City of Chicago, Alderman (Ward 34) Carrie Austin
- Cook County Board of Commissioners, Board President Toni Preckwinkle
- Cook County Board of Commissioners, Commissioner (District 4) Stanley Moore
- Cook County Board of Commissioners, Commissioner (District 5) Deborah Sims
- Cook County Board of Commissioners, Commissioner (District 6) Donna Miller
- Illinois General Assembly, State Representative (House-27) Justin Slaughter
- Illinois General Assembly, State Representative (House-28) Robert Rita
- Illinois General Assembly, State Representative (House-29) Thaddeus Jones

- Illinois General Assembly, State Representative (House-34) Nicholas K. Smith
- Illinois State Senate, Senator (Senate-14) Emil Jones, III
- Illinois State Senate, Senator (Senate-15) Napoleon Harris, III
- Illinois State Senate, Senator (Senate-17) Elgie R. Sims, Jr.
- National Park Service – Pullman National Monument
- State of Illinois, Governor Jay Robert “J.B.” Pritzker
- South Suburban Mayors and Managers Association
- Southeast Chicago Development Commission
- U.S. House of Representatives, Congressman (District 1) Bobby L. Rush
- U.S. House of Representatives, Congresswoman (District 2) Robin L. Kelly
- U.S. Senate, Senator Dick Durbin
- U.S. Senate, Senator Tammy Duckworth

4.6 Tribal Coordination

CTA coordinates with Native American tribes through project updates to provide an opportunity to share potential cultural and/or religious concerns associated with the RLE Project or express support. CTA coordinates with the following tribes:

- Citizen Potawatomi Nation
- Forest County Potawatomi
- Ho-Chunk Nation
- Kickapoo Tribe of Oklahoma
- Little Traverse Bay Bands of Odawa
- Menominee Indian Tribe of Wisconsin
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- Potawatomi Nation-Hannahville Indian Community
- Prairie Band of Potawatomi Nation
- Sac and Fox Nation of Missouri
- Sac and Fox Nation of Oklahoma

4.7 Project Advisory Council (PAC)

In 2019, CTA brought together a comprehensive group of community members who are seen as invested stakeholders within the RLE Project footprint to serve as the RLE Project Advisory Council (PAC). The PAC is made up of more than 20 representatives from various communities and governmental organizations. The RLE PAC advises the RLE project team at certain decision points in an effort to further engage and continue gathering support from community members. It does this by providing input to help guide how CTA engages community members throughout the project, sharing expertise regarding project area communities and outreach techniques, and sharing project messages within specific communities and the larger Chicagoland area. The council members act as champions of the project by seeking to help CTA build additional local and regional support for the RLE Project.

Members of the PAC include representatives of the following:

- Agape Community Center
- Chicago Metropolitan Agency for Planning
- Chicago Neighborhood Initiatives
- Chicago Police Department – 5th District Pastoral Council
- City of Chicago – 34th Ward Office
- City of Chicago – 9th Ward Office
- City of Chicago Department of Planning and Development
- Elevated Chicago
- Far South Community Development Corporation
- Greater Roseland Chamber of Commerce
- Historical Pullman Foundation
- Illinois International Port District
- People for Community Recovery
- The RLE Coalition
- Roseland Community Medical District Commission – Roseland Community Hospital
- Saint Anthony of Padua Parish
- The Rock Enterprises and Development Corporation (T.R.E.A.D)
- TCA Health
- The Endeleo Institute
- The West Chesterfield Community Association
- A Youth Representative, residing in the Roseland community

4.8 Property Owners and Occupants

CTA maintains communication with property owners and occupants that would potentially be affected by the Preferred Alignment. Throughout the project, property owners and occupants receive communications in advance of project updates and activities near their property. CTA also communicates with potentially displaced property owners and occupants in advance of open houses and public hearings. CTA maintains a land acquisition database of potentially displaced property owners, occupants and businesses. Means of outreach include mailings (letters by regular and registered mail and postcards), office hours, displacement focused meetings, a dedicated property outreach liaison, and door to door outreach.

4.9 Media

Media coverage offers an efficient means of communicating with the general public. Effective coordination with local and regional media contacts is crucial to raising public awareness and explaining the RLE Project. Supplying the media with updated, factual information increases the likelihood of balanced, informative coverage. Ethnic, multi-lingual media coverage is an important element of the media outreach. Various media coverage regarding the RLE Project, such as print and digital media, online blogs, and social media, is regularly monitored. A proactive approach to media coordination is used to ensure that the media has current, relevant and accurate information to share with the public. This approach includes preparation of messages, media advisories and press releases and availability of RLE project staff for interviews by media outlets.

Section 5 - Environmental Justice and Limited English Proficiency Analysis

Outreach to environmental justice (EJ) populations (minority and low-income populations) is an important component of the RLE Project. The Final EIS includes an update of the EJ analysis conducted for the Draft EIS. The EJ analysis complies with the Federal Executive Order 12898 to address disproportionately high and adverse human health or environmental effects on minority and low-income populations resulting from federal programs, policies and activities. Populations specifically benefitted or harmed by the proposed action are identified. Effects of the RLE Project upon the elderly, disabled, non-drivers, transit-dependent, low income, minorities, and Limited English Proficiency (LEP) populations are described. The evaluation of minority and LEP impacts includes analysis of census data for the general project area regarding race, color, national origin and ability to speak English well. Census data analysis is supplemented and verified through field reconnaissance. Potential property acquisition impacts are also considered when evaluating the potential for disproportionate adverse impacts in EJ communities. Changes in minority employment opportunities, the effect of the proposed action on EJ populations and proposed mitigation measures to reduce or avoid disproportionate impacts upon EJ populations are discussed in the Final EIS.

LEP persons are defined as individuals for whom English is not their primary language and who have limited ability to read, write, speak, or understand English. Appendix X of the Draft EIS contains the limited English proficiency (LEP) analysis. CTA identified pockets of Spanish-speaking populations, indicating the need for outreach in both English and Spanish languages. Updated analysis for the Final EIS also shows that the majority of households in the project area speak English with Spanish as the second most common language spoken at home.

Similar to the Draft EIS public outreach process, RLE Project team has continued to print public materials in Spanish, and Spanish translators and interpreters have continued to be available at community meetings and public hearings. Additionally, CTA's relocation liaison, who is part of the RLE project team, is bi-lingual (English/Spanish) and coordinates with occupants and property owners to answer questions and provide additional information about land acquisition and relocation assistance advisory services.

Section 6 - Outreach Methods, Adapted for the Pandemic

The RLE project team employs a variety of strategies to conduct public outreach. During periods of city, state or federal social distancing mandates, it is expected that some public involvement activities will be conducted virtually, using a variety of strategies and tools to ensure wide community reach and participation. As of March 2020, the project team utilizes a combination of virtual and in-person engagement strategies.

The following serves as guidance for how the RLE project team maintains outreach goals during periods when social distancing is in effect and periods thereafter when, though not required or recommended, individuals may feel uncomfortable gathering at in-person group events. The project team assessed the previously planned outreach activities and categorized them by the following: a) allow remote adaptation or b) put on hold until in-person public engagement activities can resume. The following section lists the activities and the actions the RLE project team is taking with each during periods of social distancing.

In making these recommendations, the RLE project team remains cognizant of demographic factors such as transit dependency, age, and internet access that would impact how long remote activities may be needed and which remote outreach methods will be most accessible. The RLE project team considers accessibility of online outreach activities by mobile phone and analog engagement methods to ensure inclusion of households without internet subscriptions. The RLE project team reviews how local aldermen and religious leaders are communicating with their constituents to identify technologies residents may be familiar with using. Alternate outreach activities are accessible to Spanish speakers in the project area through translated materials and interpreters in meetings.

6.1 Public Information

6.1.1 Printed Materials

Printed materials include informational handouts, maps, photographs, newsletters, community guide (formerly referred to as Citizen's Guide), and other means of displaying information. Print materials such as newsletters and flyers are used to publicize outreach information and opportunities for participation. These materials are made available at public locations such as churches, schools, libraries, parks, aldermanic offices, or businesses, and are available in English and Spanish. During times of social distancing when public spaces may not be accessible, the RLE project team distributes printed materials through community partners who continue to be active in the community.

6.1.2 Project Newsletters

Newsletters are developed twice per year and published in hardcopy and electronically by the RLE project team. In addition to project facts, the newsletters provide an opportunity to widely share stories of individuals and organizations who will benefit from the RLE Project. Graphics and maps

are incorporated in the newsletters in order to make the content easy to read and understand, and newsletters are made available in English and Spanish. The newsletters are distributed to the project contact list via email notice (i.e., eblast), and at in-person events.

6.1.3 Project Website

The RLE project team maintains CTA's website (www.transitchicago.com/rle) to provide access to project updates, project background, project materials, and documents and announcements. Information on the website is uploaded in a readable format for people with vision impairments.

6.1.4 Social Media

Social media posts are used to promote project awareness through CTA's social media accounts and a dedicated RLE Facebook page is used to communicate with project community members and stakeholders on topics such as project milestone updates, providing notice about upcoming or ongoing work in the project area, and CTA events of interest. Posts remain sensitive to the current environment and adapt to any news related to public health and safety.

6.1.5 Media/Project Video

The RLE project team utilizes videos prepared by CTA to promote and explain aspects of the RLE project to various stakeholders. The RLE Project video contains remarks from CTA President Dorval R. Carter, Jr. and stakeholders of the RLE project footprint, and explains the benefits that the RLE Project provides to the Far South Side and the RLE footprint. The videos are captioned in English and Spanish.

6.2 Communication

In addition to publicly sharing project information, the RLE project team establishes direct communication channels with community members.

6.2.1 Email/eBlasts

The RLE project team promotes alternative means of communication via e-mail, or eblasts, during the period when there are reduced opportunities to contact project team members in-person. The project contact list is used on an as-needed basis to share project updates, including updated materials such as the RLE newsletter. Through meetings, events, marketing materials and social media platforms, the project's email address, RedExtension@transitchicago.com, is provided to stakeholders as a resource for inquiries related to the RLE Project and for requests to be added to the contact list for ongoing project updates. The project team responds to emails received at the project email address with the latest information available.

Requests to receive project updates can be made by contacting CTA by mail, signing up for notifications on the project website, or emailing RedExtension@transitchicago.com. Those who

provide their email when signing into project outreach events are added to the project contact list to receive public notifications about the project.

6.2.2 Letters and Postcards

The RLE project team sends letters and postcards to community members to share project updates or notifications for participation opportunities. Letters are also used to communicate with potentially impacted property owners and occupants. Letters include ways in which property owners can contact CTA, if they have questions about their property.

6.2.3 Customer Service Phone Calls

The CTA Customer Service Department accepts phone calls and is able to answer questions about the RLE Project. The project team ensures that customer support representatives are aware of any project updates and are provided with the proper information to respond to callers. Questions that require additional follow up are routed to the RLE project team to address.

6.3 Engagement Pathways

6.3.1 Community Based Engagement

The RLE project team attends community events to meet people where they are and make use of opportunities to inform the public about the RLE Project. At these meetings, project team members may host an information table or kiosk, provide materials about CTA services and the RLE Project, and answer questions. Community events can assist CTA in reaching specific demographics such as seniors, youth, families, and commuters in addition to targeting low-income, minority, or LEP populations. Regular conversations with the community also help ensure the project team maintains a strong relationship with residents and stays informed of local initiatives.

During times when social distancing is required, the RLE project team proactively communicates with event coordinators and/or undertakes online research to assess what events may be held that will not compromise the health and safety of the RLE project team, attendees, and members of the community. Events and activities that the RLE project team engages in include food giveaways, public health related activities, community festivals, and other community events. In cases that the project team is not able to attend due to capacity limits, informational materials are provided to event organizers to be shared with attendees. The project team also participates in virtual events whenever possible.

6.3.2 Listening Sessions/Stakeholder Interviews

CTA staff meet with individual or small groups of stakeholders to collect feedback or learn about particular issues related to the RLE project. Often as part of a series of interviews, standard questions may be prepared in addition to allowing time for open discussion.

6.3.3 Small Group Meetings

The RLE project team may opt to invite small groups to participate in a virtual meeting or group phone call to stay engaged while maintaining social distancing guidelines.

6.3.4 Briefings

The RLE project team gives project briefings to stakeholders, elected officials, community organizations, and advocacy and other interest groups.

6.3.5 Engagement Website

The RLE Project utilizes an interactive engagement website (www.engagele.transitchicago.com) as of December 2020, to engage the public and obtain feedback in a public online forum. Many engagement tools are available to provide community members opportunities to share feedback and ask questions directly of the project team. Stakeholders can learn about upcoming meetings as well as engage with tools such as surveys, polls, Q&A, comment submissions, and pinned comments on maps. The platform also provides various analytics to track engagement levels and process submissions. While the engagement website has some details regarding project background, timeline, and recent progress, the CTA website remains the main repository for information on the project.

Access to the project team via this website is particularly important for RLE Project area residents as some may not have internet access at home to be able to participate in virtual meetings. Residents can participate at any time by visiting a library or other access point at their leisure. In addition to this, the engagement website also has an SMS hotline that people can use to submit comments that are displayed on the website.

6.3.6 Elected Officials

The RLE project team monitors opportunities to update and engage residents through elected official's social media channels, newsletters, and remote/virtual town halls. The project team provides information to aldermen in the project area to encourage their assistance in disseminating information to their members and constituents. The project team also coordinates with CTA Government and Community Relations (GCR) to ensure elected officials have advance notice regarding upcoming communications from CTA to stakeholders such as stakeholder outreach, newsletters, social media, or field work.

6.3.7 Door to Door Outreach

The RLE project team conducts door to door outreach to potentially impacted property owners and occupants to provide information and answer questions about the acquisition and relocation process. This form of outreach ensures that important information is accurately delivered to individuals.

6.4 Public Meetings

The RLE Project has a long history of community participation in the form of CTA hosted public meetings. Since the publication of the Draft EIS in 2016, the RLE project team continues to host public meetings in various formats. Public meetings are one of the most important tools for direct engagement with the community, and **Section 7** includes more details about this form of engagement along with the adaptation to virtual meetings during the pandemic.

Section 7 - Public Meetings

7.1 Public Hearings

Public hearings are the most formal of public meeting formats and are required for certain NEPA milestones. During these meetings, the RLE project team clearly presents the information that is undergoing the public comment process. Stakeholders are provided the opportunity to submit official comments in writing or verbal comments that are recorded by court reporters.

Spanish language interpreters are available for live interpretation if needed. In addition, American Sign Language interpreters are available for virtual public hearings. Public hearings have specific requirements for public notice and timing and are held at an ADA accessible venue within the project area that is also accessible by public transit.

7.2 Community Meetings

Community meetings are held to keep the community informed about project progress. These meetings are similar to public hearings except that public comments, although collected, do not necessarily need to be formally recorded. While often held in an open house format, these meetings can also be more structured with a presentation and question and answer session. Information on environmental analyses, results of community surveys, changes in project alternatives, identification of potential funding sources, or resolution of neighborhood issues is shared with attendees. These meetings provide opportunities for the public to provide ongoing input that helps CTA progress the RLE Project and complete the Final EIS.

The RLE project team incorporates social distancing at in-person events by hosting in larger venues than normal, extending the timeframe of meetings, and limiting the number of attendees entering spaces at one time to meet safe capacity constraints. Advanced registration is recommended in order to anticipate the number of attendees. RLE talking points and materials are also developed as appropriate to reflect current social distancing guidelines to attendees.

7.3 Virtual Meetings

The RLE project team conducts virtual community meetings and public hearings using online platforms (i.e., Zoom and Facebook) and ensures opportunities for participation by community members who lack internet access (mailers, telephone participation, surveys via text). Virtual meetings conducted using the Zoom platform provide attendees opportunities to learn about RLE project activities, ask questions, and engage with other attendees using the chat feature. The project team uses interactive polling questions during the meeting and ends each meeting with a question-and-answer session.

More direct conversations are possible in virtual meetings when needed by utilizing breakout sessions. Breakout sessions allow a small number of attendees to ask questions and discuss concerns directly with project team members. Virtual meetings are made accessible to people

with disabilities by the use of American Sign Language interpretation and closed captioning. Spanish interpretation is also available for meeting attendees throughout the entirety of the meetings. Meetings are held online with a telephone dial-in option for attendees who do not have internet access.

7.4 Office Hours

Office hours are an optional opportunity often used to provide additional opportunities for engagement following a public meeting, either for attendees who would like additional time with the project team or for people who were not able to attend the public meeting. In addition to other outreach, office hours are utilized for displacement outreach as it often requires dedicated one on one time with property owners. Office hours can also be held without an associated public meeting as a way to meet residents in various locations that are geographically more convenient.

7.5 Open Houses

Open houses allow people to attend at any time within a given timeframe and provide attendees the opportunity to receive information at their own pace. This type of meeting is structured such that attendees may visit a series of stations or booths that may include printed exhibit boards with information, maps, photographs, and visualizations that focus on one topic area. Each of these stations is staffed by project team members and technical experts who respond to questions. This format allows attendees to have one on one interaction with the project team and detailed responses to their questions from subject matter experts. Open houses may include a presentation at a designated time. Attendees are often given comment cards so they can provide written comments. Project team members also take notes and report comments from their conversations with attendees.

7.6 Workshops/Charrettes

Ideally for smaller groups of stakeholders, workshops (or charrettes) are a highly interactive way of engaging with stakeholders to gain specific feedback or solve complex challenges.

7.7 Displacement Outreach Meetings

Focused outreach to residents who may be displaced by the RLE Project is essential to ensure they understand the acquisition and relocation process and their rights to just compensation and relocation benefits. The RLE project team hosts displacement focused community meetings to answer any questions and address any concerns that impacted residents may have. Residents are provided the FTA General Acquisition & Relocation Information brochure, and roll plots are available to present the project's impact on properties in a graphical way that is easy to understand.

Section 8 - Public Meeting Notification and Materials

8.1 Meeting Materials

The RLE project team provides informational materials at public meetings, which may include the following:

8.1.1 Exhibit Boards and Presentations

Printed exhibit boards and presentations (for in-person meetings) and virtual presentations.

8.1.2 Informational Handouts

Handouts that explain what the RLE Project is, what benefits it will provide the community, and implementation details such as schedule and funding. Acquisition and relocation information brochures are also provided at most events where property owners and occupants are expected.

8.1.3 Comment Cards

Printed comment cards, or virtual comment forms, are provided to attendees to collect public input.

8.1.4 Copies of Relevant Documents

Public meetings may include copies of documents that are available for public review and comment such as the Draft EIS or Supplemental EA.

8.1.5 Community Guide

A Community Guide (formerly referred to as Citizen's Guide) is prepared as part of the release of each NEPA document (e.g., Draft EIS, Supplemental EA, and Final EIS) with pictures from the study area, colorful bold headings, and succinct descriptions of the impacts and proposed mitigation measures. The text explains the process for public review and gets to the core of technical issues in an easily understood manner.

8.2 Public Notices

Various formats are used to invite the public to attend RLE Project public meetings, which may include the following:

8.2.1 Printed Flyers

Printed flyers are used to advertise public meetings and are provided to ward offices, schools, libraries, and other public spaces. The RLE project team also partners with local community organizations to distribute flyers to homes and businesses in their communities.

8.2.2 Project Website

CTA's existing project website (www.transitchicago.com/rle) is updated regularly and provides access to project updates, project background, project materials, and documents and announcements. Public meeting dates are posted in advance on the website.

8.2.3 Display Advertisements

Display advertisements in local and regional newspapers are used to publicize public meetings, providing the time, date and location of meetings. Advertisements also include information on the project, the reason for the meeting, and how and when to submit comments. An email and postal mail address are provided for written comments. Advertisements may be displayed in printed or electronic newspapers, which may include the following:

- Beverly Review
- Chicago Crusader
- Chicago Defender
- Chicago Sun-Times
- Chicago Tribune
- Citizen Newspaper Group
- La Raza
- Lawndale News
- Red Eye
- Daily Southtown

8.2.4 Email/eBlasts

Notifications for upcoming public meetings are sent to the project contact list via email.

8.2.5 Letters and Postcards

In order to maximize participation of residents who will be most impacted by the RLE Project, postcards or letters are mailed to residences near the RLE Preferred Alignment to notify residents about upcoming public meetings.

8.2.6 Social Media

Social media posts are used to advertise public meetings on Facebook, Instagram, and Twitter. Paid advertisements, or boosted posts, are also used to target specific areas and demographics.

8.2.7 Promotion on Transit: CTA Customer Alerts

Meeting announcements via customer alerts for the public hearings are posted at the 95th/Dan Ryan station, on CTA Red Line trains, and on CTA buses with routes in the RLE project footprint.

8.2.8 Press Releases

Press releases are issued to ensure that media outlets are aware of important public meetings, such as public hearings, and have adequate background information to be able to report about the project and meeting.

Section 9 - Documentation

Comment Tracking/Documentation/Response Management

Public hearings are fully documented for the administrative record. Comments are received by mail, email, court reporters, and by comment card. Summaries from the Draft EIS, Preferred Alignment, and Supplemental EA outreach are included in the Final EIS. The summaries include comment cards, letters, attendance sheets, notification materials, and a summary of verbal and written input, such that an evidential record of the public hearings is documented. Comments received during the formal public comment periods, and the responses to those comments, will be incorporated into the Final EIS.

RED AHEAD
Moving Ahead to a Better Red



**Red Line
Extension**

Red Line Extension Project

Supplemental Environmental Assessment and Section 4(f) Evaluation Publication, Public Hearing, and Displacement Outreach Summary

May 2022

Prepared for:
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661





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Attachments

Attachment 1 – Supplemental EA and Section 4(f) Evaluation Notification

- Supplemental EA and Section 4(f) Evaluation Notice of Availability
- Newspaper Ads
- Public Hearing Flyer (English and Spanish)
- Project Website
- Postcard/Comment Card
- eBlast Notifications
- Social Media Announcements
- Customer Alert
- Press Release
- Community Guide to the Supplemental EA and Section 4(f) Evaluation (English and Spanish)
- Winter 2021 Newsletter (English and Spanish)

Attachment 2 – Media Coverage

Attachment 3 – Public Hearing Format and Materials

- Virtual Public Hearing Presentation
- In-Person Public Hearing Exhibit Boards
- Online Comment Form
- Hard Copy Comment Form

Attachment 4 – Outreach to Stakeholder and Agencies

- In-Person Stakeholder Meeting Exhibit Boards
- Cooperating Agency Letter
- Cooperating Agency Mailing List
- Federal Participating Agency and Tribal Consulting Parties Letter
- Federal Participating Agency Mailing List
- Tribal Consulting Parties Mailing List





- Non-Federal Participating Agency Letter
- Non-Federal Participating Agency Mailing List

Attachment 5 – Comments Received

Attachment 6 – Displacement Outreach

- FTA General Acquisition and Relocation Information Brochure
- Impacted Property Letter Template
- Impacted Property (Phase I ESA Completed) Letter Template
- Impacted Property (Partial Acquisition or Easement of Property) Letter Template
- No Longer Impacted Property Letter Template

Section 1 - Introduction

The Chicago Transit Authority (CTA) is proposing to extend the Red Line from the existing terminal at 95th/Dan Ryan to 130th Street, subject to the availability of funding. The proposed 5.6-mile extension 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 National Environmental Policy Act (NEPA) of 1969 mandates the consideration of environmental impacts before approval of any federally funded project that may have significant impacts on the environment or where impacts have not yet been determined (42 United States Code § 4332). On October 6, 2016, the Federal Transit Administration (FTA) and CTA published a Draft Environmental Impact Statement (EIS) in accordance with NEPA and other applicable regulations. The Draft EIS evaluated two Union Pacific Railroad (UPRR) Rail Alternative options, the East and West Options. CTA selected a Preferred Alignment, a hybrid of the East and West Options of the UPRR Alternative and announced it to the public on January 26, 2018.

After the announcement of the Preferred Alignment in 2018, CTA continued stakeholder coordination and design efforts that led to the following three design changes:

- 130th Street station relocation
- 120th Street yard and shop refinement
- 107th Place cross-over

FTA and CTA prepared the RLE Project Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation in accordance with NEPA and other applicable regulations to evaluate the three design changes.

This document summarizes the public and agency outreach efforts conducted for the RLE Project Supplemental EA and Section 4(f) Evaluation publication and public hearings, as well as displacement-specific outreach efforts conducted for property owners and residents who would potentially be displaced by the project. Public noticing and hearing requirements were met in accordance with NEPA and other applicable regulations. Property owner, occupant, and resident notification requirements were met in accordance with NEPA and the federal regulations contained in 49 Code of Federal Regulations (CFR) § 24 and the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Uniform Act).

CTA hosted two public hearings for the Supplemental EA and Section 4(f) Evaluation. The public hearing was held in two formats: one virtual meeting and one in-person meeting. The virtual public hearing was held on Tuesday, February 15, 2022 using Zoom, and the in-person public hearing was held in an open house format at The Salvation Army Kroc Center, 1250 W. 119th Street, Chicago, IL 60643 on Thursday, February 17, 2022. The Supplemental EA was made available for public review 15 days in advance of the hearings, in accordance with regulations. In addition to the two public



SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT
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PUBLICATION, PUBLIC HEARING, AND DISPLACEMENT
OUTREACH SUMMARY

hearings, on Wednesday, February 16, 2022, CTA held a meeting for 130th Street station area stakeholders at the Altgeld Public Library.

Prior to the public hearings, CTA conducted outreach to provide information to and coordinate with potentially displaced property owners and occupants. On January 31, 2022, CTA conducted door-to-door outreach to potentially displaced property owners and occupants. Between January 31 and February 7, 2022, CTA notified property owners and occupants by mail who would potentially be displaced.

Section 2 - Supplemental EA and Section 4(f) Evaluation Notification

To provide the greatest opportunity for input on the Supplemental EA and Section 4(f) Evaluation, CTA used a variety of outreach and notification methods to announce the availability of the document for public review and comment, and invite interested parties to attend and participate in the public hearings.

CTA engaged in the following notification activities beginning on January 31, 2022, as part of the release of the Supplemental EA and Section 4(f) Evaluation:

- Published the Notice of Availability (NOA) for the Supplemental EA and Section 4(f) Evaluation and four additional display ads in three local and regional newspapers.
- Updated the RLE Project website to include the information contained in the NOA, the Supplemental EA and Section 4(f) Evaluation document, public hearing flyer, and Community Guide.
- Distributed hard-copy versions of the Supplemental EA and Section 4(f) Evaluation at the eight locations identified in the NOA. In addition, CTA placed four hard-copy versions of the Supplemental EA and Section 4(f) Evaluation in high-traffic locations within the project area. Posted customer alerts on the CTA system.
- Issued a press release announcing the scheduled public hearings.
- Notified cooperating and participating agencies and conducted tribal coordination to inform about the publication of the Supplemental EA and Section 4(f) Evaluation and invited them to attend the public hearings.
- Distributed the Community Guide at the in-person public hearing and the 130th Street Station stakeholder meeting. Copies were also made available at the Altgeld Public Library, Palmer Park and the project website.
- Included information about the upcoming publication of the Supplemental EA and Section 4(f) Evaluation in the Winter 2021 RLE Project newsletter.

2.1 Notice of Availability of the Supplemental EA and Section 4(f) Evaluation and Public Hearing

CTA notified the public of the Supplemental EA and Section 4(f) Evaluation publication and public hearings through a NOA (see **Attachment 1**) published in the Chicago Sun-Times on Monday, January 31, 2022. The NOA initiated the official 30-day public comment period from January 31, 2022 through March 1, 2022 and provided information on how to submit comments during the comment



period. The notice also provided information on locations where the Supplemental EA and Section 4(f) Evaluation could be reviewed during the comment period.

The Supplemental EA and Section 4(f) Evaluation was posted to the CTA website (<https://www.transitchicago.com/rle/sea/>) in accessible and PDF formats on January 31, 2022. As advertised in the NOA, hard copies and DVDs were made available at the following locations:

- FTA – Region 5 Office, 200 W. Adams Street, Suite 320, Chicago, IL 60606
- CTA headquarters, 567 W. Lake Street, 1st Floor, Chicago, IL 60661
- Pullman Public Library, 11001 S. Indiana Avenue, Chicago, IL 60628
- West Pullman Public Library, 830 W. 119th Street, Chicago, IL 60643
- Altgeld Public Library, 955 E. 131st Street, Chicago, IL 60827
- Woodson Regional Public Library, 9525 S. Halsted Street, Chicago, IL 60628
- Calumet Park Public Library, 1500 W. 127th Street, Calumet Park, IL 60827
- Harold Washington Library Center, 400 S. State Street, Chicago, IL 60605

In addition to the locations advertised in the NOA, CTA placed hard-copy versions of the Supplemental EA and Section 4(f) Evaluation, the public hearing flyer, and the Community Guide at high-traffic locations within the project area: two Ward offices (9th Ward, 34th Ward), one Chicago Park District (CPD) park (Palmer Park), and one neighborhood organization (Agape Community Center).

2.2 Newspaper Ads

CTA prepared newspaper ads announcing the publication of the Supplemental EA and Section 4(f) Evaluation and public hearings. The newspaper ads provided information on the scheduled public hearings and opportunities public comment and input at the hearings, as well as announcing the public comment period and how official comments could be submitted during the comment period.

Newspaper ads were published in three local and regional publications (see **Table 2-1**). **Attachment 1** contains tear sheets for each publication. Publications were chosen based on coverage area and demographics to provide additional notice of the availability of the document and opportunity to attend the public hearings. CTA also advertised in Lawndale Bilingual News, a bilingual publication (English and Spanish).

Table 2-1: Newspaper Ads Announcing Publication of the Supplemental EA and Section 4(f) Evaluation and Public Hearings

Publication Date	Media Outlet
01/31/2022	Chicago Sun-Times
02/01/2022	Chicago Sun-Times
02/07/2022	Chicago Sun-Times
02/09/2022	Citizen Newspaper Group
02/10/2022	Lawndale Bilingual News

2.3 Public Hearing Flyer

The Supplemental EA and Section 4(f) Evaluation flyer in English and Spanish provided details about the public hearings and the public comment period. The following information was included on the flyer:

- Brief description of the three project changes that have occurred since the publication of the Draft EIS
- Start and end date of the 30-day public comment period and how to provide official comments
- List of locations where the Supplemental EA and Section 4(f) Evaluation was available for public review during the 30-day comment period
- Virtual and in-person public hearing registration and meeting accessibility information

The Supplemental EA and Section 4(f) Evaluation flyer was published on the RLE Project website (<https://www.transitchicago.com/rle/sea/>) and distributed via email (eBlast) to the RLE Project contact list. CTA partnered with a local community-based organization, The Rock Enterprises and Development Corporation (T.R.E.A.D.), to distribute the public hearing flyer to community members and businesses within the project area. **Attachment 1** contains both English and Spanish language versions of the flyer.

2.4 Project Website

CTA updated the RLE Project website on January 31, 2022 with information about the Supplemental EA and Section 4(f) Evaluation on a dedicated webpage (<https://www.transitchicago.com/rle/sea/>). The dedicated webpage provided a general overview of the NEPA requirements, including details about the public hearings and public comment period for the Supplemental EA and Section 4(f) Evaluation. Copies of the Supplemental EA and Section 4(f) Evaluation were posted in accessible PDF formats. Associated RLE Project materials prepared for the Supplemental EA and Section 4(f) Evaluation, including the public hearing flyer, Community Guide, virtual public hearing presentation and recordings, and the in-person public hearing exhibit boards, were posted on the website. A link to the online comment form was available on the project website for the public to

submit comments throughout the public comment period. **Attachment 1** contains a printout of the project website.

2.5 Postcard Notifications

On January 31, 2022, CTA mailed postcards in English and Spanish with information on the Supplemental EA and Section 4(f) Evaluation, the public comment period and ways to submit official comments, and invited community members to the public hearings. Mailed postcards also contained a pre-paid postage tear card for community members to mail back their comments to CTA. The postcards were mailed to 4,192 addresses, including public agencies, business groups, churches, schools, community/neighborhood groups and associations, and community members living within or near the project area. Postcards sent to community members residing in the Altgeld Gardens, Golden Gate, and Eden Green neighborhoods included an invitation to the 130th Street stakeholder meeting held on Wednesday, February 16, 2022, and an invitation to the virtual and in-person public hearings. **Attachment 1** contains a copy of the postcards.

2.6 eBlast Notifications

CTA sent emails (eBlasts) to approximately 1,800 email addresses on the RLE Project contact list for each of the eBlasts listed in **Table 2-2**. A Save-the-Date notification was sent on January 26, 2022, prior to the NOA announcement. Five (5) of the eBlasts included the public hearing flyer (English and Spanish) and information about the public comment period and ways to submit official comments, how to register and participate in the public hearings, a link to the project website, and contact information for accessibility needs. The final two eBlasts sent reminded the public about the end of the comment period and encouraged the public to submit comments. **Attachment 1** contains copies of the eight eBlasts.

Table 2-2: eBlast Notification Dates

Date	Topic
01/26/2022	Save-the-Date
01/31/2022	Initial Announcement
02/08/2022	Reminder #1
02/14/2022	Reminder #2
02/15/2022	Reminder #3
02/17/2022	Reminder #4
02/24/2022	Comment Period Follow-Up Reminder #1
02/28/2022	Comment Period Follow-Up Reminder #2

2.7 Social Media Announcements

CTA used the RLE Facebook page (<https://www.facebook.com/CTARedExt>) and the CTA Facebook page for social media announcements, listed in **Table 2-3**, to announce and promote the Supplemental EA and Section 4(f) Evaluation availability and the public hearings. Facebook events

listings were also created on the RLE Facebook page for both the virtual and in-person public hearing. **Attachment 1** contains copies of the Facebook posts.

Table 2-3: CTA RLE Facebook Post Dates

Date	Topic
01/26/2022	Save-the-Date
02/09/2022	Reminder #1
02/14/2022	Reminder #2
02/25/2022	Comment Period Follow-Up Reminder #1
02/28/2022	Comment Period Follow-Up Reminder #2

2.8 Customer Alert

CTA posted customer alert signs in English and Spanish on the CTA system to promote the Supplemental EA and Section 4(f) Evaluation availability and the public hearings (**Attachment 1**). The alert provided information about the public comment period and ways to submit official comments, how to register and participate in the public hearings, and contact information for accessibility needs. The customer alert appeared at the following locations:

- 95th/Dan Ryan terminal
- All Red Line railcars
- All buses operating out of the 103rd Street garage, which include routes that operate within and surrounding the project area:
 - N5, 28 Stony Island, 29 State, 34 South Michigan, 95 95th, 100 Jeffery Manor Express, 103 West 103rd, 106 East 103rd, 108 Halsted/95th, 111 111th/King Drive, 111A Pullman Shuttle, 112 Vincennes/111th, 115 Pullman/115th, 119 Michigan/119th

2.9 Press Release

On Thursday, February 10, 2022, CTA issued a press release announcing the availability of the RLE Supplemental EA and Section 4(f) Evaluation and the public hearings. The press release was posted to CTA's website and the RLE Project website. The press release is included in **Attachment 1**.

2.10 Community Guide to the Supplemental EA and Section 4(f) Evaluation

The Community Guide was published on the RLE Project website (<https://www.transitchicago.com/rle/sea/>) as part of the notification efforts and was also distributed at the Altgeld Public Library and Palmer Park. The Community Guide was available at the 130th Street stakeholder meeting held on Wednesday, February 16, 2022, and at the in-person

public hearing held on Thursday, February 17, 2022. The Community Guide for the Supplemental EA and Section 4(f) Evaluation summarized the key information of the document in a four-page booklet. The Community Guide included the following sections:

- What is a Supplemental Environmental Assessment?
- What has Changed within the RLE Project Since the Draft EIS?
 - 130th Street Station Relocation
 - 120th Street Yard and Shop Refinement
 - 107th Place Cross-over
- Section 4(f) Evaluation: Beaubien Woods Forest Preserve
- How to Provide Comments on the Supplemental EA and Section 4(f) Evaluation

Attachment 1 contains English and Spanish language versions of the Community Guide.

2.11 Newsletter

On Friday, December 3, 2021, CTA electronically published its biannual newsletter on the RLE Project website (see **Attachment 1**), notifying the RLE Project contact list of the Supplemental EA and Section 4(f) Evaluation public hearings that were scheduled to occur in early 2022. The Winter 2021 newsletter was made available in English and Spanish.

Section 3 - Media Coverage

In response to the release of the Supplemental EA and Section 4(f) Evaluation and the public hearings, news articles about the RLE Project appeared in local media. **Table 3-1** summarizes the articles about the project that appeared between the date of the document release on January 31, 2022 and the end of the public comment period on March 1, 2022. **Attachment 2** contains a copy of each article.

Table 3-1: Published News Articles, January 31 - March 1, 2022

Date	Media Outlet	Article Title
02/16/2022	Streetsblog Chicago	Planners discussed tweaks to the Red Line Extension project at Supplemental EA hearing
03/01/2022	Chicago Business Journal	Chicago's \$2.3 billion Red Line Extension could bring housing, retail to South Side

Section 4 - Public Hearing Format and Materials

CTA hosted a public hearing in two formats, one virtual meeting and one in-person meeting, to inform the public about the Supplemental EA and Section 4(f) Evaluation, and to provide the public with an opportunity to ask questions about the project.

Virtual Public Hearing

- Time: 6:00 PM to 8:00 PM
- Date: Tuesday, February 15, 2022
- Location: Virtual (via Zoom)

In-Person Public Hearing

- Time: 6:00 PM to 8:00 PM
- Date: Thursday, February 17, 2022
- Location: The Salvation Army Kroc Center, 1250 W. 119th Street, Chicago, IL 60643

The public hearings were scheduled in the early evening on a weekday to provide the greatest opportunity for community participation. Facebook events were created for both public hearing dates. A total of 139 members of the public attended the public hearings (virtual and in-person). Spanish interpreters, American Sign-Language (ASL) interpreters, closed captioning, and court reporters were available during the public hearings. Information presented in the two different formats (virtual meeting presentation and in-person meeting boards) were consistent in overall content.

4.1 Virtual Public Hearing

4.1.1 Format

The virtual public hearing held on February 15, 2022 and hosted on Zoom was available to watch simultaneously via Facebook Live. Viewers did not need to be logged into Facebook to watch the live stream on Facebook Live. A link to join the virtual public hearing was also added to the Facebook Live stream to facilitate access to Spanish and ASL interpretation and closed captioning for those who did not register for the virtual public hearing in advance. The message posted on the live stream was in both English and Spanish. Public attendees that did not have access to a computer and/or internet access were able to join the virtual public hearing via a Zoom call-in phone option.

One hundred seventeen people attended the virtual public hearing on Zoom, and an additional 12 attended the virtual hearing via Facebook Live. Three court reporters were available during the virtual public hearing to collect comments. The RLE Project team provided a formal presentation at the virtual public hearing which was followed by a question and answer (Q&A) session. The Q&A session allowed the public to submit comments and/or questions via Zoom chat or verbally to project staff.

Throughout the virtual public hearing, attendees were able to request to speak to a court reporter to submit official comments regarding the Supplemental EA and Section 4(f) Evaluation. Attendees were also able to request to speak with a member of the project team regarding land acquisition. Attendees that requested to speak with a court reporter or a project team member were placed in a Zoom breakout room and were allotted 15 minutes to speak with the court reporter or the project team member. See **Section 7.5, Comments Received**, to view total number of verbal comments received during the virtual public hearing. Spanish and ASL interpreters were available for those that required interpretation services in the breakout rooms.

4.1.2 Materials and Presentation

The RLE Project team gave a presentation at the virtual public hearing. The presentation explained the virtual public hearing format, provided background and updates on the RLE Project, and included a general overview of the Supplemental EA and Section 4(f) Evaluation.

CTA developed the following presentation slides for use during the virtual public hearing:

1. Thank You for Joining Us
2. Captioning & Interpretation
3. RLE Supplemental EA and Section 4(f) Evaluation Virtual Public Hearing Placeholder Slide
4. Purpose of this Public Hearing
5. Public Hearing Formats
6. Make Official Comments
7. Make Official Comments
8. How to Ask a Question Live
9. Agenda
10. Our Presenters
11. Project Overview
12. Purpose and Need
13. Purpose and Need
14. Project Benefits
15. What is a Supplemental EA?
16. Why is a Supplemental EA Needed?
17. Summary of Resource Analyses
18. 130th Street Station Relocation
19. 130th Street Station Relocation (Transportation Impacts and Mitigations)
20. 130th Street Station Relocation (Mitigation for Access Road into Beaubien Woods Forest Preserve)
21. 130th Street Station Relocation (Parcel Impacts)
22. 130th Street Station Relocation (Historical and Cultural Resource Analysis)
23. 130th Street Station Relocation (Visualizations)
24. 130th Street Station Relocation (Visualizations)
25. 120th Street Yard & Shop Refinement
26. 107th Place Cross-over
27. 107th Place Cross-over Visualizations
28. 107th Place Cross-over Visualizations
29. Summary of Resource Analyses
30. Participating in the Hearing
31. Participating in the Hearing
32. Section 4(f) Evaluation in Final EIS (Updates to Impacts on Fernwood Parkway)
33. Section 4(f) Evaluation in Final EIS (Mitigation for Fernwood Parkway)
34. RLE Corridor Land Acquisition
35. Transit-Supportive Development
36. Next Steps
37. Make Official Comments
38. Thank You

Attachment 3 contains the virtual public hearing presentation.

4.2 In-Person Public Hearing

4.2.1 Format

The in-person public hearing held on February 17, 2022 was in an open house format. The public hearing provided attendees an opportunity to review exhibit boards and submit official comments via the online comment form (see **Attachment 3**) or hard-copy comment form (see **Attachment 3**). The open house format also allowed the public to discuss their questions and concerns directly with project staff.

Ten people attended the in-person public hearing. Exhibit boards staffed by project team members provided information on the project purpose and need, objective of a Supplemental EA and Section 4(f) Evaluation, the three project design changes, a summary of impacts and mitigation, and information on property displacements, Section 4(f) evaluation of Fernwood Parkway, and an overview of the Transit-Supportive Development Plan.

Project team members staffed workstations to answer specific questions from the public related to property displacements and project engineering. Each workstation had supporting materials from the Supplemental EA and Section 4(f) Evaluation.

CTA played a looped video about the RLE Project throughout the hearing in the auditorium of The Salvation Army Kroc Center. The video was shown with closed captioning and ASL interpreters signed the video in real time throughout the entirety of the in-person public hearing. The video is available online at <https://www.transitchicago.com/rle/transitchicago.com/rle/>.

The in-person public hearing location was accessible per the Americans with Disabilities Act (ADA). The in-person public hearing was held in the project area and accessible by public transportation. For the convenience of all attendees, the bus route nearest to the in-person public hearing site was publicized on the public hearing flyer, eBlasts, and customer alert. Two court reporters were available during the in-person public hearing to collect comments.

4.2.2 Materials and Exhibit Boards

Project team members offered in-person hearing attendees hard-copy comment forms (**Attachment 3**) and Community Guides (**Attachment 1**) as they entered the hearing. CTA made copies of the Supplemental EA and Section 4(f) Evaluation available to review during the meeting. Copies of all public hearing materials were published to the project website and remain available.

The hard-copy comment forms allowed attendees to submit written comments during the in-person hearing. Attendees were also provided pre-paid postage postcards for community members to write and mail back comments to CTA.

CTA developed the following project exhibit boards for use during the in-person public hearing:

1. Welcome Sign
2. Purpose of this Public Hearing
3. RLE Project Background
4. Why is the RLE Project Important?
5. RLE Project Purpose and Need
6. What is a Supplemental EA?
7. Why is a Supplemental EA Needed?
8. Project Development Process
9. 130th Street Station Relocation
10. 130th Street Station (Transportation Impacts)
11. Section 4(f) Evaluation (Beaubien Woods Forest Preserve)
12. 130th Street Station (Parcel Impacts & Historical and Cultural)
13. 130th Street Station Visualizations
14. 130th Street Station Visualizations
15. 120th Street Yard and Shop Refinement
16. 107th Place Cross-over
17. 107th Place Cross-over Visualizations
18. 107th Place Cross-over Visualizations
19. Summary of Impacts and Mitigation
20. Property Displacements
21. Section 4(f) Evaluation (Fernwood Parkway)
22. Transit-Supportive Development (TSD) Plan Overview
23. Thank You/How to Comment on the Supplemental EA and Section 4(f) Evaluation

Attachment 3 contains the in-person public hearing exhibit boards.

CTA and project team members provided attendees with specific information related to these topics and answered questions at each exhibit board area and workstation. Copies of the exhibit boards were made available on the project website immediately after the virtual public hearing and remain available on the project website.

The workstation dedicated to potential property displacements included large-scale maps of the project area showing potential displacements to help facilitate discussion. CTA also provided FTA's "General Acquisition & Relocation Information" brochures and Relocation Specialists discussed specific displacement-related questions. Project staff also scheduled appointments for the land acquisition team to follow up after the hearing with potentially displaced property owners or occupants to help answer any further displacement-related questions.

4.3 Section 4(f) Outreach

Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 is a federal law that established requirements for USDOT (including FTA) consideration of publicly owned parks/recreational areas that are accessible to the general public, publicly owned wildlife/waterfowl refuges, and publicly or privately owned historic sites of federal, state, or local significance in developing transportation projects. This law, commonly known as Section 4(f), is now codified in 49 USC § 303 and 23 USC § 138 and is implemented by FTA through the regulation 23 CFR § 774.

The Section 4(f) analysis included in the Supplemental EA determined that there would be no use of any Section 4(f) resources as a result of the three design changes. The closure of Old 130th Street would eliminate a connection to the access road into the Beaubien Woods Forest Preserve from



Old 130th Street. With implementation of mitigation measures identified in coordination with the Forest Preserves of Cook County, there would be no use of the Beaubien Woods Forest Preserve. As part of the public hearings, the public was offered the opportunity to comment on the Section 4(f) analysis and on the mitigation measures identified.

In addition, at the public hearings, CTA provided an update on the Section 4(f) use of Fernwood Parkway, and associated mitigation measures since these will be discussed in the Final EIS. Fernwood Parkway is a park managed by the Chicago Park District. The use of this park was previously evaluated in the Draft EIS.

Section 5 - Outreach to Stakeholders and Agencies

This section details additional stakeholder and agency outreach efforts conducted to reach and coordinate with stakeholders, including residents in the 130th Street station area and cooperating and participating agencies and tribal consulting parties.

5.1 Stakeholder Outreach

On Wednesday, February 16, 2022, CTA held a 130th Street station area stakeholder meeting at the Altgeld Public Library. The stakeholder meeting, conducted as an in-person open house, focused on the 130th Street station and provided an opportunity for residents of Altgeld Gardens, Golden Gate, and Eden Green communities to share input and comment. Eleven members of the public attended the stakeholder meeting.

CTA developed project exhibit boards for the Supplemental EA and Section 4(f) Evaluation public hearings, of which the following were used during the stakeholder meeting:

1. Welcome Sign
2. RLE Project Background
3. What is a Supplemental EA?
4. Why is a Supplemental EA Needed?
5. Project Development Process
6. 130th Street Station Relocation
7. 130th Street Station (Transportation Impacts)
8. 130th Street Station (Parcel Impacts & Historical and Cultural)
9. 130th Street Station Visualizations
10. 103thStreet Station Visualizations
11. Section 4(f) Evaluation (Beaubien Woods Forest Preserve)
12. Summary of Impacts and Mitigation
13. Thank You/How to Comment on the Supplemental EA and Section 4(f) Evaluation
14. Property Displacements
15. Transit-Supportive Development

Attachment 3 contains the in-person 130th Street station area stakeholder meeting exhibit boards.

5.2 Project Advisory Council (PAC) Coordination

Coordination with members of the Project Advisory Council (PAC) was conducted ahead of the public hearings. The public hearing flyer and Community Guide were shared with PAC members so they could notify their constituents and other members of the community of the Supplemental EA and Section 4(f) Evaluation public hearings.

5.3 Aldermanic Coordination

CTA offered briefings to project area Aldermen about the Supplemental EA and Section 4(f) Evaluation and two Ward offices (9th Ward, 34th Ward) placed copies of the Supplemental EA and Section 4(f) Evaluation for public review.

5.4 Agency Outreach

CTA sent letters to cooperating and participating agencies and tribal consulting parties. These letters contained information on the availability of the Supplemental EA and Section 4(f) Evaluation, the public comment period, and ways to submit comments; updates to the RLE Project; and an invitation for agency representatives to attend the public hearings. Along with letters, each agency and tribal consulting party received a public hearing flyer providing additional information about the public hearings and how to register. The agencies and tribal consulting parties that received this notice are listed below. The letter and public hearing flyer were also provided via email. **Attachment 4** contains letter templates and mailing lists.

Cooperating Agency

- Federal Highway Administration

Federal Participating Agencies

- Federal Emergency Management Agency
- Federal Railroad Administration
- U.S Department of Energy
- U.S. Department of Health and Human Services
- U.S Department of Housing and Urban Development
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service
- U.S. Transportation Security Administration

State Participating Agencies

- Illinois Commerce Commission
- Illinois Department of Natural Resources
- Illinois Department of Transportation
- Illinois Environmental Protection Agency
- Illinois State Historic Preservation Office

Regional Participating Agencies

- Metra Commuter Rail
- Metropolitan Water Reclamation District of Greater Chicago
- Pace
- Regional Transportation Authority

Local Participating Agencies

- Chicago Housing Authority
- Chicago Park District



- City of Chicago Department of Assets, Information and Services
- City of Chicago Department of Business Affairs and Consumer Protection
- City of Chicago Department of Planning and Development
- City of Chicago Department of Transportation
- City of Chicago Office of the Mayor
- City of Chicago Police Department

Tribal Consulting Parties

- Citizen Potawatomi Nation
- Forest County Potawatomi
- Ho-Chunk Nation
- Kickapoo Tribe of Oklahoma
- Little Traverse Bay Bands of Odawa
- Menominee Indian Tribe of Wisconsin
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- Potawatomi Nation-Hannahville Indian Community
- Prairie Band of Potawatomi Nation
- Sac and Fox Nation of Missouri
- Sac and Fox Nation of Oklahoma

Section 6 - Comments Received

CTA received a total of 37 public and agency comments during the comment period. In various notification materials, the public was informed that comments could be submitted during the public comment period via the online comment form on the project website: <https://www.transitchicago.com/rle/sea>, project email to RedExtension@transitchicago.com, and by US mail to Chicago Transit Authority, Strategic Planning & Policy, 10th Floor, Attn: Red Line Extension Project, 567 W. Lake Street, Chicago, IL 60661-1465. During the public hearings, CTA invited attendees to provide comments verbally to a court reporter or in writing.

Table 6-1 summarizes the format of comments received.

Table 6-1: Summary of Comments Received

Format	January 31	March 1
Hard copy Comment Card		2
Online Comment Form		9
Verbal		5
Email		6
U.S. Mail		11
Agency Comments		4
Total Comments Received		37

Attachment 5 contains all comments received during the comment period. A summary of public comments received and responses to public comments, as well as agency correspondence received, is included in the Final EIS.

Section 7 - Displacement Outreach

As part of the publication of the Supplemental EA and Section 4(f) Evaluation, CTA also undertook a variety of methods to notify potentially displaced property owners and occupants of the Preferred Alignment and provide them with an overview of the displacements and relocation process as described in the Uniform Act.

7.1 Informational Materials - FTA General Acquisition and Relocation Information Brochure

CTA provided FTA's "General Acquisition and Relocation Information" brochure to property owners and occupants as requested. The brochure summarizes the acquisition and relocation process (**Attachment 6**).

7.2 Letters Mailed to Property Owners and Occupants

CTA mailed 243 letters between January 31, 2022 and February 7, 2022 to property owners and occupants, representing approximately 151 private properties that would be potentially affected by the Preferred Alignment. Letters provided project details, including the need for property acquisition, overview of property owner and occupant rights, and a request to conduct an environmental site assessment. Letters were also sent to property owners and occupants whose property was no longer needed for the RLE Project. **Attachment 6** contains the letter templates sent to property owners and occupants.

7.3 Door-to-Door Outreach

In addition to delivery via regular and certified mail, CTA's Outreach Specialists went door-to-door on January 31, 2022, to hand deliver the letters to property owners and occupants. Outreach Specialists spoke with property owners and occupants and provided an explanation of the RLE Project, potential displacements, and an overview of the Uniform Act that would apply to properties acquired for the project. CTA's Outreach Specialists acted as a continual point of contact to answer specific questions regarding relocation rights, requirements, processes, and anticipated timelines.

Some potentially displaced property owners and occupants were home when the Outreach Specialists hand-delivered the letters. At properties where no one was present but the building appeared occupied, Outreach Specialists left letters at the front door. CTA followed up with all door-to-door delivery and letters left at each address by mailed letters via the US Postal Service to each residence and business between January 31 and February 7, 2022. If the Cook County Assessor's Office listed a different mailing address for the individual/entity that has paid the taxes for the property in the past, additional regular mail and certified letters were sent to that address.

7.4 Individual Consultations

In addition to mailed letters and door-to-door outreach, during the in-person public hearing potentially displaced property owners and occupants were invited to schedule one-on-one



**SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT
AND SECTION 4(F) EVALUATION
PUBLICATION, PUBLIC HEARING, AND DISPLACEMENT
OUTREACH SUMMARY**

meetings to discuss their concerns via telephone or Zoom with Outreach Specialists. Property owners and occupants that scheduled and attended individual consultations were provided with FTA's "General Acquisition and Relocation Information" brochures, if requested.

Attachment 1 Supplemental EA and Section 4(f) Evaluation Notification

Supplemental EA and Section 4(f) Evaluation Notice of Availability

Newspaper Ads

Public Hearing Flyer (English and Spanish)

Project Website

Postcard/Comment Card

eBlast Notifications

Social Media Announcements

Customer Alert

Press Release

Community Guide to the Supplemental EA and Section 4(f) Evaluation (English and Spanish)

Winter 2021 Newsletter (English and Spanish)

CLASSIFIEDS 312.321.2345

Mechanics Liens
On 03/01/2022, a sale will be held at 9:30am at: IAA, Inc., 2436 Old Country Inn Dr. Caseyville, IL 62232, Ph. 618-797-0200. During which IAA, Inc. will sell the following articles to enforce a lien existing under the laws of the State of Illinois against such articles for labor, services, skills or material expended upon or storage furnished for such articles at the request of the following designated person(s), unless such articles are redeemed within the thirty (30) days of publication of this notice.

Mechanics Liens
quest of the following designated person(s), unless such articles are redeemed within the thirty (30) days of publication of this notice. Shawn Hicks Prestige Financial Services Inc 2015 Chevrolet Malibu VIN# 1G11C5S18FF104931 Daily Storage Owed \$40 per day beginning on 04/22/2021 IAA Stock# 29131410 1/31/2022 #1138332

Name Change
Cook County Change of Name State of Illinois County of Cook In The Circuit Court For Cook County, Illinois In The Matter of The Petition of Alexander John Hambrook Case # 2022CCN000111 For Change of Name. Notice of Publication Public Notice is hereby given that on May 6th, 2022, at 10:30 a.m. being one of the return days in the Circuit Court of the County of Cook, I will file my petition in said court praying for the change of name from Alexander John Hambrook, to that of Alexander John Morse-Hambrook, pursuant to the statute in such case made and provided. Dated at Chicago, Illinois January 21st, 2022 Signature of Petitioner /s/ Alex Hambrook 1/24, 1/31, 2/7/2022 #1138566

Storage Legal
all items in the unit are removed from the premises and verified by the manager on duty. Sale subject to cancellation until the purchase is completed; company reserves the right to refuse any online bids. Auction by StorageAuctions.com Phone: (866) 944-8530 1/31, 2/7/2022 #1138945

NOTICE OF PUBLIC SALE OF PERSONAL PROPERTY
Notice is hereby given that the undersigned will sell, to satisfy lien of the owner, at public sale by competitive bidding on 02/18/2022 at 12:00PM online at www.StorageAuctions.com at the Safeguard Storage facility located Safeguard Self Storage 8131 Lemont Road Darien, IL 60561 Phone: 630-985-3252 The personal goods stored therein by the following: Unit #2306 Sharon Williams AKA Sharon N Williams

Storage Legal
Unit #1205 Lorraine Romy AKA Lorraine B Romy Purchases must be paid at the facility with Credit Card or Cash. All Purchases must be complete within 48 hours of the end of the online auction. A \$100.00 cash cleaning deposit is required until all items in the unit are removed from the premises and verified by the manager on duty. Sale subject to cancellation until the purchase is completed; company reserves the right to refuse any online bids. Auction by StorageAuctions.com Phone: (866) 944-8530 1/31, 2/7/2022 #1138832

Storage Legal
NOTICE OF PUBLIC SALE OF PERSONAL PROPERTY
Notice is hereby given that the undersigned will sell, to satisfy lien of the owner, at public sale by competitive bidding on 2/18/2022 at 11:45AM online at www.StorageAuctions.com at the Safeguard Storage facility located: Safeguard Self Storage 636 E. St Charles Road Lombard, IL 60148 phone: 630-495-0790 The personal goods stored therein by the following: Unit 1440 – Luis Castillo Purchases must be paid at the facility with Credit Card or Cash. All Purchases must be complete within 48 hours of the end of the online auction. A \$100.00 cash cleaning deposit is required until all items in the unit are removed from the premises and verified by the manager on duty. Sale subject to cancellation until the purchase is completed; company reserves the right to refuse any online bids. Auction by StorageAuctions.com Phone: (866) 944-8530 1/31, 2/7/2022 #1138830

Storage Legal
Chicago IL, 60631 Phone: 872-999-8140 The personal goods stored therein by the following: Unit # 3105 Ashley Olsen aka Ashley L Olsen aka Ashley Lauren Olsen Purchases must be paid at the facility with Credit Card or Cash. All Purchases must be complete within 48 hours of the end of the online auction. A \$100.00 cash cleaning deposit is required until all items in the unit are removed from the premises and verified by the manager on duty. Sale subject to cancellation until the purchase is completed; company reserves the right to refuse any online bids. Auction by StorageAuctions.com Phone: (866) 944-8530 1/31, 2/7/2022 #1138825

Mechanics Liens
On 03/01/2022, a sale will be held at 9:30am at: IAA, Inc., 2436 Old Country Inn Dr. Caseyville, IL 62232, Ph. 618-797-0200. During which IAA, Inc. will sell the following articles to enforce a lien existing under the laws of the State of Illinois against such articles for labor, services, skills or material expended upon or storage furnished for such articles at the request of the following designated person(s), unless such articles are redeemed within the thirty (30) days of publication of this notice.

Mechanics Liens
On 03/01/2022, a sale will be held at 9:30am at: IAA, Inc., 2436 Old Country Inn Dr. Caseyville, IL 62232, Ph. 618-797-0200. During which IAA, Inc. will sell the following articles to enforce a lien existing under the laws of the State of Illinois against such articles for labor, services, skills or material expended upon or storage furnished for such articles at the request of the following designated person(s), unless such articles are redeemed within the thirty (30) days of publication of this notice.

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Public Notices
The Metropolitan Water Reclamation District of Greater Chicago will be accepting applications for the following classification(s): Associate Civil Engineer (Original & Promotional) Application Filing Period: January 28, 2022 through February 11, 2022. Examination Date: March 5, 2022. Location: St. Rita High School, 7740 S. Western Avenue, Chicago, IL. Scope of Examination: Knowledge of associate civil engineering concepts of Position and Duties: Under general supervision, performs ordinary civil engineering work in connection with design, construction, inspection and scheduling review, operation and maintenance of water reclamation plants and sewers, surveys, specifications and estimates, inspection of materials and workmanship, project and cost control and complex engineering computations; may supervise and coordinate engineers and sub-professional personnel. Salary: \$84,757.92 per year Senior Process Control Engineer (Original & Promotional) Application Filing Period: January 28, 2022 through February 11, 2022. Examination Date: March 18, 2022 and March 19, 2022. Location: MWRD Main Office Building Annex, 111 E. Erie Street, Chicago, IL. Scope of Examination: Knowledge of senior process control engineer practices. Nature of Position and Duties: Under general supervision, designs and/or prepares more complex contract documents for process instrumentation and computer control systems for water reclamation plants, pumping stations, and flood control reservoirs. Salary: \$104,955.28 per year Applications can be submitted online only at www.districtjobs.org. Additional information may be found at www.districtjobs.org or call 312-751-5100. Mailed, Emailed, Hand delivered or Faxed Applications Will Not Be Accepted. Resumes Will Not Be Accepted In Place of Application Forms. An Equal Opportunity Employer - M/F/D 1/28- 2/11/2022 #1138935

Public Notices
NOTICE OF AVAILABILITY and PUBLIC HEARING and Supplemental Environmental Assessment and Section 4(f) Evaluation for the Chicago Transit Authority Red Line Extension Project The Federal Transit Administration (FTA) and the Chicago Transit Authority (CTA) announce the availability of the Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation for the Red Line Extension (RLE) Project. The Supplemental EA was issued on January 31, 2022 and is available for public review and comment for a 30-day period. You are also invited to a Public Hearing on the RLE Project to learn more about the Supplemental EA and Section 4(f) Evaluation. The public hearing will be held in two formats: one virtual meeting and one in-person meeting. The virtual hearing will be on Tuesday, February 15, 2022 from 6:00 PM to 8:00 PM. The in-person hearing will be held in an open house format on Thursday, February 17, 2022 from 6:00 PM to 8:00 PM at the Salvation Army Kroc Center, 1250 W. 119th Street, Chicago, IL 60643. The RLE Project would extend the CTA Red Line 5.6 miles south from the existing terminal at 95th/Dan Ryan station to 130th Street. The RLE Project would include four new stations near 103rd Street, 111th Street, Michigan Avenue, and 130th Street; and a new yard and shop at 120th Street. Multimodal connections at each station would include bus, bike, pedestrian, and park & ride facilities. The Supplemental EA discloses design refinements to the project's Preferred Alignment. The Supplemental EA evaluates three project changes that have occurred since the publication of the Draft Environmental Impact Statement (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. The purpose of the Section 4(f) Evaluation is to discuss mitigation and enhancement measures proposed for Beaubien Woods Forest Preserve. These mitigation and enhancement measures were developed in consultation with the Forest Preserves of Cook County. Copies of the Supplemental EA are available during the public review period at FTA Region 5 Office, 200 W. Adams Street, Suite 320, Chicago, IL 60606; CTA Headquarters, 567 W. North Street, 2nd Floor, Chicago, IL 60661; Pullman Public Library, 11001 S. Indiana Avenue, Chicago, IL 60628; West Pullman Public Library, 830 W. 119th Street, Chicago, IL 60643; Altgeld Public Library, 955 E. 131st Street, Chicago, IL 60827; Woodson Regional Public Library, 9525 S. Halsted Street, Chicago, IL 60628; Calumet Park Public Library, 1500 W. 127th Street, Calumet Park, IL 60627; and Harlow Washington Library Center, 400 S. State Street, Chicago, IL 60605. Electronic copies are also available on the CTA website at transitchicago.com/RLE/SEA. The 30-day public comment period will commence on January 31, 2022 and comments on the Supplemental EA and Section 4(f) Evaluation will be accepted through March 1, 2022. Comments may be made verbally to a contact reporter at the virtual and in-person hearings. Written comments will be accepted during the in-person public hearing, and will be accepted at any time during the public comment period via the project website: transitchicago.com/RLE/SEA; project email to: RedExtension@transitchicago.com; and by U.S. mail to: Chicago Transit Authority, Strategic Planning & Policy, 10th Floor, Altgeld Red Line Extension Project, 567 W. Lake Street, Chicago, IL 60661-1465. Comments received during the 30-day public comment period, and the responses to those comments, will be incorporated into the project's Final EIS/Record of Decision (ROD). Sign language, Spanish interpretation, and captioning will be available during the virtual public hearing via Zoom only. If you require an interpreter or other accommodations to participate, please contact CTA Customer Service at 1-888-968-7282 at least 5 days before the public hearing or RedExtension@transitchicago.com. 1/31/2022 #1138687

Public Notices
NOTICE OF AVAILABILITY and PUBLIC HEARING and Supplemental Environmental Assessment and Section 4(f) Evaluation for the Chicago Transit Authority Red Line Extension Project The Federal Transit Administration (FTA) and the Chicago Transit Authority (CTA) announce the availability of the Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation for the Red Line Extension (RLE) Project. The Supplemental EA was issued on January 31, 2022 and is available for public review and comment for a 30-day period. You are also invited to a Public Hearing on the RLE Project to learn more about the Supplemental EA and Section 4(f) Evaluation. The public hearing will be held in two formats: one virtual meeting and one in-person meeting. The virtual hearing will be on Tuesday, February 15, 2022 from 6:00 PM to 8:00 PM. The in-person hearing will be held in an open house format on Thursday, February 17, 2022 from 6:00 PM to 8:00 PM at the Salvation Army Kroc Center, 1250 W. 119th Street, Chicago, IL 60643. The RLE Project would extend the CTA Red Line 5.6 miles south from the existing terminal at 95th/Dan Ryan station to 130th Street. The RLE Project would include four new stations near 103rd Street, 111th Street, Michigan Avenue, and 130th Street; and a new yard and shop at 120th Street. Multimodal connections at each station would include bus, bike, pedestrian, and park & ride facilities. The Supplemental EA discloses design refinements to the project's Preferred Alignment. The Supplemental EA evaluates three project changes that have occurred since the publication of the Draft Environmental Impact Statement (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. The purpose of the Section 4(f) Evaluation is to discuss mitigation and enhancement measures proposed for Beaubien Woods Forest Preserve. These mitigation and enhancement measures were developed in consultation with the Forest Preserves of Cook County. Copies of the Supplemental EA are available during the public review period at FTA Region 5 Office, 200 W. Adams Street, Suite 320, Chicago, IL 60606; CTA Headquarters, 567 W. North Street, 2nd Floor, Chicago, IL 60661; Pullman Public Library, 11001 S. Indiana Avenue, Chicago, IL 60628; West Pullman Public Library, 830 W. 119th Street, Chicago, IL 60643; Altgeld Public Library, 955 E. 131st Street, Chicago, IL 60827; Woodson Regional Public Library, 9525 S. Halsted Street, Chicago, IL 60628; Calumet Park Public Library, 1500 W. 127th Street, Calumet Park, IL 60627; and Harlow Washington Library Center, 400 S. State Street, Chicago, IL 60605. Electronic copies are also available on the CTA website at transitchicago.com/RLE/SEA. The 30-day public comment period will commence on January 31, 2022 and comments on the Supplemental EA and Section 4(f) Evaluation will be accepted through March 1, 2022. Comments may be made verbally to a contact reporter at the virtual and in-person hearings. Written comments will be accepted during the in-person public hearing, and will be accepted at any time during the public comment period via the project website: transitchicago.com/RLE/SEA; project email to: RedExtension@transitchicago.com; and by U.S. mail to: Chicago Transit Authority, Strategic Planning & Policy, 10th Floor, Altgeld Red Line Extension Project, 567 W. Lake Street, Chicago, IL 60661-1465. Comments received during the 30-day public comment period, and the responses to those comments, will be incorporated into the project's Final EIS/Record of Decision (ROD). Sign language, Spanish interpretation, and captioning will be available during the virtual public hearing via Zoom only. If you require an interpreter or other accommodations to participate, please contact CTA Customer Service at 1-888-968-7282 at least 5 days before the public hearing or RedExtension@transitchicago.com. 1/31/2022 #1138687

Public Notices
NOTICE OF PUBLIC SALE OF PERSONAL PROPERTY
Notice is hereby given that the undersigned will sell, to satisfy lien of the owner, at public sale by competitive bidding on 2/17/2022 at 2:00PM online at www.StorageAuctions.com at the Safeguard Storage facility located at: Safeguard Self Storage 1353 S. Wabash Ave Chicago IL, 60605 Phone: 312-663-1841 The personal goods stored therein by the following: #1140- Melissa Carter #7312- Shanice Jones #5609- Adrienne Meachum #8408- Meloney Roca Purchases must be paid at the facility with Credit Card or Cash. All Purchases must be complete within 48 hours of the end of the online auction. A \$100.00 cash cleaning deposit is required until all items in the unit are removed from the premises and verified by the manager on duty. Sale subject to cancellation until the purchase is completed; company reserves the right to refuse any online bids. Auction by StorageAuctions.com Phone: (866) 944-8530 1/31, 2/7/2022 #1138829

Public Notices
NOTICE OF PUBLIC SALE OF PERSONAL PROPERTY
Notice is hereby given that the undersigned will sell, to satisfy lien of the owner, at public sale by competitive bidding on 02/17/2022 at [2:00PM] online at www.StorageAuctions.com at the Safeguard Storage facility located at: Safeguard Self Storage 1909 W. 95th St Chicago, IL 60643 773-238-2180 The personal goods stored therein by the following: Unit # 0127 Melanie Hogan Unit # 0325 Doris Bryant Unit # 0414 Dede Martin Unit # 0711 Jeriel Holts Unit # 0725 Ana Tate Unit # 1233 Juankee Harris Unit # 1301 Marissa M. Wilkerson Unit # 2131 Alfred Dillon Unit # 2208 Yolanda Carter Unit # 2401 Antoinette Knox Unit # 2617 Tracy Springs-Hunter Unit # 3103 Brandi Woodson Unit # 3138 Timothy J Edwards III Unit # 3609 Emily Pierce Purchases must be paid at the facility with Credit Card or Cash. All Purchases must be complete within 48 hours of the end of the online auction. A \$100.00 cash cleaning deposit is required until all items in the unit are removed from the premises and verified by the manager on duty. Sale subject to cancellation until the purchase is completed; company reserves the right to refuse any online bids. Auction by StorageAuctions.com Phone: (866) 944-8530 1/31, 2/7/2022 #1138812



Angela Gregg, whose 4-year-old son, Mychal Moultry Jr., was killed over Labor Day weekend, speaks Monday with the Rev. Michael Pfleger of St. Sabina church. STEFANO ESPOSITO/SUN-TIMES

Fund proposed to pay for burying children killed by gun violence

BY STEFANO ESPOSITO, STAFF REPORTER
sesposito@suntimes.com | @slesposito

After her 4-year-old son, Mychal Moultry Jr., was shot in the city while visiting his father during the Labor Day weekend, Angela Gregg's family had to pay \$13,000 for funeral expenses.

Gregg would have liked to have her son buried; she settled for cremation instead.

"The money was not there," Gregg said Monday, speaking at St. Sabina Church on the South Side.

Gregg said she's applied for state funding intended to help victims of gun violence but is still waiting to be reimbursed.

"Every child deserves to grow up free from gun violence, but when their innocent lives are cut short ... families are left to grieve. This is too much tragedy, too much loss for these families. They don't need the additional burden of financial distress," said state Sen. Jacqueline Collins.

Collins, D-Chicago, is sponsoring the Mychal Moultry Jr. Funeral and Burial Assistance Act, which would allow the state to pay funeral and burial service providers up

to \$10,000 for someone under 17 who dies of gun violence. The money would be available to families with incomes of less than \$40,000.

"Families who meet the income criteria would only have to submit simple paperwork to the funeral service provider, and then they could bury their child without taking on financial hardship," said Dr. Dave Nayak, founder of the community nonprofit Strength to Love Foundation, another supporter of the bill.

The average cost of a funeral is about \$9,400, according to supporters of the bill.

Collins said the current state program requires families to pay upfront and then wait to be reimbursed.

"It includes an often lengthy evaluation and review process that can take months or even years before a final determination has been made," Collins said.

Collins said conversations about her proposed legislation are ongoing with Gov. J.B. Pritzker and Illinois Attorney General Kwame Raoul.

Nayak said the bill seeks about \$350,000 annually for the next three years to fund funeral expenses statewide.

Winter SALE

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RED AHEAD



Red Line Extension (RLE) Project Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation Public Hearing

The Chicago Transit Authority (CTA) is hosting a virtual and in-person public hearing to solicit public comments on the Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation. 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 Environmental Impact Statement (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.

Virtual Public Hearing via Zoom
Tuesday, February 15, 2022 6:00 PM – 8:00 PM

In-Person Public Hearing
Thursday, February 17, 2022 6:00 PM – 8:00 PM
The Salvation Army Kroc Center, 1250 W. 119th Street, Chicago, IL 60643

CTA has established a 30-day comment period for the Supplemental EA and Section 4(f) Evaluation from January 31, 2022 through March 1, 2022.

Comments may be made verbally to a court reporter at the virtual and in-person hearings. Written comments will be accepted during the in-person public hearing, and will be accepted at any time during the public comment period via the project website: transitchicago.com/RLE/SEA; project e-mail to: RedExtension@transitchicago.com; and by U.S. mail to: Chicago Transit Authority, Strategic Planning & Policy, 10th Floor, Attn: Red Line Extension Project, 567 W. Lake Street, Chicago, IL 60661-1465.

****Face mask and proof of COVID-19 full vaccination is required to attend the in-person public hearing****

To attend either public hearing, pre-registration is encouraged at transitchicago.com/RLE/SEA

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★ TOP NEWS

CS★T

Corrupt politicians say prison doesn't work, so feds quote judge from 2014 who argued: 'Impose more severe penalties'

BY JON SEIDEL, FEDERAL COURTS REPORTER
jseidel@suntimes.com | @SeidelContent

The seemingly endless parade of Illinois politicians who face sentencing at Chicago's Dirksen Federal Courthouse has led over the years to a popular defense argument — that sending a corrupt politician to prison won't stop the next one.

The argument was most recently made by a lawyer for ex-state Rep. Luis Arroyo, who wrote in a court memo that Arroyo was “undeterred” by prior news reports about criminally charged politicians, and that prison “is no more effective than draining Lake Michigan with a spoon.”

Earlier this year, the lawyer for ex-Ald. Ricardo Munoz noted “the courts see governor after governor, legislator after legislator, alderman after alderman, county board member after board member, continuing to engage in the same behavior ... Most likely, because the universal belief or hope is, ‘I won't get caught.’”

So twice Friday, federal prosecutors in Chicago found themselves quoting in court memos the same words spoken by a judge eight years ago this month, during the sentencing of former Cook County Commissioner Joseph Mario Moreno for an extortion conspiracy.

U.S. District Judge Gary Feinerman handed Moreno an 11-year prison sentence Feb. 19, 2014, noting the cost-benefit calculation for corrupt Illinois politicians “has been skewed.”

“The court can't do anything about the likelihood of getting caught,” Feinerman said. “That's up to the FBI and the U.S. attorney and law enforcement. But the court can do something ... about the sanction that is imposed.”

“And the way to do that,” Feinerman said, “is to impose more severe penalties than have been imposed in the past.”

As it happened, the prosecutors' memos in the Munoz and Arroyo cases both were due Friday. They landed just days before a sitting member of the Chicago City Council — Ald. Patrick Daley Thompson — is set to go on trial at the federal courthouse Monday. On

Tuesday, a long-awaited hearing is set to take place in the criminal case of Ald. Edward M. Burke.

The feds asked U.S. District Judge Steven Seeger to sentence Arroyo to roughly four or five years in prison. Arroyo pleaded guilty to wire fraud in November. The charges in his case allege he spent roughly a year as a bought-and-paid-for member of the Illinois House of Representatives for businessman James Weiss.

Weiss is the son-in-law of former Cook County Democratic Party Chairman and ex-county Assessor Joseph Berrios. Arroyo's case also revealed former state Sen. Terry Link as a government cooperator.

Assistant U.S. Attorney James Durkin addressed Arroyo's argument that prison time won't curb public corruption, calling it “a depressingly cynical perspective from a man who just a few years ago was a senior member of the Illinois House of Representatives.”

Meanwhile, Assistant U.S. Attorney Morris Pasqual asked for a year in prison for Munoz, who admitted he took thousands from the Chicago Progressive Reform Caucus to pay for personal expenses like skydiving and a relative's college tuition.

Pasqual wrote in his memo that Munoz once texted an acquaintance that “a wise man” told him after he became a Council member that, “they will throw money at u they will throw trips and cars at u and they will throw very pretty young p---y at you.” He said the man told him “don't take any of it” and instead “pick ur 10 friends and make them millionaires and they will take care of u legally.” Munoz noted the “wise man” wound up being indicted for tax evasion.

The feds asked U.S. District Judge John Kness “to send the proper message to [Munoz], the public, and all elected officials in this district that the costs of corruption are severe and will outweigh any perceived benefit derived from abusing a position of power and breaking the law for personal gain.”

Arroyo is due to be sentenced Feb. 18. Munoz's sentencing has not been scheduled.



Luis Arroyo



Ricardo Munoz

RED AHEAD**Red Line Extension (RLE) Project Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation Public Hearing**

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Modern, Interoperable Data Systems Needed to Address Health Threats

ATLANTA PRNewswire -- The COVID-19 pandemic has placed a bright spotlight on the nation's public health infrastructure and underscored the need for investment in and development of comprehensive, flexible and interoperable data systems to track and address both chronic health challenges as well as future infectious disease outbreaks. Last week, organizations and individuals representing a variety of sectors gathered for the second summit in the Lights, Camera, Action: The Future of Public Health summit series to discuss the critical topic of data modernization and its link to better health outcomes for all.

"Our ultimate goal is to move from siloed and brittle public health data systems to connected, resilient, adaptable and sustainable 're-sponse-ready' systems," said Daniel B. Jernigan, MD, MPH, the Centers for Disease Control and Prevention's (CDC) deputy director for Public Health Science and Surveillance. "Having these systems in place can help us solve problems before they happen and reduce the harm caused by the problems that do happen, whether it's addressing longstanding issues like health equity or preparing our nation for the next infectious or non-infectious threat."

Jernigan noted that progress is being made in the public health community in this regard compared to before the COVID-19 pandemic, with now more than 10,300 healthcare facilities using electronic case reporting versus 187 previously. In addition, he said that data pipelines have advanced to inform action on the part of public health professionals with more than 530 million doses of COVID-19 vaccines being tracked in just over a year and clinical and environmental labs now sharing more than 1.5 million results per day with CDC.

But much work remains, ranging from improvements needed in how the public, public health, healthcare and other sectors use new technologies to creating standards and future-forward data systems that enable real-time and actionable intelligence in service to the public's health.

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For more information visit transitchicago.com/RLE/SEA



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Sanación Racial y Equidad...

Viene de la página 1

Fraternidad Verdad, Sanación y Equidad (T.H.E.). La fraternidad está diseñada para apoyar, educar y establecer equidad, sanación racial y capacidad para un cambio policial equitativo en la comunidad de Chicago. Carole Robertson Center for Learning, Courth Theatre, Gads Hill Center, Marwen y Metropolitan Family Services se embarcarán en

una serie de ocho meses, compuesta de talleres y entrenamiento de equidad racial individual para ayudarles a desarrollar y a implementar una estrategia para “avanzar políticas y prácticas equitativas”. Una de los cofrades, Maricela García, CEO de Gads Hill Center discutió que busca la organización en los próximos ocho meses y como esperan tener una

profunda conexión con la comunidad a quien sirve. **Lawndale Bilingual News: Recientemente anunciaron que su organización fue seleccionada como parte del Programa de Fraternidad Truth, Healing, and Equity (T.H.E.) diseñado para atender y promover la equidad y la sanación racial en toda la ciudad.**

Racial Healing...

Continued from page 2

by the constituents in which you serve? Gads Hill Center boasts a long history of social justice. When our agency was founded as a Settlement House in 1898, we provided critical resources to oppressed and often neglected immigrant populations. In providing these services, we have been privy to over a century of injustice, xenophobia, racism, and inequality. Within the past two years, the twin pandemics of COVID-19 and systemic racism have exacerbated the hyper vulnerability of the communities we serve. The global health crisis only exacerbated preexisting structural inadequacies that threaten our community. In response to these disparities, the resource-deserts in which our families reside, and an inadequate government

response. While it was clear that these already struggling families were now faced with a widespread crisis, we were (and continue to be) struck by the resilience and strength of the families we work alongside. We continue to be inspired by our families as we work together to recover from decades of oppression and from the recent crises. **How do you hope this fellowship deepens the connection your organization has with the residents it serves?** It is our hope that the Truth, Healing, and Equity Fellowship will enable us to embed community voice within every level of Gads Hill Center. By changing the narrative around our community, by educating ourselves and our neighbors on our history, and by acting in solidarity with the

families we serve, we can find the common ground necessary to create lasting, sustainable change. We are excited to gain the tools and knowledge necessary to deepen our connection with a community of our friends, families, and neighbors. Gads Hill Center is not some distant, charitable benefactor. As an organization built by and for communities of color, we walk alongside our families toward a bright future.

The Truth, Healing, and Equity Fellowship is made possible from contributions from the JPMorgan Chase Foundation, John D. and Catherine T. MacArthur Foundation, and The Chicago Community Trust.

Photo Credit:
Ajani Akinad

Por favor exponga lo que significa esta fraternidad para usted y ¿Qué espera al comenzar esta serie de ocho meses?

Maricela García CEO de Gads Hill Center: La Cofradía THRT significa el comienzo de un cambio para-digno entre las organizaciones con mentalidad de justicia y los individuos. Nuestra comunidad necesita desesperadamente un

cambio en la narrativa, uno que aborde la historia de la opresión sistémica en este país y llame la atención sobre la forma en que las comunidades se ven privadas de acceso, infraestructura y recursos. A pesar del racismo estructural incrustado en los marcos político y legislativo, tanto de Chicago como de todo EU, nuestras comunidades se levantan. Están dedicadas

a garantizar el futuro de nuestra comunidad y a apoyar el cambio sistémico. Gads Hill Center se honra en caminar en solidaridad con estas comunidades y establecer un futuro juntos. Esperamos tener un espacio con otros líderes cívicos de la Fraternidad y contextualizar la historia de Chicago dentro del movimiento progresista actual. Esperamos el efecto

Pase a la página 6



Audiencias pública sobre la Evaluación de Sección 4(f) y la Evaluación medioambiental suplementaria (EA) del Proyecto de la Extensión de la Línea Roja (RLE)

Chicago Transit Authority (CTA) está realizando una audiencia pública virtual y en persona para solicitar comentarios públicos acerca de la Evaluación medioambiental suplementaria (EA) y Evaluación de la Sección 4(f). La EA Suplementaria revela mejoras de diseño a la Alineación Preferida del proyecto y evalúa tres cambios del proyecto que han ocurrido desde la publicación del Borrador de la Declaración de Impacto Medioambiental (EIS) en 2016. Los cambios al Proyecto son 1) la reubicación de la estación de 130th Street, 2) el refinamiento de la yarda y taller de 120th Street y 3) el cruce de 107th Place.

Audiencia pública virtual por Zoom
Martes, 15 de febrero, 2022 6:00 PM – 8:00 PM

Audiencia pública en persona
Jueves, 17 de febrero, 2022 6:00 PM – 8:00 PM

The Salvation Army Kroc Center, 1250 W. 119th Street, Chicago, IL 60643

CTA ha establecido un periodo de comentarios acerca de Evaluación medioambiental suplementaria (EA) y Evaluación de la Sección 4(f) a partir del 31 de enero, 2022 hasta el 1 de marzo, 2022. Los comentarios pueden hacerse verbalmente a un taquígrafo judicial en el las audiencias virtuales y en persona. Los comentarios escritos serán aceptado durante la jornada de puertas abiertas de la audiencia pública en persona, y serán aceptados en cualquier momento durante el período de comentario público a través del sitio web del proyecto: transitchicago.com/RLE/SEA; el equipo del proyecto: RedExtension@transitchicago.com; y por correo de los EE. UU a: Chicago Transit Authority, Strategic Planning & Policy, 10th Floor, Attn: Red Line Extension Project, 567 W. Lake Street, Chicago, IL 60661-1465.

****Una mascarilla y comprobante de vacunación completa contra la COVID-19 son requeridas para asistir a la audiencia pública en persona****

La inscripción es recomendado para atendera todas las audiencias públicas. Favor de inscribirse en: transitchicago.com/RLE/SEA

Para más información visitar: transitchicago.com/RLE/SEA



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Red Line Extension (RLE) Project Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation Public Hearings

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Tuesday, February 15, 2022 6:00 PM – 8:00 PM

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For more information about the Supplemental EA and Section 4(f) Evaluation, please visit transitchicago.com/RLE/SEA. For questions about the RLE Project, please contact the project team at RedExtension@transitchicago.com.



CTA has established a 30-day comment period to accept comments on the Supplemental EA and Section 4(f) Evaluation from January 31, 2022 through March 1, 2022.

The Supplemental EA is available on the CTA website (transitchicago.com/RLE/SEA), and hard copies of the Supplemental EA and Section 4(f) Evaluation are available at the following locations during the 30-day comment period:

- Federal Transit Administration Region 5 Office
200 W. Adams Street, Suite 320, Chicago, IL 60606
- CTA headquarters
567 W. Lake Street, 2nd Floor, Chicago, IL 60661
- Pullman Public Library
11001 S. Indiana Avenue, Chicago, IL 60628
- West Pullman Public Library
830 W. 119th Street, Chicago, IL 60643
- Altgeld Public Library
955 E. 131st Street, Chicago, IL 60827
- Woodson Regional Public Library
9525 S. Halsted Street, Chicago, IL 60628
- Calumet Park Public Library
1500 W. 127th Street, Calumet Park, IL 60827
- Harold Washington Library Center
400 S. State Street, Chicago, IL 60605

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Pre-registration is encouraged to attend the public hearings.

Please register at: transitchicago.com/RLE/SEA

Face mask and proof of COVID-19 full vaccination is required to attend the in-person public hearing. The Kroc Center is accessible to people with disabilities. This location is served by CTA bus #119.

****Presentation audio available in Spanish if joining through Zoom only. Closed captioning and American Sign Language interpretation are also available on Zoom for participants who are Deaf or Hard-of-Hearing. Spanish and American Sign Language interpretation will also be available during the in-person public hearing.****

Attendees will receive information to join via Zoom or telephone. If you require assistance to pre-register, call us at 1-888-968-7282 at least three (3) days before the meeting you plan to attend. You can also watch the virtual public hearing live on Facebook at Facebook.com/CTARedExt

Do you require a reasonable accommodation?

Sign language, Spanish interpretation, and captioning will be available during the virtual public hearing via Zoom only. If you require an interpreter or other accommodations to participate, please contact CTA Customer Service at 1-888-968-7282 at least 5 days before the public hearing or RedExtension@transitchicago.com.

Audiencias públicas sobre la Evaluación de Sección 4(f) y la Evaluación medioambiental suplementaria (EA) del Proyecto de la Extensión de la Línea Roja

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1250 W. 119th Street Chicago, IL 60643

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Para más información acerca de la EA suplementaria, favor de visitar transitchicago.com/RLE/SEA. For questions about the RLE Project, please contact the project team at RedExtension@transitchicago.com.



CTA ha establecido un periodo de comentarios de 30 días para aceptar comentarios acerca de Evaluación medioambiental suplementaria (EA) y Evaluación de la Sección 4(f) a partir del 31 de enero, 2022 hasta el 1 de marzo, 2022.

La EA suplementaria está disponible en el sitio web de CTA (transitchicago.com/RLE/SEA), y copias impresas de la EA suplementaria están disponibles en los siguientes sitios durante el periodo de comentarios de 30 días:

- Federal Transit Administration Region 5 Office
200 W. Adams Street Suite 320, Chicago, IL 60606
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- Calumet Park Public Library
1500 W. 127th Street, Calumet Park, IL 60827
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400 S. State Street, Chicago, IL 60605

Los comentarios pueden hacerse verbalmente a un taquígrafo judicial en el las audiencias virtuales y en persona. Los comentarios escritos serán aceptado durante la jornada de puertas abiertas de la audiencia pública en persona, y serán aceptados en cualquier momento durante el período de comentario público a través del sitio web del proyecto: transitchicago.com/RLE/SEA; el equipo del proyecto: RedExtension@transitchicago.com; y por correo de los EE. UU a: Chicago Transit Authority, Strategic Planning & Policy, 10th Floor, Attn: Red Line Extension Project, 567 W. Lake Street, Chicago, IL 60661-1465.

La inscripción es requerida para asistir a todas las audiencias públicas.

Favor de inscribirse en: transitchicago.com/RLE/SEA

Se requiere una mascarilla y comprobante de vacunación completa contra COVID-19 para poder asistir a la audiencia pública en persona. Esta ubicación es servida por el autobús CTA #119. El Kroc Center es accesible para personas con discapacidades.

****Audio de la presentación estará disponible en español si está asistiendo a la audiencia pública virtual por medio de Zoom solamente y también está disponible para la audiencia pública en persona. Habrá subtítulos e interpretación en lenguaje de señas disponibles en Zoom y durante la audiencia pública en persona para los participantes que son sordos o tienen dificultades auditivas.****

Los asistentes recibirán información para poder asistir por Zoom o teléfono. Si requiere asistencia para inscribirse, llamarnos al 1-888-968-7282 por lo menos tres [3] días antes de la reunión que planea en asistir. También puede ver la audiencia pública en vivo por Facebook en Facebook.com/CTARedExt

¿Requiere una adaptación razonable?

interpretación en lenguaje de señas, interpretación en español, y subtítulos estarán disponibles durante la audiencia pública virtual solo a través de Zoom. Si tu requiere un intérprete u otras adaptaciones para participar, comuníquese con el Servicio al cliente de CTA al 1-888-968-7282 al menos 5 días antes de la audiencia pública o RedExtension@transitchicago.com.

**RED AHEAD**

Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation

- [Overview](#)
- [Supplemental EA and Section 4\(f\) Evaluation](#)
- [Public comments](#)
- [Public hearing](#)
- [130th Street station stakeholder meeting](#)

Overview

The National Environmental Policy Act (NEPA) requires evaluation of potential environmental impacts associated with federal projects and actions.

In 2020, a Supplemental EA was determined to be required for the RLE project to evaluate the three project changes that have occurred since the publication of the [Draft Environmental Impact Statement \(EIS\)](#) in 2016. The project changes are:

- 130th Street station relocation
- 120th Street yard and shop refinement
- 107th Place cross-over

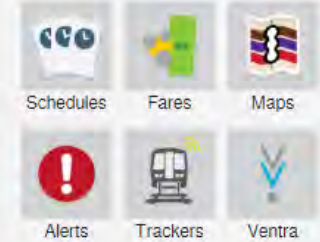
The Federal Transit Administration (FTA) and the Chicago Transit Authority (CTA) announce the availability of the Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation for the Red Line Extension (RLE) Project. This document evaluates the three project changes that have occurred since the publication of the Draft Environmental Impact Statement (EIS) in 2016. The purpose of the Section 4(f) Evaluation is to discuss mitigation and enhancement measures proposed for Beaubien Woods Forest Preserve. These mitigation and enhancement measures were developed in consultation with the Forest Preserves of Cook County.

Supplemental EA and Section 4(f) Evaluation

The Supplemental EA and Section 4(f) Evaluation was available for public review and comment from **January 31 to March 1, 2022**.

- Notice of Availability and Public Hearing for the Supplemental EA ([English](#)) ([Español](#))
- [RLE Supplemental EA \(Accessible version\)](#)
- RLE Supplemental EA Attachment Documents
 - [Attachment A: Plans and Profiles \(Accessible version\)](#)
 - [Attachment B: Displacements and Relocations of Existing Uses \(Accessible version\)](#)

Quick Inks



- [Red Line Extension](#)
- [What's new](#)
- [Frequently asked questions](#)
- [Acquisition and relocation](#)
- [Draft Environmental Impact Statement \(EIS\)](#)
- [Supplemental EA](#)
- [Preferred alignment](#)
- [Transit-Supportive Development Plan](#)
- [Project documents archive](#)
- [Engage](#)

- [Attachment B: Displacements and Relocations of Existing Uses \(Accessible version\)](#)
- [Attachment C: Transportation \(Accessible version\)](#)
- [Attachment D: Historic and Cultural Resources Supporting Information \(Accessible version\)](#)
- [Attachment E: Final Corridor Phase I Environmental Site Assessment Report \(Accessible version\)](#)
- [Attachment F: USACE and Illinois Coastal Management Program Supporting Information \(Accessible version\)](#)
- [Attachment G: Biological Resources Supporting Information \(Accessible version\)](#)
- [Attachment H: Section 4\(f\) Coordination Materials \(Accessible version\)](#)
- [Attachment I: Public Outreach \(Accessible version\)](#)
- RLE Supplemental EA Community Guide ([English](#)) ([Español](#))

Copies of the Supplemental EA were available at the following locations during the 30-day comment period:

- Federal Transit Administration – Region 5 Office
 - 200 W. Adams Street, Suite 320, Chicago, IL 60606
- CTA Headquarters
 - 567 W. Lake Street, 2nd Floor, Chicago, IL 60661
- 9th Ward Aldermanic Office
 - 34 E. 112th Place, Chicago, IL 60628
- 34th Ward Aldermanic Office
 - 507 W. 111th Street, Chicago, IL 60628
- Pullman Public Library
 - 11001 S. Indiana Avenue, Chicago, IL 60628
- Palmer Park
 - 201 E. 111th Street, Chicago, IL 60628
- Agape Community Center
 - 342 W. 111th Street, Chicago, IL 60628
- West Pullman Public Library
 - 830 W. 119th Street, Chicago, IL 60643
- Altgeld Public Library
 - 955 E 131st Street, Chicago, IL 60827
- Woodson Regional Public Library
 - 9525 S. Halsted Street, Chicago, IL 60628
- Calumet Park Public Library
 - 1500 W. 127th Street, Calumet Park, IL 60827
- Harold Washington Library Center
 - 400 S. State Street, Chicago, IL 60605

Public comments

The CTA has concluded the 30-day comment period to take formal comments on the Supplemental EA and Section 4(f) Evaluation from **January 31, 2022 to March 1, 2022**. While the public comment period for the Supplemental EA is now complete, you can continue to submit comments on the project via email or U.S. mail at any time.

Public hearing

The public hearing for the Supplemental EA and the Section 4(f) Evaluation was held in two formats: one virtual meeting and one in-person meeting.

- **Virtual Public Hearing**
 - Tuesday, February 15, 2022 (6:00 PM – 8:00 PM)
 - Location: via Zoom

Public comments

The CTA has concluded the 30-day comment period to take formal comments on the Supplemental EA and Section 4(f) Evaluation from **January 31, 2022 to March 1, 2022**. While the public comment period for the Supplemental EA is now complete, you can continue to submit comments on the project via email or U.S. mail at any time.

Public hearing

The public hearing for the Supplemental EA and the Section 4(f) Evaluation was held in two formats: one virtual meeting and one in-person meeting.

- **Virtual Public Hearing**
 - Tuesday, February 15, 2022 (6:00 PM – 8:00 PM)
 - Location: via Zoom
- **In-Person Public Hearing**
 - Thursday, February 17, 2022 (6:00 PM – 8:00 PM)
 - Location: The Salvation Army Kroc Center (1250 W 119th St, Chicago, IL 60643)
- **Meeting resources**
 - Announcement Flyer ([English](#)) ([Español](#))
 - Virtual Public Hearing Recordings ([English](#)) ([Español](#))
 - [Virtual Public Hearing Presentation Slides](#)
 - [In-Person Public Hearing Exhibit Boards](#)

130th Street station stakeholder meeting (Altgeld Gardens)

In addition to the public hearing, the CTA hosted a targeted stakeholder meeting for residents in the vicinity of the Altgeld Gardens and Golden Gate neighborhoods.

- **In-Person Stakeholder Meeting**
 - Wednesday, February 16, 2022 (6:00 PM – 8:00 PM)
 - Location: Altgeld Branch, Chicago Public Library (955 E 131st St, Chicago, IL 60827)

Get involved and stay informed

You can request to be added to the RLE contact list by clicking [here](#) or sending an email to RedExtension@transitchicago.com. Those added to this contact list will receive upcoming meeting notices, as well as future updates about the RLE Project.

Updates on the RLE Project will also be posted to the project Facebook page: [Facebook.com/CTARedExt](https://www.facebook.com/CTARedExt)

If you have any questions related to the CTA's proposed RLE Project, please click [here](#) or contact us via email or U.S. mail at: RedExtension@transitchicago.com

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

cta





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

**Optional. Tear here and return this postage paid card to any mailbox.*

*Address

*Name _____
*Email _____

Give us Your Feedback! Please print your comments below.

The Chicago Transit Authority (CTA) is hosting a virtual and in-person public hearing to solicit public comments on the Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation. 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 Environmental Impact Statement (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.

Comments may be made verbally to a court reporter at the virtual and in-person hearings. Written comments will be accepted during the in-person public hearing, and will be accepted at any time during the public comment period via the project website: transitchicago.com/RLE/SEA; project e-mail to: RedExtension@transitchicago.com; and by U.S. mail to: Chicago Transit Authority, Strategic Planning & Policy, 10th Floor, Attn: Red Line Extension Project, 567 W. Lake Street, Chicago, IL 60661-1465.

Virtual Public Hearing via Zoom
Tuesday, February 15, 2022
6:00 PM – 8:00 PM

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Thursday, February 17, 2022
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The Salvation Army Kroc Center
1250 W. 119th Street
Chicago, IL 60643

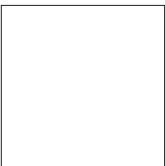
****Face mask and proof of COVID-19 full vaccination is required to attend the in-person public hearing**** To attend either public hearing, pre-registration is encouraged at transitchicago.com/RLE/SEA

CTA has established a 30-day comment period to accept comments on the Supplemental EA and Section 4(f) Evaluation from January 31, 2022 through March 1, 2022.



For more information visit transitchicago.com/RLE/SEA

Chicago Transit Authority
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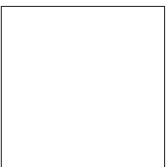


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For more information visit transitchicago.com/RLE/SEA

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



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SAVE-THE-DATE!

The Chicago Transit Authority (CTA) is hosting a virtual and in-person public hearing to solicit public comments on the Supplemental Environmental Assessment (EA) and section 4(f) Evaluation. 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 Environmental Impact Statement (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.

- Virtual Public Hearing (via Zoom)
 - **Tuesday, February 15th**
- In-Person Public Hearing
 - **Thursday, February 17th**
 - The Salvation Army Kroc Center (1250 W. 119th St., Chicago, IL 60643)

Information regarding pre-registration and availability of the Supplemental EA and Section 4(f) Evaluation, to be made available ahead of the public hearings!

For additional information about the Red Line Extension Project, please visit the project website at transitchicago.com/rle/, or please contact the project team at RedExtension@transitchicago.com.

SAVE THE DATE

SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT (EA) AND SECTION 4(f) EVALUATION PUBLIC HEARINGS

Virtual Public Hearing
Tuesday, February 15th
Via Zoom

In-Person Public Hearing
Thursday, February 17th
The Salvation Army Kroc Center
1250 W. 119th Street, Chicago, IL 60643

Face mask and proof of COVID-19 full vaccination is required to attend in-person public hearing

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blast Notification: Initial Announcement
Publication Date: 1/31/2022



JOIN US!

***Red Line Extension (RLE) Supplemental
Environmental Assessment (EA) and Section 4(f)
Evaluation Public Hearings***

The Chicago Transit Authority (CTA) is hosting a virtual and in-person public hearing to solicit public comments on the Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation. 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 Environmental Impact Statement (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.

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 - The Salvation Army Kroc Center (1250 W. 119th St., Chicago, IL 60643)

The Supplemental EA and Section 4(f) Evaluation is available on the CTA website (transitchicago.com/RLE/SEA) and the locations where hard copies of the Supplemental EA are available are also listed.

CTA has established a 30-day comment period to accept comments on the Supplemental EA and Section 4(f) Evaluation from January 31, 2022 through March 1, 2022.

Comments may be made verbally to a court reporter at the virtual and in-person hearings. Written comments will be accepted during the in-person public hearing, and will be accepted at any time during the public comment period via the: project website: transitchicago.com/RLE/SEA; project e-mail to RedExtension@transitchicago.com; and by U.S. mail to: Chicago Transit Authority, Strategic Planning & Policy, 10th Floor, Attn: Red Line Extension Project, 567 W. Lake Street, Chicago, IL 60661-1465.

Pre-registration is encouraged to attend the public hearings.

Please register at: transitchicago.com/RLE/SEA

Face mask and proof of COVID-19 full vaccination is required to attend the in-person public hearing.

The Kroc Center is accessible to people with disabilities. This location is served by CTA bus #119.

If you require assistance to register, call us at 1-888-968-7282 at least three (3) days before the public hearing you plan to attend.

Attendees will receive information to join via Zoom or telephone. If you require assistance to pre-register, call us at 1-888-968-7282 at least three (3) days before the meeting you plan to attend. You can also watch the virtual public hearing live on Facebook at Facebook.com/CTARedExt.

*****Presentation audio available in Spanish if joining through Zoom only. Closed captioning and American Sign Language interpretation are also available on Zoom for participants who are Deaf or Hard-of-Hearing. Spanish and American Sign Language interpretation will also be available during the in-person public hearing.*****

Do you require a reasonable accommodation?

Sign language, Spanish interpretation, and captioning will be available during the virtual public hearing via Zoom only. If you require an interpreter or other accommodations to participate, please contact CTA Customer Service at 1-888-968-7282 at least 5 days before the public hearing or RedExtension@transitchicago.com.

If you require other reasonable accommodations to participate, please contact CTA Customer Service at 1-888-968-7282, by Thursday, February 10, 2022, or RedExtension@transitchicago.com.

For more information about the Supplemental EA and Section 4(f) Evaluation, please visit transitchicago.com/RLE/SEA. For questions about the RLE Project, please contact the project team at RedExtension@transitchicago.com.

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REMINDER TO JOIN US!

RLE Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation Public Hearings

Reminder that the CTA is hosting a virtual and in-person public hearing to solicit public comments on the Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation. 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 Environmental Impact Statement (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.

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 - The Salvation Army Kroc Center (1250 W. 119th St., Chicago, IL 60643)

The Supplemental EA and Section 4(f) Evaluation is available on the CTA website (transitchicago.com/RLE/SEA) and the locations where hard copies of the Supplemental EA are available are also listed.

CTA has established a 30-day comment period to accept comments on the Supplemental EA and Section 4(f) Evaluation from January 31, 2022 through March 1, 2022.

Comments may be made verbally to a court reporter at the virtual and in-person hearings. Written comments will be accepted during the in-person public hearing, and will be accepted at any time during the public comment period via the project website: transitchicago.com/RLE/SEA; project e-mail to RedExtension@transitchicago.com; and by U.S. mail to: Chicago Transit Authority, Strategic Planning & Policy, 10th Floor, Attn: Red Line Extension Project, 567 W. Lake Street, Chicago, IL 60661-1465.

Pre-registration is encouraged to attend the public hearings.

Please register at: tiny.cc/SEAregristration

Face mask and proof of COVID-19 full vaccination is required to attend the in-person public hearing.

The Kroc Center is accessible to people with disabilities. This location is served by CTA bus #119.

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For more information about the Supplemental EA and Section 4(f) Evaluation, please visit transitchicago.com/RLE/SEA. For questions about the RLE Project, please contact the project team at RedExtension@transitchicago.com.

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REMINDER TO JOIN US TOMORROW!
***RLE Supplemental Environmental Assessment (EA)
and Section 4(f) Evaluation Public Hearings***

Reminder that you are encouraged to [pre-register](#) to join us tomorrow, February 15th, for a virtual public hearing! The CTA is hosting one virtual and one in-person public hearing this week to solicit public comments on the Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation.

- Virtual Public Hearing (via Zoom)
 - **Tuesday, February 15, 2022 (6:00 PM - 8:00 PM)**
 - Pre-register [HERE](#)
- In-Person Public Hearing
 - **Thursday, February 17, 2022 (6:00 PM - 8:00 PM)**
 - The Salvation Army Kroc Center (1250 W. 119th St., Chicago, IL 60643)
 - Pre-register [HERE](#)

The Supplemental EA and Section 4(f) Evaluation is available on the CTA website (transitchicago.com/RLE/SEA) and the locations where hard copies of the Supplemental EA are available are also listed.

CTA has established a 30-day comment period to accept comments on the Supplemental EA and Section 4(f) Evaluation from January 31, 2022 through March 1, 2022.

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Do you require a reasonable accommodation?

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For more information about the Supplemental EA and Section 4(f) Evaluation, please visit transitchicago.com/RLE/SEA. For questions about the RLE Project, please contact the project team at RedExtension@transitchicago.com.

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eblast Notification: Reminder #3
Publication Date: 2/15/2022

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REMINDER TO JOIN US TODAY!

***RLE Supplemental Environmental Assessment (EA)
and Section 4(f) Evaluation Public Hearings***

Reminder that you are encouraged to [PRE-REGISTER TODAY](#), February 15th, for a virtual public hearing! The CTA is hosting one virtual and one in-person public hearing this week to solicit public comments on the Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation.

- Virtual Public Hearing (via Zoom)
 - **Tuesday, February 15, 2022 (6:00 PM - 8:00 PM)**
 - Pre-register [HERE](#)
- In-Person Public Hearing
 - **Thursday, February 17, 2022 (6:00 PM - 8:00 PM)**
 - The Salvation Army Kroc Center (1250 W. 119th St., Chicago, IL 60643)
 - Pre-register [HERE](#)

CTA has established a 30-day comment period to accept comments on the Supplemental EA and Section 4(f) Evaluation from January 31, 2022 through March 1, 2022.

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Pre-registration is encouraged to attend the public hearings.

Please register at: tiny.cc/SEAreistration

Face mask and proof of COVID-19 full vaccination is required to attend the in-person public hearing. The Kroc Center is accessible to people with disabilities. This location is served by CTA bus #119.

Attendees will receive information to join via Zoom or telephone. If you require assistance to pre-register, call us at 1-888-968-7282. You can also watch the virtual public hearing live on Facebook at Facebook.com/CTARedExt.

Presentation audio available in Spanish if joining through Zoom only. Closed captioning and American Sign Language interpretation are also available on Zoom for participants who are Deaf or Hard-of-Hearing. Spanish and American Sign Language interpretation will also be available during the in-person public hearing

For more information about the Supplemental EA and Section 4(f) Evaluation, please visit transitchicago.com/RLE/SEA. For questions about the RLE Project, please contact the project team at RedExtension@transitchicago.com.

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FINAL REMINDER TO JOIN US TODAY!

***RLE Supplemental Environmental Assessment (EA)
and Section 4(f) Evaluation Public Hearings***

Reminder that you are encouraged to [PRE-REGISTER TODAY](#), February 17th, for the in-person public hearing that the CTA is hosting to solicit public comments on the Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation.

- In-Person Public Hearing
 - **Thursday, February 17, 2022 (6:00 PM - 8:00 PM)**
 - The Salvation Army Kroc Center (1250 W. 119th St., Chicago, IL 60643)
 - Pre-register [HERE](#)

CTA has established a 30-day comment period to accept comments on the Supplemental EA and Section 4(f) Evaluation from January 31, 2022 through March 1, 2022.

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Pre-registration is encouraged.

Please register at: tiny.cc/SEAreistration

Face mask and proof of COVID-19 full vaccination is required to attend the in-person public hearing. The Kroc Center is accessible to people with disabilities. This location is served by CTA bus #119.

*****Spanish and American Sign Language interpretation will also be available during the in-person public hearing*****

For more information about the Supplemental EA and Section 4(f) Evaluation, please visit transitchicago.com/RLE/SEA. For questions about the RLE Project, please contact the project team at RedExtension@transitchicago.com.

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Please provide your comments on the Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation by March 1, 2022!

On January 31, the Federal Transit Administration (FTA) and the Chicago Transit Authority (CTA) announced the availability of the **Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation for the Red Line Extension project**. The Supplemental EA and Section 4(f) Evaluation is available for public review and comment until **March 1, 2022**.

To access the **Supplemental EA and Section 4(f) Evaluation**, and the accompanying RLE **Community Guide**, visit the project website at transitchicago.com/RLE/SEA.

To provide your **official comments** on the Supplemental EA and Section 4(f) Evaluation, visit tiny.cc/SEAcComments to access the online comment card. You may also email official comments (RedExtension@transitchicago.com) or use U.S. mail to send your comments directly to CTA at:

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

CTA hosted a virtual public hearing, Tuesday, February 15, 2022 and an in-person public hearing on Thursday, February 17, 2022. If you missed the virtual public hearing, you may **view the presentation** at Facebook.com/CTARedExt. In addition, copies of the virtual public hearing presentation slides and the in-person exhibit boards are available at transitchicago.com/RLE/SEA.

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Please provide your comments on the Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation by March 1, 2022!

On January 31, the Federal Transit Administration (FTA) and the Chicago Transit Authority (CTA) announced the availability of the **Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation for the Red Line Extension project**. The Supplemental EA and Section 4(f) Evaluation is available for public review and comment until **March 1, 2022**.

To access the **Supplemental EA and Section 4(f) Evaluation**, and the accompanying RLE **Community Guide**, visit the project website at transitchicago.com/RLE/SEA.

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RLE Facebook Post: Save-the-Date
Publication Date: 1/26/2022



CTA Red Line Extension
Published by Jean Paul Manzanarez · January 26 ·

Save-the-Date! The Chicago Transit Authority (CTA) is hosting a virtual and in-person public hearing to solicit public comments on the Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation. 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 Environmental Impact Statement (EIS) in 2016. The project changes are 1) 130th Street station rel... See more



SAVE THE DATE

SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT (EA) AND SECTION 4(f) EVALUATION PUBLIC HEARINGS

Virtual Public Hearing
Tuesday, February 15th
Via Zoom

In-Person Public Hearing
Thursday, February 17th
The Salvation Army Kroc Center
1250 W. 119th Street, Chicago, IL 60643

Face mask and proof of COVID-19 full vaccination is required to attend in person public hearing

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148 People reached 7 Engagements - Distribution score [Boost post](#)

3

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 Comment as CTA Red Line Extension [😊](#) [📷](#) [GIF](#) [😬](#)

RLE Facebook Post: Reminder #1
Publication Date: 2/09/2022



CTA Red Line Extension

Published by Jean Paul Manzanarez · February 9 ·

Reminder that the Chicago Transit Authority (CTA) is hosting a virtual and in-person public hearing to solicit public comments on the Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation! 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 Environmental Impact Statement (EIS) in 2016. The project changes are 1) 130th Street station relo... See more

RED AHEAD Red Line Extension

Red Line Extension (RLE) Project Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation Public Hearings

Virtual Public Hearing via Zoom
Tuesday, February 15, 2022
6:00 PM – 8:00 PM

In-Person Public Hearing
Thursday, February 17, 2022
6:00 PM – 8:00 PM

The Salvation Army Kroc Center
1250 W. 119th Street, Chicago, IL 60643

****Face mask and proof of COVID-19 full vaccination is required to attend the in-person public hearing****

Pre-registration is encouraged to attend the public hearings.
Please register at: tiny.cc/SEARegistration

CTA has established a 30-day comment period to accept comments on the Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation from **January 31, 2022 through March 1, 2022**.

Comments may be made verbally in a public hearing at the virtual and in-person hearings. Written comments will be accepted during the in-person public hearing, and will be accepted at any time during the public comment period via the project website: transitchicago.com/RLE/SEA, posted to our Facebook page (www.facebook.com/transitchicago), and by U.S. mail to: Chicago Transit Authority, Strategic Planning & Policy, 1001 Park Ave, Red Line Extension Project, 307 W. Lake Street, Chicago, IL 60661-1465.

cta

For more information visit transitchicago.com/RLE/SEA

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Sign up for the RLE Supplemental Environmental Assessment public hearings...

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52

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RLE Facebook Post: Reminder #2
Publication Date: 2/14/2022



CTA Red Line Extension

Published by Jean Paul Manzanarez · February 14 ·

Reminder that the Chicago Transit Authority (CTA) is hosting a virtual and in-person public hearing this week to solicit public comments on the Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation! 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 Environmental Impact Statement (EIS) in 2016. The project changes are 1) 130th Street st...
See more

RED AHEAD Red Line Extension

Red Line Extension (RLE) Project Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation Public Hearings

Virtual Public Hearing via Zoom
Tuesday, February 15, 2022
6:00 PM – 8:00 PM

In-Person Public Hearing
Thursday, February 17, 2022
6:00 PM – 8:00 PM

The Salvation Army Kruc Center
1250 W. 119th Street, Chicago, IL 60643

"Face mask and proof of COVID-19 full vaccination is required to attend the in-person public hearing"

Pre-registration is encouraged to attend the public hearings.
Please register at: tiny.cc/5EARegistration

CTA has established a 30-day comment period to accept comments on the Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation from **January 31, 2022 through March 1, 2022**.

Comments may be made online in a public hearing in the virtual and in-person hearings. Public comments will be accepted during the 30-day virtual hearing, and will be accepted at any time during the 30-day comment period via the project website: transitchicago.com/RLE/SEA, public@transitchicago.com and by U.S. mail to: Chicago Transit Authority, Design Planning & Policy, 1700 First Ave., Red Line Extension Project, 917 W. Lake Street, Chicago, IL 60607-1487.

For more information visit transitchicago.com/RLE/SEA


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1

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RLE Facebook Post: Comment Period Follow-Up Reminder #1
Publication Date: 2/25/2022

 **CTA Red Line Extension**
Published by Jean Paul Manzanarez · February 25 at 9:49 AM ·

Please provide your comments on the Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation by March 1, 2022!


You may use the online comment form at tiny.cc/SEAComments. You may also email official comments (RedExtension@transitchicago.com) or use U.S. mail to send your comments directly to CTA at:

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

Missed the virtual public hearing? View the full virtual public hearing presentation at https://www.facebook.com/CTARedExt/videos/?ref=page_internal.

If you have general questions about the Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation, please email RedExtension@transitchicago.com or visit the project webpage at www.transitchicago.com/RLE/SEA.

We look forward to hearing from you!




ENGAGERLE.TRANSITCHICAGO.COM

Provide your comments on the RLE Supplemental Environmental Assessment and Section 4(f) Evaluation

174 People reached 6 Engagements - Distribution score [Boost post](#)

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RLE Facebook Post: Comment Period Follow-Up Reminder #2
Publication Date: 2/28/2022

 **CTA Red Line Extension**
Published by Jean Paul Manzanarez · February 28 at 9:59 AM ·

Please provide your comments on the Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation by March 1, 2022!

You may use the online comment form at tiny.cc/SEAComments. You may also email official comments (RedExtension@transitchicago.com) or use U.S. mail to send your comments directly to CTA at:

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

Missed the virtual public hearing? View the full virtual public hearing presentation at https://www.facebook.com/CTARedExt/videos/?ref=page_internal.

If you have general questions about the Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation, please email RedExtension@transitchicago.com or visit the project webpage at www.transitchicago.com/RLE/SEA.

We look forward to hearing from you!




ENGAGERLE.TRANSITCHICAGO.COM

Provide your comments on the RLE Supplemental Environmental Assessment and Section 4(f) Evaluation

116 People reached 2 Engagements – Distribution score [Boost post](#)

 1

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Customer Alert

Red Line Extension Supplemental EA Public Hearings

The Chicago Transit Authority (CTA) is hosting two public hearings in virtual and in-person formats to solicit public comments on the **Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation**.

The public hearings are scheduled as follows:

- **Tuesday, February 15, 2022 (6pm – 8pm):**

Virtual Public Hearing via Zoom and Facebook/Live

- **Thursday, February 17, 2022 (6pm – 8pm):**

In-person public hearing at the Salvation Army Kroc Center
1250 W. 119th St., Chicago*

**Facility accessible to people with disabilities. The Kroc Center is served by CTA bus route #119 Michigan/119th.*

Pre-REGISTRATION IS RECOMMENDED TO ATTEND THE PUBLIC HEARINGS. To pre-register, visit: transitchicago.com/RLE/SEA.

Face mask and proof of COVID-19 full vaccination is required to attend the in-person public hearing

Note: *The Supplemental EA is available for online viewing at transitchicago.com/RLE/SEA and includes a list of available viewing locations with hard copies.*

Public comments on the Supplemental EA and Section 4(f) Evaluation will be accepted January 31 through March 1, 2022. Verbal comments can be made via a court reporter at the virtual and in-person hearings. Written comments accepted during the in-person public hearing, and any time during the public comment period at transitchicago.com/RLE/SEA or via e-mail to: RedExtension@transitchicago.com; and by U.S. mail to: **Chicago Transit Authority, Strategic Planning & Policy, 10th Floor, Attn: Red Line Extension Project, 567 W. Lake Street, Chicago, IL 60661-1465.**

Sign language, Spanish interpretation, and captioning will be available during the virtual public hearing via Zoom only. If you require an interpreter or other accommodations to participate, please contact CTA Customer Service at **1-888-968-7282** or email RedExtension@transitchicago.com at least 5 days before the public hearing.

transitchicago.com/RLE/SEA

Customer Information: 1-888-YOUR-CTA (1-888-968-7282); CTA TTY: 1-888-CTA-TTY1 (1-888-282-8891)
Transit Information: 312-836-7000



Blue Line trains are running w/residual delays following an earlier unauthorized person on the tracks at Division. Service is resuming

Home News CTA Hosting Public Hearings to Solicit Input on the Red Line Extension's Supplemental Environmental Assessment



CTA Hosting Public Hearings to Solicit Input on the Red Line Extension's Supplemental Environmental Assessment

February 10, 2022

In its latest step toward advancing the transformative Red Line Extension project, the Chicago Transit Authority (CTA) is hosting two public hearings to solicit public comments on the federally required Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation.

The goal of these meetings is to allow members of the public an opportunity to provide feedback and input on the potential impacts the proposed Red Line Extension project may have on the areas surrounding the project footprint. A virtual public hearing will be held via Zoom on **Tuesday, February 15 from 6 pm - 8 pm**. An in-person public hearing will be held on **Thursday, February 17 from 6 pm - 8 pm** at the Salvation Army Kroc Center, 1250 W. 119th St., in Chicago. To attend either the virtual or in-person public hearings, pre-registration is encouraged at engagerle.transitchicago.com. Attendees of the in-person meeting are required to wear face masks and provide proof of COVID-19 full vaccination upon arrival at meeting location.

The Supplemental EA discloses design refinements to the project's [Preferred Alignment](#). The Supplemental EA evaluates three project changes that have occurred since the publication of the Draft Environmental Impact Statement (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. The purpose of the Section 4(f) Evaluation is to discuss mitigation and enhancement measures proposed for Beaubien Woods Forest Preserve. These mitigation and enhancement measures were developed in consultation with the Forest Preserves of Cook County.

The Supplemental EA is available during the public review period from January 31 through March 1 online at transitchicago.com/RLE/SEA. Hard copies are available for viewing at the following locations:

- FTA Region 5 Office, 200 W. Adams St., Suite 320
- CTA Headquarters, 567 W. Lake Street, 2nd floor
- Pullman Public Library, 11001 S. Indiana Ave.
- West Pullman Public Library, 830 W. 119th St.
- Altgeld Public Library, 955 E. 131st St.
- Woodson Regional Public Library, 9525 S. Halsted St.
- Harold Washington Library Center, 400 S. State St.
- Calumet Park Public Library, 1500 W. 127th St., Calumet Park, IL.

The comments received during the 30-day public comment period, and the responses to those comments, will be incorporated into the project's Final Environmental Impact Statement (EIS) / Record of Decision (ROD), which will conclude the project's environmental review process.

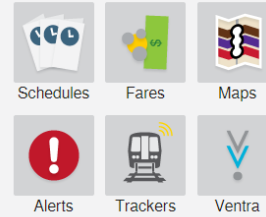
The Red Line Extension project will be a transformative investment for the Far South Side community. It will provide long-awaited and much needed connection to jobs, education, and commerce, while also serving as a catalyst for economic development. Under this proposed project, the CTA will extend the Red Line 5.6-miles south of the existing terminal at 95th Street to 130th Street. Four new, fully accessible stations at 103rd Street, 111th Street, Michigan Avenue and 130th Street will be added, plus a modern, efficient railcar storage yard and maintenance facility.

RLE is a community-input driven project. Members of the surrounding communities have been and will remain vital in helping shape this project and its path forward. To learn more about the Red Line Extension project visit: <https://www.transitchicago.com/rle/>.

###

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Quick links



System status snapshot

Systemwide

[A note about bus service \(All Bus Routes\)](#)

'L' route status

Red Line	Planned Work
Blue Line	Major Delays
Brown Line	Special Note
Green Line	Special Note
Orange Line	Special Note
Pink Line	Special Note

Purple Line	Service Change
Yellow Line	Special Note

All 'L' alerts: [Current](#) or [Upcoming](#)

Bus routes w/alerts

2	4	6	9	X9
J14	49	49B	X49	54A
56	63	71	73	80
81	82	92	126	157

All bus alerts: [Current](#) or [Upcoming](#)

Elevator alerts

Brown Line	Montrose, Sedgwick
Green Line	Ashland/63, Pulaski, Morgan
Pink Line	Morgan
Purple Line Exp	Sedgwick

All elevator alerts: [Current](#) or [Upcoming](#)

See also: [complete system status](#)



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RED AHEAD



RED LINE EXTENSION COMMUNITY GUIDE

TO THE
SUPPLEMENTAL ENVIRONMENTAL
ASSESSMENT AND
SECTION 4(f) EVALUATION

FEBRUARY 2022



Scan the QR
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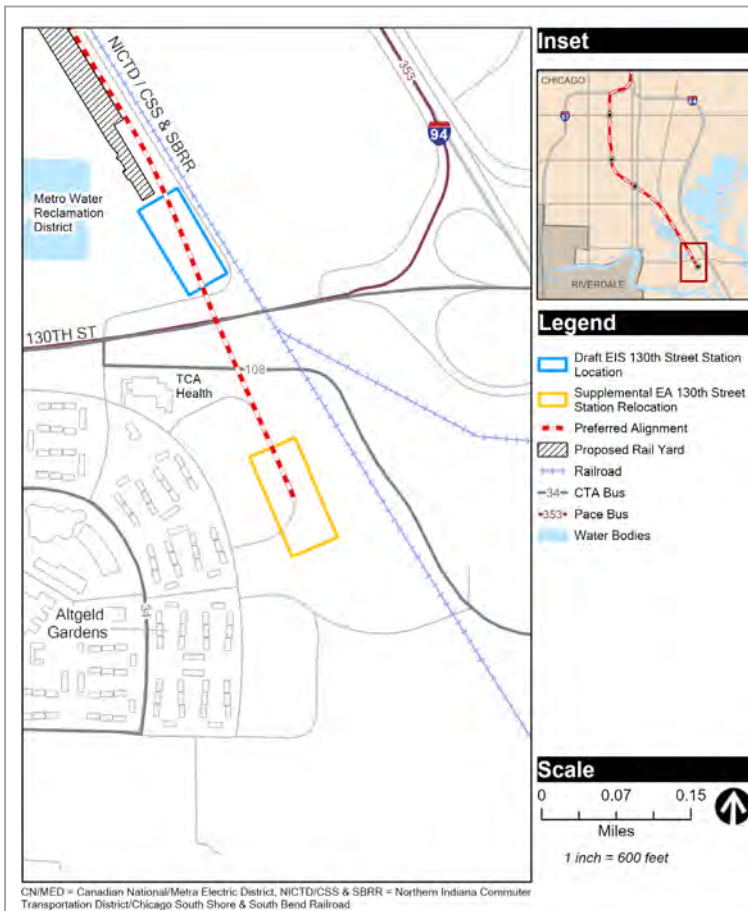


What is a Supplemental Environmental Assessment?

The Federal Transit Administration (FTA) and the Chicago Transit Authority (CTA) published a Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation for the Red Line Extension (RLE) Project. A Supplemental EA is a federal National Environmental Policy Act (NEPA) review document that evaluates the significance of potential impacts of proposed project changes made after the preparation of a Draft Environmental Impact Statement (EIS). This Supplemental EA evaluated the potential impacts from three project design changes to the Preferred Alignment not disclosed in the Draft EIS that was prepared for the CTA RLE Project in 2016.

What has Changed within the RLE Project since the Draft EIS?

The Supplemental EA and Section 4(f) Evaluation assessed impacts from the three project design changes made to the Preferred Alignment since the Draft EIS. The three project design changes assessed include:



130th Street Station Relocation

The 130th Street station was relocated from north of 130th Street to south of 130th Street, adjacent to the Altgeld Gardens neighborhood.

- Creates better transit connections within the Altgeld Gardens neighborhood
- Located closer and more accessible to neighborhood residents and Carver Military Academy High School students.
- Provides safer and more secure access for transit users by avoiding the need to use a walking path under the 130th Street bus viaduct or cross 130th Street at-grade
- Located farther from the Metropolitan Water Reclamation District plant, avoiding truck traffic and potential odors
- Better opportunities for future development
- Supports objectives in the 2013 Altgeld Gardens-Philip Murray Homes Master Plan

There would be visual and aesthetic impacts to the Altgeld Gardens neighborhood. Mitigation would include landscaping and designing the station facility to match the fabric of the surrounding community. Impacts would remain after mitigation.

After mitigation, there are no adverse impacts to any other environmental resources from the 130th Street station relocation.

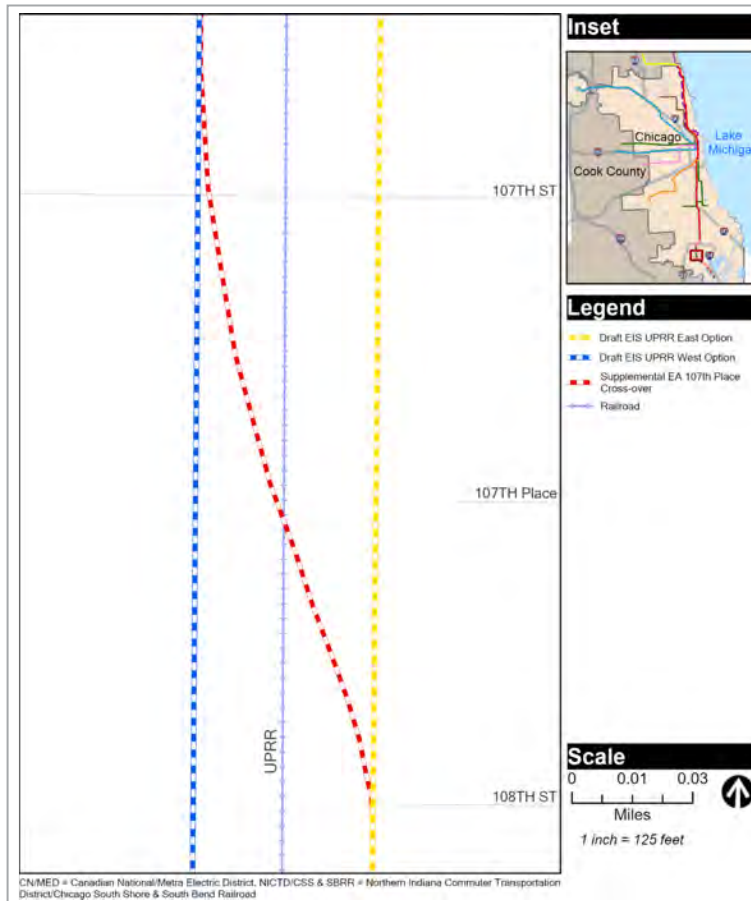
For more information, please visit the project website: transitchicago.com/RLE/SEA

120th Street Yard and Shop Refinement

Coordination with Norfolk Southern (NS) resulted in adjustments to the Preferred Alignment near the 120th Street yard and shop to accommodate NS right of way needs and current and future NS connectivity.

The refinement resulted in no new environmental impacts. Wetland impacts were analyzed and there would be no adverse impacts to wetlands after mitigation.

After mitigation, there are no adverse impacts from the 120th Street yard and shop refinement.



107th Place Cross-over

Provides the connection between the East and West Options of the Union Pacific Railroad Alternative from the Draft EIS to create a hybrid alignment that would:

- Preserve viable businesses.
- Minimize impacts to schools, residences, and avoids the historic Roseland Pumping Station.
- Preserve properties slated for future development surrounding the 111th Street station area.
- Accommodate Union Pacific Railroad's future ability to expand.

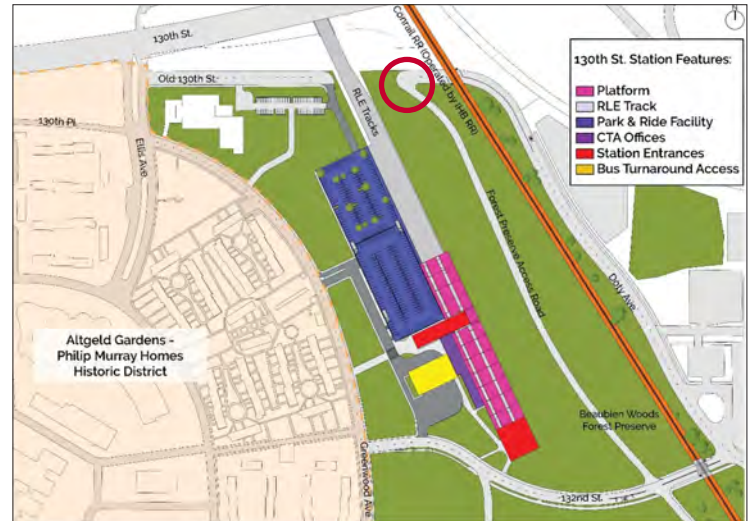
Ten additional properties not previously identified in the Draft EIS would need to be acquired. Environmental analysis shows that there would be visual and aesthetic impacts to the adjacent residences. Mitigation measures would include landscaping and urban design techniques to reduce the experience of the structure's mass, planting larger trees to screen the elevated structure, and smaller-scale landscaping. It is not possible to completely mitigate these impacts, however, and some visual and aesthetic impacts would remain even after mitigation. After all mitigation measures, there are no adverse impacts to any other environmental resources from the 107th Place cross-over.

Section 4(f) Evaluation

Beaubien Woods Forest Preserve

Section 4(f) of the United States Department of Transportation Act of 1966 is a federal law that sets requirements for FTA consideration of publicly owned parks/recreational areas that are accessible to the general public, publicly owned wildlife/waterfowl refuges, and publicly or privately owned historic sites of federal, state, or local significance in developing transportation projects.

- Construction of the 130th Street station would close Old 130th Street and eliminate a connection to the access road into Beaubien Woods Forest Preserve from Old 130th Street. (See circle on figure to the right.)
- Even though there was no Section 4(f) use determined at Beaubien Woods, mitigation measures were identified in coordination with the Forest Preserves of Cook County (FPCC) and include the following:
 - Transfer of two-City owned parcels into FPCC ownership
 - Funding for FPCC for ecological restoration, habitat enhancement, and beautification of expanded Beaubien Boat Launch land
 - New trail connection from Altgeld Gardens recreation facilities on 133rd Street to the Beaubien Woods Boat Launch
 - Wayfinding and information signage inside the proposed station and outdoor signage at 130th Street and Ellis Avenue and other locations
 - Forest Preserves advertising to encourage CTA riders to use public transportation to visit the Forest Preserves at the 130th Street station, other Red Line stations south of Roosevelt, and inside local trains and buses



How to Provide Comments on the Supplemental EA and Section 4(f) Evaluation

Comments may be made verbally to a court reporter at the virtual and in-person hearings. Written comments will be accepted during the in-person public hearing, and will be accepted at any time during the public comment period from **January 31, 2022 through March 1, 2022** via the following:

Project website: transitchicago.com/RLE/SEA

Project Email: RedExtension@transitchicago.com

U.S. mail to:

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

Comments received during the 30-day public comment period, and the responses to those comments, will be incorporated into the project's Final EIS/ Record of Decision (ROD).

Send us your comments!

We want to hear from YOU!

For more information visit: transitchicago.com/RLE/SEA

RED AHEAD



GUÍA COMUNITARIA DE LA EXPANSIÓN DE LA LÍNEA ROJA

SOBRE LA
EVALUACIÓN MEDIOAMBIENTAL
SUPLEMENTARIA Y LA EVALUACIÓN
DE LA SECCIÓN 4(f)

FEBRERO 2022



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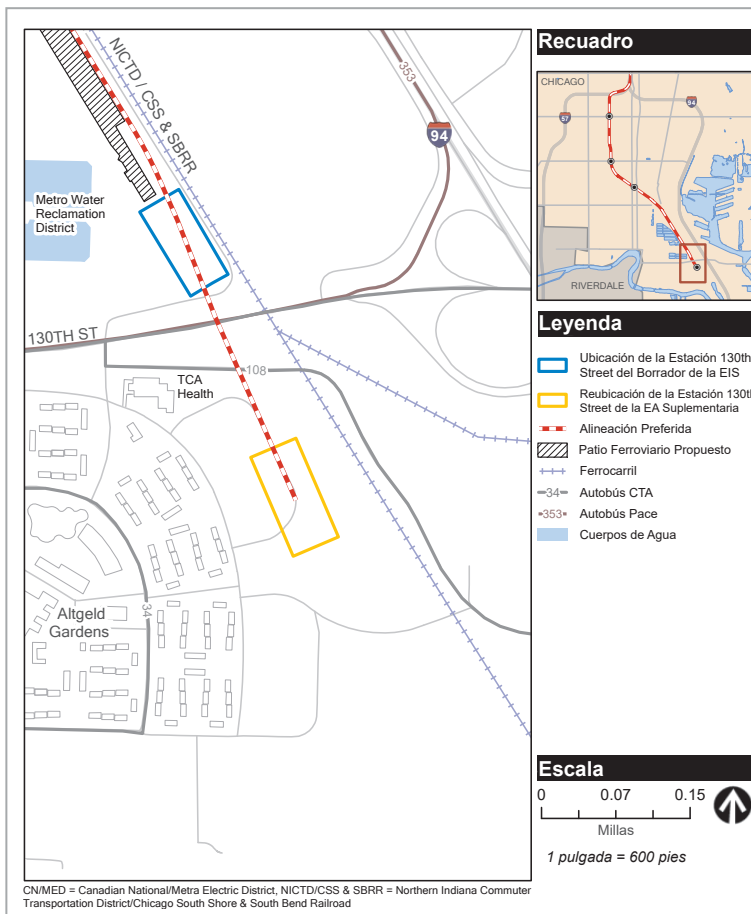


¿Qué es una evaluación medioambiental suplementaria?

Federal Transit Administration (FTA) y Chicago Transit Authority (CTA) publicaron un Evaluación medioambiental suplementaria (EA) y la Evaluación de la Sección 4(f) para el Proyecto de la Expansión de la Línea Roja (RLE). La EA suplementaria es una revisión federal de la ley National Environmental Policy Act (NEPA), que evalúa la significancia y los impactos potenciales de los cambios propuestos al proyecto, hechos después de la preparación del borrador de la Declaración de impacto medioambiental (EIS). Esta EA suplementaria evaluó los impactos potenciales de tres cambios al diseño del proyecto con la Alineación preferida no divulgada en el borrador de la EIS que fue preparado para el Proyecto RLE de CTA en 2016.

¿Qué ha cambiado dentro del Proyecto RLE desde el borrador de la EIS?

La EA suplementaria y la Evaluación de la Sección 4(f) revisaron los impactos de tres cambios al diseño del Proyecto hechos a la Alineación preferida desde el borrador de la EIS. Los tres cambios al diseño del proyecto que fueron evaluados incluyen:



Reubicación de la estación 130th Street

La estación 130th Street fue reubicada desde el norte de 130th Street al sur de 130th Street, adyacente al vecindario de Altgeld Gardens.

- Crea mejores conexiones de tránsito dentro del vecindario de Altgeld Gardens
- Ubicada más cerca y con mayor accesibilidad para los vecindarios residentes y los estudiantes de Carver Military Academy High School.
- Provee acceso más seguro para los usuarios del tránsito evitando la necesidad de utilizar un camino peatonal bajo el viaducto de 130th Street o cruzar 130th Street al nivel de la calle
- Ubicada más lejos de la planta del Distrito metropolitano de reclamación de aguas, evitando el tráfico de los camiones y los olores potenciales
- Mejores oportunidades para futuros desarrollos
- Apoya los objetivos en el plan maestro de 2013 de Altgeld Gardens- Philip Murray Homes

Habría impactos visuales y estéticos al vecindario de Altgeld Gardens. La mitigación incluiría paisajismo y diseñando la instalación de la estación para combinar el tejido de la comunidad circunvecina. Los impactos permanecerían aun después de la mitigación.

Después de la mitigación, no existen impactos adversos a ningún otro recurso medioambiental debido a la reubicación de la estación de 130th Street.

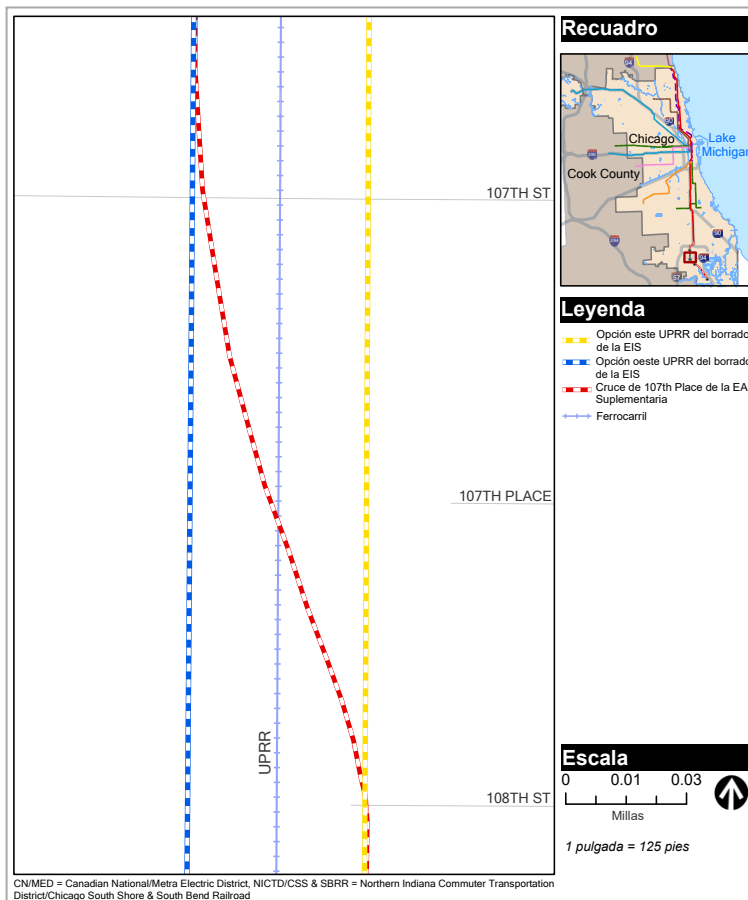
Para más información, favor de visitar el sitio web del proyecto: transitchicago.com/RLE/SEA

Refinamiento del patio y taller de 120th Street

Coordinación con Norfolk Southern (NS) resultó en ajustes a la Alineación preferida cerca del patio y taller de 120th Street para acomodar el derecho de paso de NS necesidades y conectividad SN actual y futura.

El refinamiento resultó en ninguna nueva ambiental impactos Se analizaron los impactos en los humedales y no habrá impactos adversos en los humedales después de la mitigación.

Después de la mitigación, no existen ningunos impactos adversos del refinamiento del patio y taller de 120th Street.



Cruce de 107th Place

Provee la conexión entre las opciones este y oeste de la alternativa de Union Pacific Railroad del borrador de la EIS para crear una alineación híbrida que:

- Preservaría a los negocios viables
- Minimizaría los impactos a las escuelas y residencias y evitaría la estación histórica de bombeo de Roseland
- Preservaría las propiedades designadas para futuros desarrollos alrededor del área de la estación de 111th Street
- Acomoda el espacio solicitado por Union Pacific Railroad

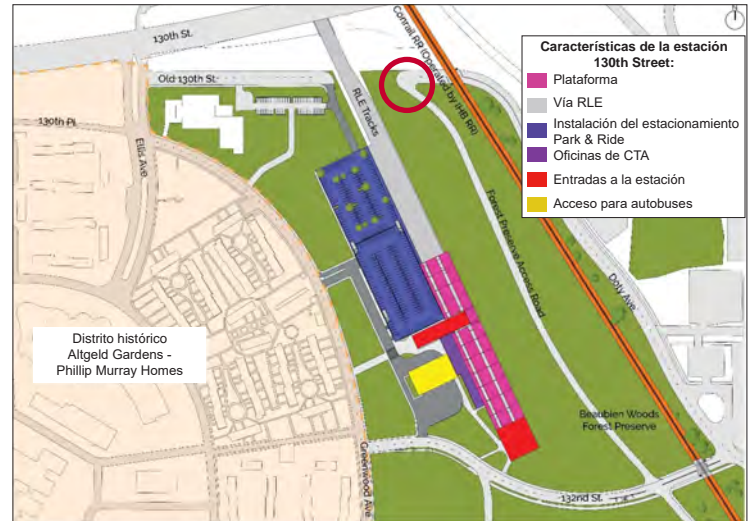
Diez propiedades adicionales no identificadas previamente en el borrador de la EIS se necesitaría adquirir. Ambiental análisis muestra que abría impactos visuales y estéticos a las residencias adyacentes. La mitigación incluiría el paisajismo y técnicas de diseño urbano para reducir la concentración, como plantar árboles más grandes cerca de la estructura elevada e incluir paisajismo de menor escala cerca de las calles. Después de la mitigación, no existen impactos adversos a ningún otro recurso medioambiental del cruce de 107th Place.

Evaluación de la Sección 4(f)

Beaubien Woods Forest Preserve

La sección 4(f) de la ley United States Department of Transportation Act of 1966 es una ley federal que establece los requisitos para la consideración de FTA de parques/áreas recreacionales de propiedad pública que son accesibles al público en general, refugios de vida silvestre/aves acuáticas de propiedad pública y sitios históricos de significancia federal, estatal o local de propiedad pública en proyectos de desarrollo para el transporte.

- La construcción de la estación 130th Street cerraría a Old 130th Street y eliminaría una conexión a la carretera de acceso entrando por Beaubien Woods Forest Preserve desde Old 130th Street. (Ver el círculo en la figura a la derecha.)
- Aunque no hubo un uso de Sección 4(f) determinado en Beaubien Woods, medidas de mitigación fueron identificadas en coordinación con Forest Preserves of Cook County (FPCC) e incluyen lo siguiente:
 - La transferencia de dos parcelas de propiedad de la ciudad a la propiedad de FPCC
 - Financiamiento para FPCC para la restauración ecológica, mejoramiento de hábitat y embellecimiento del terreno expandido del lanzamiento de botes de Beaubien
 - Una nueva conexión al sendero de las instalaciones recreacionales de Altgeld Gardens en 133rd Street al lanzamiento de botes de Beaubien Woods
 - Señalización direccional e informativo dentro de la estación propuesta y señalización exterior en 130th Street y Ellis Avenue y otros sitios
 - Promoción de la reserva forestal para invitar a los pasajeros de CTA a utilizar el transporte público para visitar las reservas forestales en la estación de 130th Street, otras estaciones de la Línea Roja al sur de la Roosevelt y adentro de los trenes y autobuses locales



Cómo proporcionar comentarios sobre la EA suplementaria y la Evaluación de la Sección 4(f)

Los comentarios pueden ser hechos verbalmente a un escribano del tribunal en las audiencias virtuales y en persona. Los comentarios escritos serán aceptados durante la audiencia pública en persona y serán aceptados en cualquier momento durante el periodo de comentarios públicos desde el 31 de enero, 2022 hasta el 1 de marzo, 2022 por medio de:

Sitio web del proyecto: transitchicago.com/RLE/SEA

Correo electrónico del proyecto:
RedExtension@transitchicago.com

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

Los comentarios recibidos durante el periodo de comentarios públicos de 30 días y las respuestas a esos comentarios, serán incorporados al Registro de Decisión (ROD)/EIS Final del proyecto.

¡Enviarnos sus comentarios!

¡Queremos escuchar de USTED!

Para más información visitar: transitchicago.com/RLE/SEA

RLE seeks final input on Red Line Extension Transit Supportive Development (TSD) Plan

The CTA is seeking community input on proposed TSD strategies and concepts near each of the four proposed RLE station areas. Final meetings to gain input from the community will be held in a virtual format on: **Tuesday, December 7, 2021 (103rd St. Station and 130th St. Station) and Wednesday, December 8 (111th St. Station and Michigan Ave. St. Station) from 6:00 PM – 7:30 PM.** Community members are encouraged to attend both meetings! Registration is required to attend. Register at engagerle.transitchicago.com.



Red Line Extension Project Supplemental Environmental Assessment (EA) public comment period and public hearing

In response to project refinements, including the change in the proposed station location at 130th Street since the Draft Environmental Impact Statement was prepared in 2016, a Supplemental EA for the project is near completion. The Supplemental EA evaluates the potential impacts of the project on the natural and built

environment and discusses how the project avoids, minimizes or mitigates those impacts. Mitigation measures and environmental commitments that are included in the Supplemental EA would be carried forward into the RLE project's design plans.

In early 2022, the Supplemental EA will be publicly available for a 30-day public comment period and a public hearing. Stay tuned for future updates about this important milestone for the RLE project!

**Save
the
Date!**

Federal infrastructure bill signed in November

The Red Line Extension is a transformative project that will benefit Chicago's Far South Side for generations to come and is a top priority for CTA. The recent signing of the bipartisan infrastructure bill is expected to provide federal funding necessary to support this much-needed investment in CTA's public transit system. CTA looks forward to working with Senators Durbin and Duckworth, and the entire Illinois delegation to make this long-awaited project a reality.

The Red Line Extension will provide many benefits, including:



Equity



Frequent rail service



Connectivity and access



Economic opportunity



Sustainable transportation

About the Red Line Extension Project

The CTA is proposing to extend the Red Line from the existing terminal at 95th/Dan Ryan to 130th Street, subject to the availability of funding. The proposed 5.6-mile extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue, and 130th Street. Multi-modal connections at each new station include bus, bike, pedestrian, and Park & Ride facilities. In 2020, the project received approval from the Federal Transit Administration to enter the Project Development phase of the Capital Investment Grants Program as a New Starts project.

Red Line Extension Video and Facebook Page!

Check out the CTA's video about the Red Line Extension Project and our commitment to improve mobility and access to transit by visiting tiny.cc/RLEvid! Remember to share your thoughts and follow the project's Facebook page at facebook.com/CTARedExt for timely updates and announcements. We are #RLEReady!



Over the past year

40+
STAKEHOLDER MEETINGS AND LISTENING SESSIONS CONDUCTED

3
RLE PROJECT ADVISORY COUNCIL MEETINGS

580
ATTENDEES ACROSS COMMUNITY MEETINGS

256+
VISITORS REACHED AT
6 LOCAL COMMUNITY EVENTS IN THE RLE AREA

4,357
RLE TSD WEBSITE VISITS

150
RESPONSES THROUGH WEBSITE ENGAGEMENT TOOLS

Questions?

Would you like to be added to our list for future Red Line Extension updates?

Contact us at RedExtension@transitchicago.com, visit our engagement website engagerle.transitchicago.com, call customer service at 1-888-968-7282, or write us at

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



www.facebook.com/CTARedExt

Red Line Extension Preferred Alignment



RLE busca aporte final en el desarrollo futuro por la expansión de la Línea Roja por medio del Desarrollo en apoyo del tránsito (TSD)

CTA quiere sus opiniones y comentarios sobre las estrategias a las ideas propuestas cerca de cada una de las cuatro áreas propuestas para estaciones RLE. Las reuniones finales para obtener aportes de la comunidad se llevarán a cabo en un formato virtual. Martes, 7 de diciembre (estaciones 103rd Street & Michigan Avenue Station) y Miércoles, 8 de diciembre (estaciones 111th Street & 130th Street) de 6:00 p.m. – 7:30 p.m. ¡Todos los miembros de la comunidad son invitados a participar en ambas reuniones! Se requiere su inscripción para atender. Inscribirse en engagerle.transitchicago.com.



Período de comentarios públicos y audiencia pública de la Evaluación Ambiental (EA) Suplementaria de la expansión de la Línea Roja

En respuesta a las mejoras del proyecto, incluido el cambio de la estación propuesta en 130th Street desde que se preparó el Borrador de la Declaración de Impacto Ambiental en 2016, una EA complementaria para el proyecto está casi terminada. La EA complementaria evalúa los impactos potenciales del proyecto en el entorno natural y construido y analiza cómo el proyecto evita, minimiza o mitiga esos impactos. Las medidas de mitigación y los compromisos ambientales que se incluyen en la EA complementaria se trasladarían a los planes de diseño del proyecto RLE.

A principios de 2022, el EA Suplementaria estará disponible públicamente durante un período de comentarios públicos de 30 días y una audiencia pública. ¡Estén atentos para futuras actualizaciones sobre este importante hito para el proyecto RLE!

**Salva
el
¡Fecha!**

Factura infraestructura de ley federal firmado en noviembre

La expansión de la Línea Roja es un proyecto transformador que beneficiará al extremo sur de Chicago para las generaciones venideras y es una de las principales prioridades de CTA. Se espera que la reciente firma del proyecto de ley de infraestructura bipartidista proporcione los fondos federales necesarios para respaldar esta inversión tan necesaria en el sistema de transporte público de la CTA. CTA espera trabajar con los senadores Durbin y Duckworth, y toda la delegación de Illinois para hacer realidad este proyecto tan esperado.

Beneficios de la expansión de la Línea Roja



Equidad



El servicio tren frecuente



Conectividad y acceso



Oportunidad económica



Transporte sostenible

Acerca de la expansión de la Línea Roja

CTA está proponiendo extender la Línea Roja desde la terminal existente en 95th/Dan Ryan a 130th Street, sujeto a la disponibilidad de fondos. La extensión propuesta de 5.6 millas incluiría cuatro estaciones nuevas cerca de 103rd Street, 111th Street, Michigan Avenue y 130th Street. Las conexiones multimodales en cada nueva estación incluyen autobuses, bicicletas, peatones e instalaciones de Park & Ride. En 2020, el proyecto recibió la aprobación de la Administración Federal de Tránsito para ingresar a la fase de Desarrollo de Proyectos del Programa de Subvenciones de Inversión de Capital como un proyecto de Nuevos Comienzos.

¡Página de Facebook y video de la expansión de la Línea Roja!

¡Vea el video de CTA acerca del Proyecto de Expansión de la Línea Roja y nuestro compromiso a mejorar la movilidad y acceso al tránsito visitando tiny.cc/RLEvid! Recuerde de compartir sus opiniones y seguir la página de Facebook del proyecto en facebook.com/CTARedExt para actualizaciones del proyecto y anuncios. ¡Estamos listos para RLE!



Durante el año pasado



¿Preguntas? Quisiera ser agregado/a a nuestra lista para futuras actualizaciones de la expansión de la Línea Roja?

Contáctenos en: RedExtension@transitchicago.com, visita nuestra sitio web de participación engagerle.transitchicago.com, llame al servicio al cliente al 1-888-968-7282, o escríbanos al:

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



Mapa de alineación preferida



Attachment 2 Media Coverage

STREETS BLOG CHICAGO

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Planners discussed tweaks to the Red Line Extension project at Supplemental EA hearing

By James Porter | Feb 16, 2022 | 5 COMMENTS



Rendering of the 107th Place Crossover.

Rendering of the 107th Place Crossover.



Get information on other upcoming Red Line hearings, as well as opportunities to review the the Supplemental EA and Section 4(f) Evaluation and provide feedback, [here](#).

With Illinois projected to get \$17 billion in federal infrastructure funding, the longtime dream of [extending the CTA Red Line south](#) to nearly the city limits is looking likely to become a reality.

On January 31, the Supplemental Environmental Assessment, a federal National Environmental Policy Act review document, for the \$2.3 billion Red Line project was published. This Supplemental EA discloses potential impacts from three project design changes that weren't identified in the [2016 Draft Environmental Impact Statement](#).

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Reporter, Streetsblog NYC
3 months ago

Program Manager (Communications), NACTO, New York
3 months ago

Manager, ULI San Francisco
4 months ago

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MOST RECENT

Representatives of the CTA and NEPA are holding hearings this month to summarize the results of the Supplemental EA and Section 4(f) evaluation, and to gather feedback from residents on the benefits, impacts, and proposed mitigation measures of the design changes.

A virtual hearing on Tuesday hearing was moderated by Barbara Stubblefield, who's coordinating outreach on the project for the CTA. It featured presentations by CTA planners Marlise Fratinardo and Amnar Elmajoub, as well as Grace Dysico and Robin Martel from NEPA.

Our Presenters



Barbara Stubblefield
Red Line Outreach
(she/her)



Marlise Fratinardo
CTA Planning
(she/her)



Grace Dysico
NEPA
(she/her)



Robin Martel
NEPA
(she/her)



Ammar Elmajoub
CTA Planning
(he/him)

The presenters.

Fratinardo explained that the new tracks will head south the 95th/Dan Ryan Red and turn west towards I-57. The 5.6-mile route will be elevated until 119th Street, at which point it will descend to ground level, where it will remain until the southern terminal at 130th Street in the Altgeld Gardens housing project. There will be four stations: 103rd Street (near Eggleston), 111th Street (near Eggleston), Michigan Avenue (near 116th Street), and 130th Street.

Red Line Extension (RLE)



Here's where CDOT could pilot real protected intersections to keep cyclists safe



Study: Megacar Drivers Up to 4x More Likely to Hit Walkers While Turning



Hit-and-run driver fatally struck Miriam Grande, 70, at Grand/Austin in Belmont Central

Today's Headlines for Friday, March 18



Justice is blind: Lawsuit to force Chicago to retrofit all stoplights with audible signals advances



- 5.6-mile extension
- Four new stations:
 - 103rd Street (near Eggleston)
 - 111th Street (near Eggleston)
 - Michigan Avenue (near 116th Street)
 - 130th Street (near Altgeld Gardens)
- Multimodal connections at each station would include bus, bike, pedestrian, and park & ride facilities
- Elevated tracks from 95th Street to 119th Street, ground level tracks from 119th Street to 130th Street



The route.

The project is intended reducing commute times, cutting the trip from Algeld Gardens to the Loop by 30 minutes, and improving access to education, jobs, retail, and healthcare. The CTA identified five benefits of the project: equity, frequent rail service, connectivity, economic opportunity, and sustainability.

The three design changes include relocating the planned site of the 130th Street station St; 120th Street yard and shop refinement (this refers to the facilities for storing additional 'L' cars for the extension); and the 107th Place Crossover, where the elevated structure would cross over the Union Pacific railroad tracks, from west to east.

Visualizations*

- Impacts on visual and aesthetic conditions would remain high and adverse after mitigation.



Existing Conditions



Photo Simulation of the 107th Place Cross-over, Facing West from 108th Street

Rendering of the 107th Street crossover.

Grace Dysico discussed the 130th Street station relocation from the north side of the highway-like street to within Altgeld Gardens. This coincides of the demolition of three blocks of buildings in the housing project. That was done by the Chicago Housing Authority, independent of the RLE project. However, the demolition opened up space for the Red Line station. Dysico mentioned better connectivity and accessibility and safety, as well as the desire to move the stop farther from a local water treatment plant, as reasons for relocating the station south of 130th.

130th Street Station Relocation

- Better transit connections
- Better accessibility
- Safer and more secure access
- Located farther from MWRD plant
- Better opportunities for future development
- Supports objectives in the 2013



Altgeld Gardens – Philip Murray Homes Master Plan



The old and new locations of the 130th Street station.

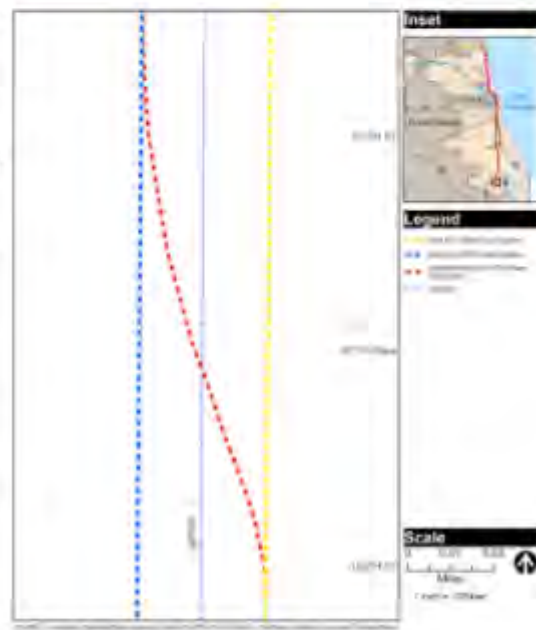
Robin Martel discussed the changes to the plan for the 107th Place Crossover. Some of the refinements include preserving businesses and properties slated for future development, minimizing impacts to adjacent land, avoiding the historic Roseland station, and accommodating Union Pacific Railroad's future ability to expand.

107th Place Cross-over

RED AHEAD



- Provides the connection between the East and West Options of the UPRR Alternative from the Draft EIS to create a hybrid alignment that would:
 - Preserve viable businesses.
 - Minimize impacts to adjacent land uses.
 - Preserve properties slated for future development surrounding the station areas.
 - Accommodate Union Pacific Railroad's future ability to expand.
- Ten additional parcels (not identified in the Draft EIS) would need to be acquired.



Details on the 107th Place Crossover.

Ammar Elmajdoub described the RLE corridor land acquisition plan. “Of the 228 needed properties, 105 are unimproved, 66 are residential, 36 are commercial or industrial, nine are railroad, and 12 are a combination of public,

community or institutional uses.” The surplus of vacant properties and buildings, Elbajoub continued, will allow for business and residents to relocate within the property.

[Watch a recording of Tuesday’s meeting here.](#)

[Check out the meeting presentation here.](#)



Filed Under: Chicago Policy, Design, Events, Federal Policy, Funding & Finance, Infrastructure, Neighborhoods, News, Rail Transit, Walking, Altgeld Gardens, Promoted, Public Hearing, Red Line extension, Supplemental Environmental Assessment

5 Comments

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Transportation

Chicago's \$2.3 billion Red Line Extension could bring housing, retail to South Side

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Chicago's Red Line Extension would extend the Red Line train route to 130th Street and add four new stations. PHOTO BY WENDELL HUTSON

By Wendell Hutson - Staff Reporter, Chicago Business Journal
Mar 1, 2022

IN THIS ARTICLE

- Commercial Real Estate**
Industry
- Local Transit**
Topic
- Karen Freeman-Wilson**
Person
- Felicia Matthews**
Person
- Eileen Rhodes**
Person

An upcoming \$2.3 billion infrastructure project by the Chicago Transit Authority could create a need for more housing and retail businesses on the city's Far South Side.

Construction on the Red Line Extension could begin in three years based on funding availability and once the transit agency responds to public comments it received during the Supplemental Environmental Assessment review period, which ended on Tuesday.

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"The current estimated start date of construction is 2025," Felicia Matthews, a spokesperson for the CTA, told the Chicago Business Journal. "Funding for the RLE project is expected to come from multiple sources and includes the New Starts program from the Federal Transit Authority, (federal) infrastructure bill and CTA bonds."

The RLE will be one of the largest economic-development projects developed on the Far South Side in years, according to Eileen Rhodes, president of Chicago-based East Lake Management and Development Corp., which manages commercial properties and affordable housing apartment buildings.

"Affordable housing is a much needed necessity in Chicago and on the South Side, and any projects that generate more affordable housing is a win-win for everyone," she said.

The last big economic development project on the Far South Side was the \$35 million Visitors Center at the Pullman National Monument, which opened in September.

The RLE would extend the Red Line train route 5.6 miles to 130th Street. It would also add four new stations at 103rd Street, 111th Street, Michigan Avenue and 130th Street. Each new station would include bus and parking facilities.



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Economic impact

New train stations mean more foot traffic flowing through South Side neighborhoods like Roseland, Pullman and Riverdale where retail businesses like restaurants, bars and grocery stores are already needed, said Karen Freeman-Wilson, president and CEO of the Chicago Urban League.

"We're talking about communities currently without these types of businesses and without a lot of people visiting the area because of limited public transportation," she said. "But just as equally important to strengthening the economy on the Far South Side is more housing built. Research shows that retail follows housing, so the more housing created, the greater chance more businesses will want a presence along this new train route."

She added that strip malls with a diverse core of businesses should be the norm for train riders to choose from once the project is complete.

"Right now, when you get off the Red Line going to the South Side, you don't have a lot of choices when it comes to retail businesses, especially sit-down restaurants," she said. "But when you take the Red Line to the North Side or downtown, you don't have that problem."

Matthews of the CTA said she is confident the local economy in neighborhoods along the extended train route will be boosted by the RLE project.

"The RLE Project would foster economic development in the project area, as new stations could serve as catalysts for neighborhood revitalization," she said. "The foundation of the RLE project is equity. This project will be a transformative investment for the Far South Side of Chicago and will be one of the single biggest investments in the history of the community and the CTA."

FOOD & LIFESTYLE

Beri's Steak House parts ways with longtime executive chef



FOOD & LIFESTYLE

Liquor board puts Little Italy restaurant on notice after community complaints



TECHNOLOGY

These tech CEOs were paid the most in Mass. in 2021



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Business Owner Planning Survey: What impacted their business and how they will approach planning



Galaxy for Business

Attachment 3 Public Hearing Format and Materials

Virtual Public Hearing Presentation

In-Person Public Hearing Exhibit Boards

Online Comment Form

Hard Copy Comment Form

Red Line Extension Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation Virtual Public Hearing February 15, 2022

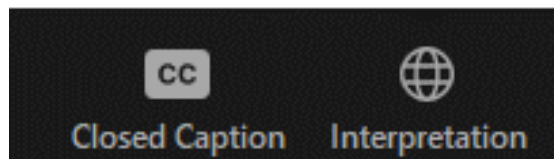
Virtual Public
Hearing Presentation

Thank you for joining us! The public hearing will begin shortly.

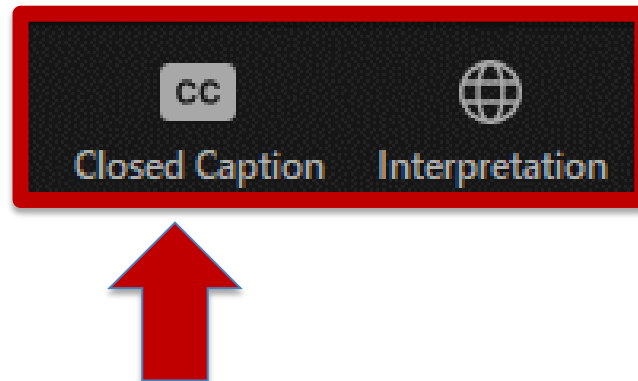
This virtual public hearing will be recorded and available online after the hearing at transitchicago.com/RLE/SEA and Facebook.com/CTARedExt

To switch to Spanish Audio, you must join the meeting through Zoom. Look for the interpretation icon in the toolbar.

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To turn on captioning, click the icon in the Zoom toolbar:



Audio de la presentación disponible en español

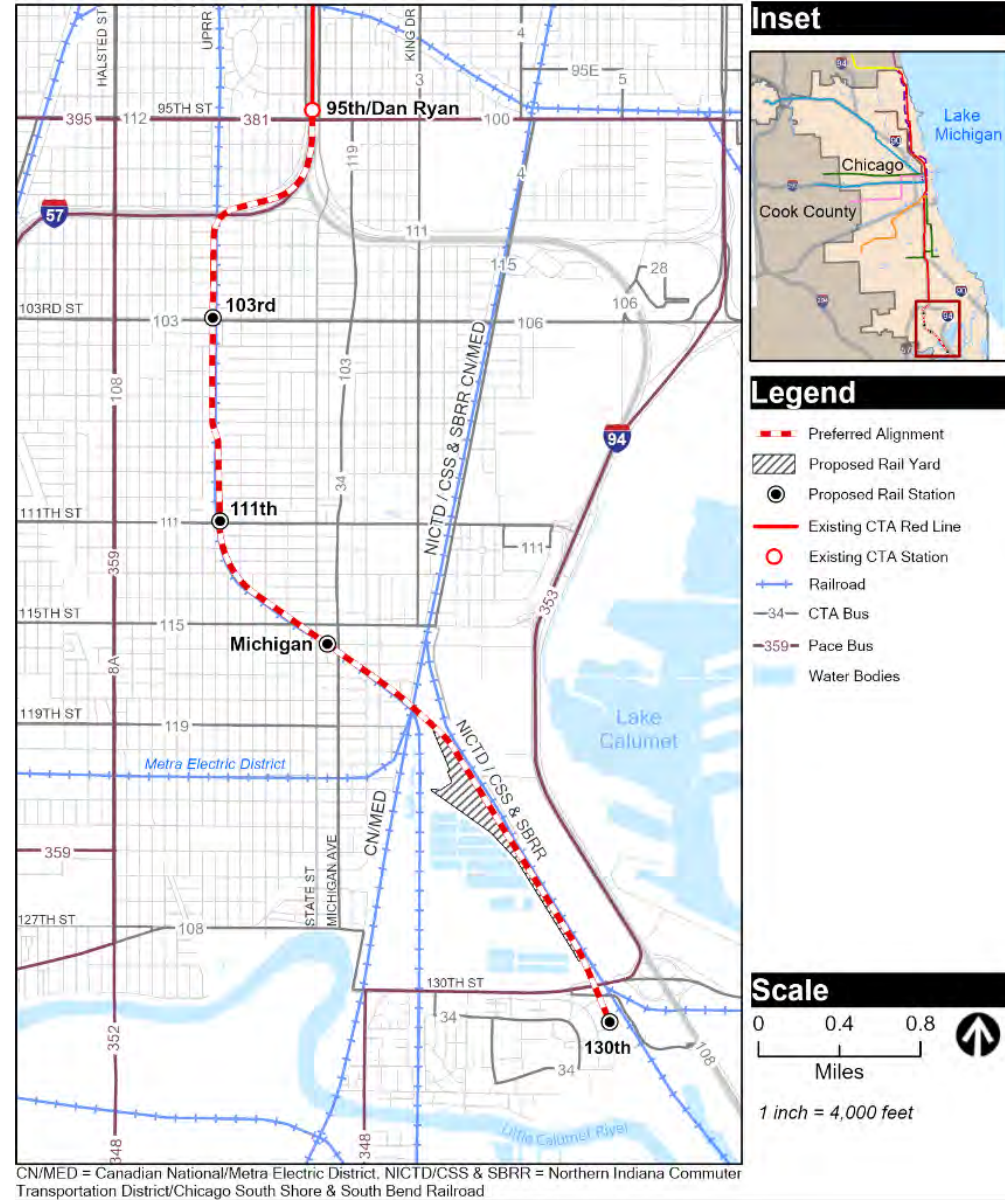
1. Busque el icono de interpretación en la barra de webinar de Zoom. Le mostramos el icono en esta diapositiva para ayudar a reconocerlo.
2. Haga clic en el icono y seleccione “Spanish” para escuchar al intérprete en la reunión.

Para escuchar al intérprete en español usted debe ingresar a la reunión a través del webinar de Zoom, no a través de Facebook o por teléfono.

Red Line Extension

Supplemental EA and Section 4(f) Evaluation Virtual Public Hearing

February 15, 2022



Purpose of this Public Hearing

- Summarize results of the recently completed Supplemental EA and Section 4(f) Evaluation.
- **Obtain your input** on the benefits, impacts, and proposed mitigation measures.
- Evaluates the potential impacts from the three project design changes to the Preferred Alignment



- Virtual Public Hearing Today

6:00 PM – 8:00 PM Session Includes:

- Live Presentation
- Court Reporter Availability
- Q&A chat via Zoom
- Virtual Breakout Rooms for Land Acquisition Questions

- In-Person Public Hearing

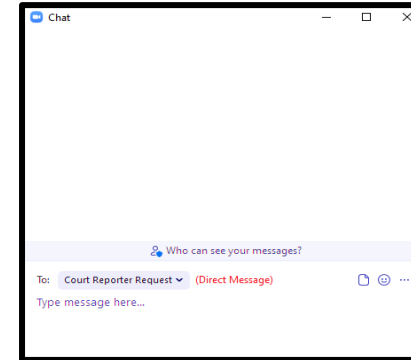
- February 17th 6:00 PM – 8:00 PM
- Location: The Salvation Army Kroc Center
 - Pre-registration is encouraged. Please register at: tiny.cc/SEAregristration

This meeting will be recorded and available online after the meeting at transitchicago.com/RLE/SEA and Facebook.com/CTARedExt



Make Official Comments

- Submit a comment by **requesting a court reporter through the chat**



- **Email** RedExtension@transitchicago.com

- **Online comment form** tiny.cc/SEAcomments

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

This meeting will be recorded and available online after the meeting at transitchicago.com/RLE/SEA and [Facebook.com/CTARedExt](https://www.facebook.com/CTARedExt)



- **Online Form** tiny.cc/SEAcomments

- **Written comments** accepted during the public comment period **January 31, 2022, through March 1, 2022**

Comments received during the 30-day public comment period and the responses to those comments will be incorporated into the project's Final EIS/Record of Decision (ROD).

- Supplemental EA and Section 4(f) Evaluation document and information boards to be displayed at the in-person public hearing may be found on the RLE Project Website.

www.transitchicago.com/RLE/SEA

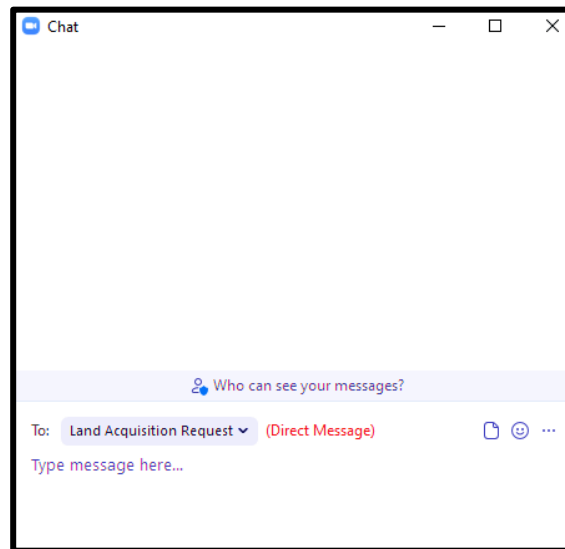
This meeting will be recorded and available online after the meeting at transitchicago.com/RLE/SEA and [Facebook.com/CTARedExt](https://www.facebook.com/CTARedExt)



- If joining by Zoom, use the chat to ask a question live.



- For questions about property acquisition, type “Land Acquisition Request” into the chat box to speak to a member of the land acquisition team.



- How to Provide Official Comments for this Hearing
- Brief Red Line Extension Project Overview and Benefits
- What is the Supplemental EA?
 - Overview of the Three Project Changes
 - Overview of the Section 4(f) Evaluation
 - Summary of Impacts
- Additional RLE Project Information for the Full Corridor
 - Updates to Impacts on Fernwood Parkway
 - Land Acquisition
 - Transit-Supportive Development Plan
- Closing Statements & Wrap Up



This meeting will be recorded and available online after the meeting at transitchicago.com/RLE/SEA and Facebook.com/CTARedExt

Our Presenters

RED AHEAD



Barbara Stubblefield
Red Line Outreach
(she/her)



Marlise Fratinardo
CTA Planning
(she/her)



Grace Dysico
NEPA
(she/her)



Robin Martel
NEPA
(she/her)



Ammar Elmajdoub
CTA Planning
(he/him)



This meeting will be recorded and available online after the meeting at
transitchicago.com/RLE/SEA and Facebook.com/CTARedExt

Red Line Extension (RLE)

- 5.6-mile extension
- Four new stations:
 - 103rd Street (near Eggleston)
 - 111th Street (near Eggleston)
 - Michigan Avenue (near 116th Street)
 - 130th Street (near Altgeld Gardens)
- Multimodal connections at each station would include bus, bike, pedestrian, and park & ride facilities
- Elevated tracks from 95th Street to 119th Street, ground level tracks from 119th Street to 130th Street



The Purpose and Need has not changed since the Draft EIS

Purpose Statement

- **Reduce commute time** for residents both within and south of the project area
- **Improve mobility and accessibility** for transit-dependent residents
- **Improve rapid transit rail service to isolated areas and provide viable linkages** between affordable housing, jobs, services, and educational opportunities thereby enhancing livability and neighborhood vitality
- **Provide an opportunity for potential connections** and linkages to public transportation modes
- **Foster economic development**, where new stations may serve as catalysts for neighborhood revitalization **and help reverse decades of disinvestment** in local business districts
- **Provide a modern efficient railcar storage yard and shop facility**

Needs to be Addressed

- Transit trips to jobs are longer for Far South Side residents than they are for residents in the Chicago seven-county region as a whole.
- Transit-dependent populations in the project area have limited direct access to rapid transit rail service.
- The project area is geographically isolated from major activity centers and provides residents limited viable transportation options, which limits access between affordable housing (e.g., the Altgeld Gardens neighborhood) and employment centers outside of the project area.
- Existing transit markets are underserved, and transit connectivity is challenging in the project area.
- Disinvestment and limited economic development in the project area have negatively affected Far South Side communities.
- The existing 98th Street Yard does not have capacity to store railcars for any substantial increase in Red Line capacity accompanying future Red Line expansion.



Equity

24% of RLE Project Area residents live below the poverty level, compared to the City average of 18%



Frequent Rail Service

Nearly 30 minutes of time savings to riders traveling from the 130th St station to the Loop

By 2040, RLE will carry approx. 40,000 trips per day



Connectivity

Fewer than 30% of riders traveling on the Red Line from the 95th St Terminal end their trips in the Loop; connections to the broader CTA system is critical



Economic Opportunity

46% increase in newly accessible jobs within an hour commute of the RLE Project Area



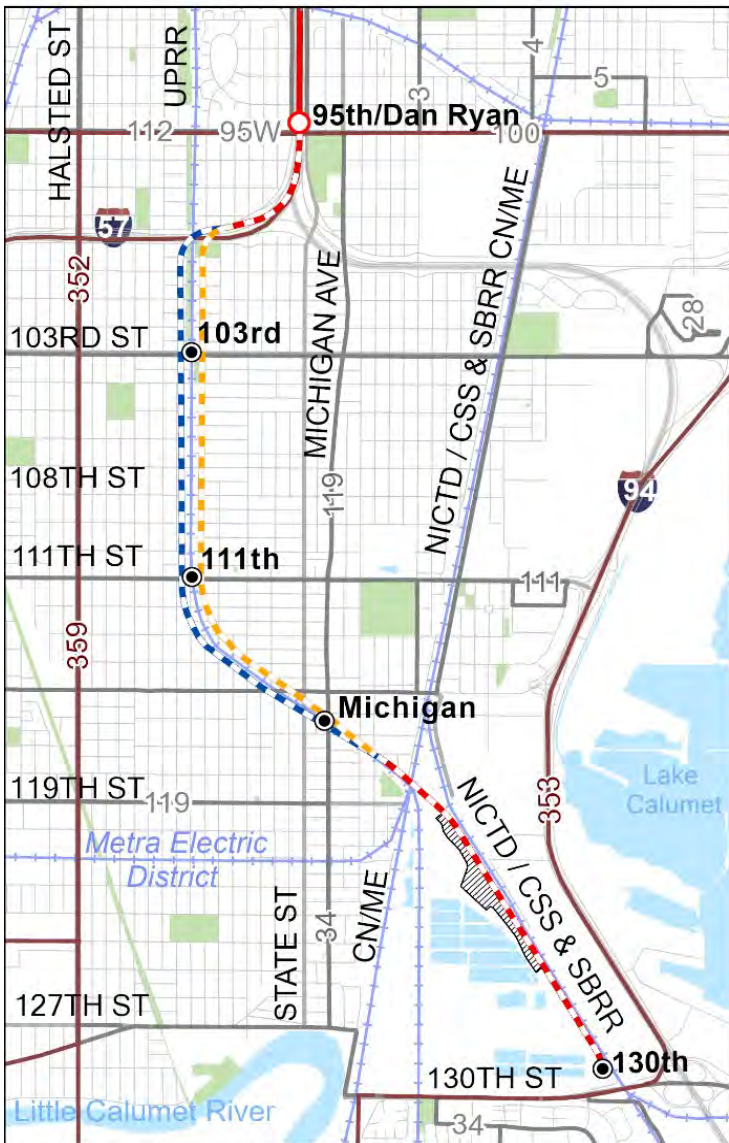
Sustainability

RLE will improve air quality, reduce greenhouse gas emissions, and save energy



- A Supplemental EA is a Federal National Environmental Policy Act (NEPA) review document.
- This Supplemental EA discloses potential impacts from three project design changes not identified in the 2016 Draft EIS.
- The Supplemental EA was published on January 31, 2022.

Why is a Supplemental EA Needed?



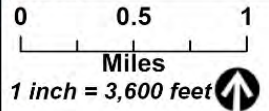
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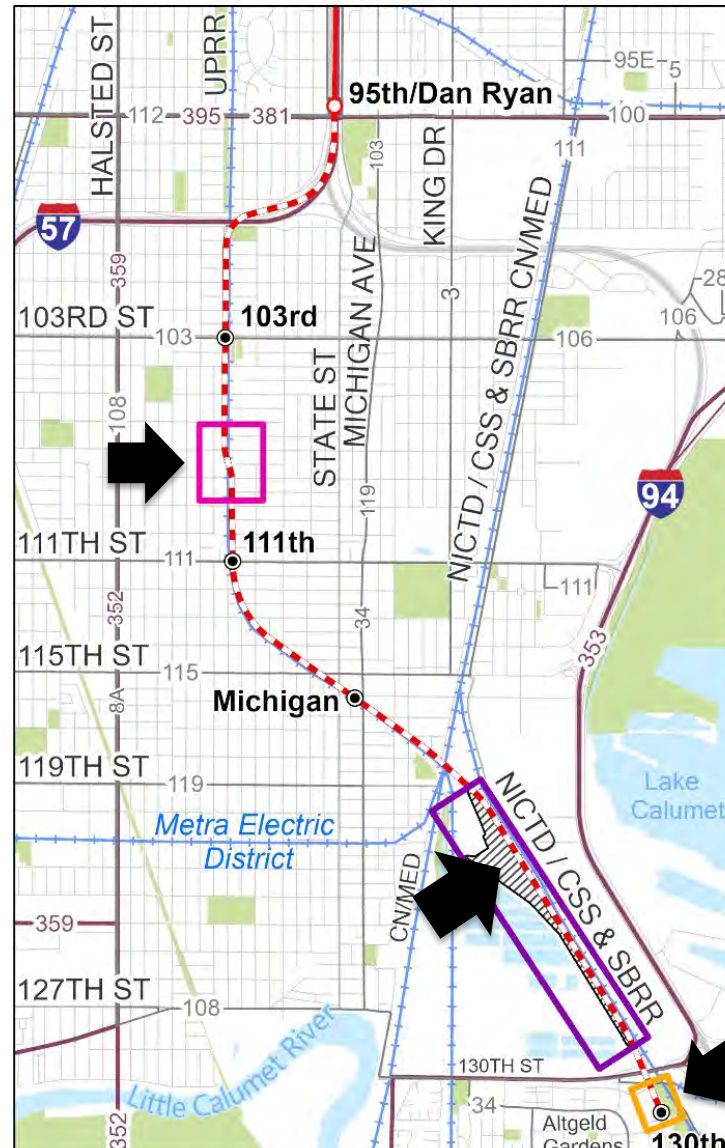
Legend

- UPRR Rail Alt. - East Option
- UPRR Rail Alt. - West Option
- UPRR Rail Alt. - Common Segment
- Proposed Rail Station
- Proposed Rail Yard
- Existing CTA Red Line
- Existing CTA Station
- Railroad
- 34- CTA Bus
- 353 Pace Bus
- Park
- Water Bodies

Scale



CN/ME = Canadian National/Metra Electric District, NICTD/CSS & SBRR = Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad



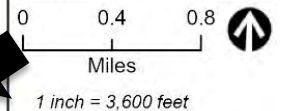
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Legend

- Supplemental EA Design Change Areas**
- 107th Place Cross-over
 - 120th Street Yard & Shop
 - 130th Street Station Relocation
 - Preferred Alignment
 - Proposed Rail Yard
 - Proposed Rail Station
 - Existing CTA Red Line
 - Existing CTA Station
 - Railroad
 - 34- CTA Bus
 - 353 Pace Bus
 - Park
 - Water Bodies

Scale



CN/MED = Canadian National/Metra Electric District, NICTD/CSS & SBRR = Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad

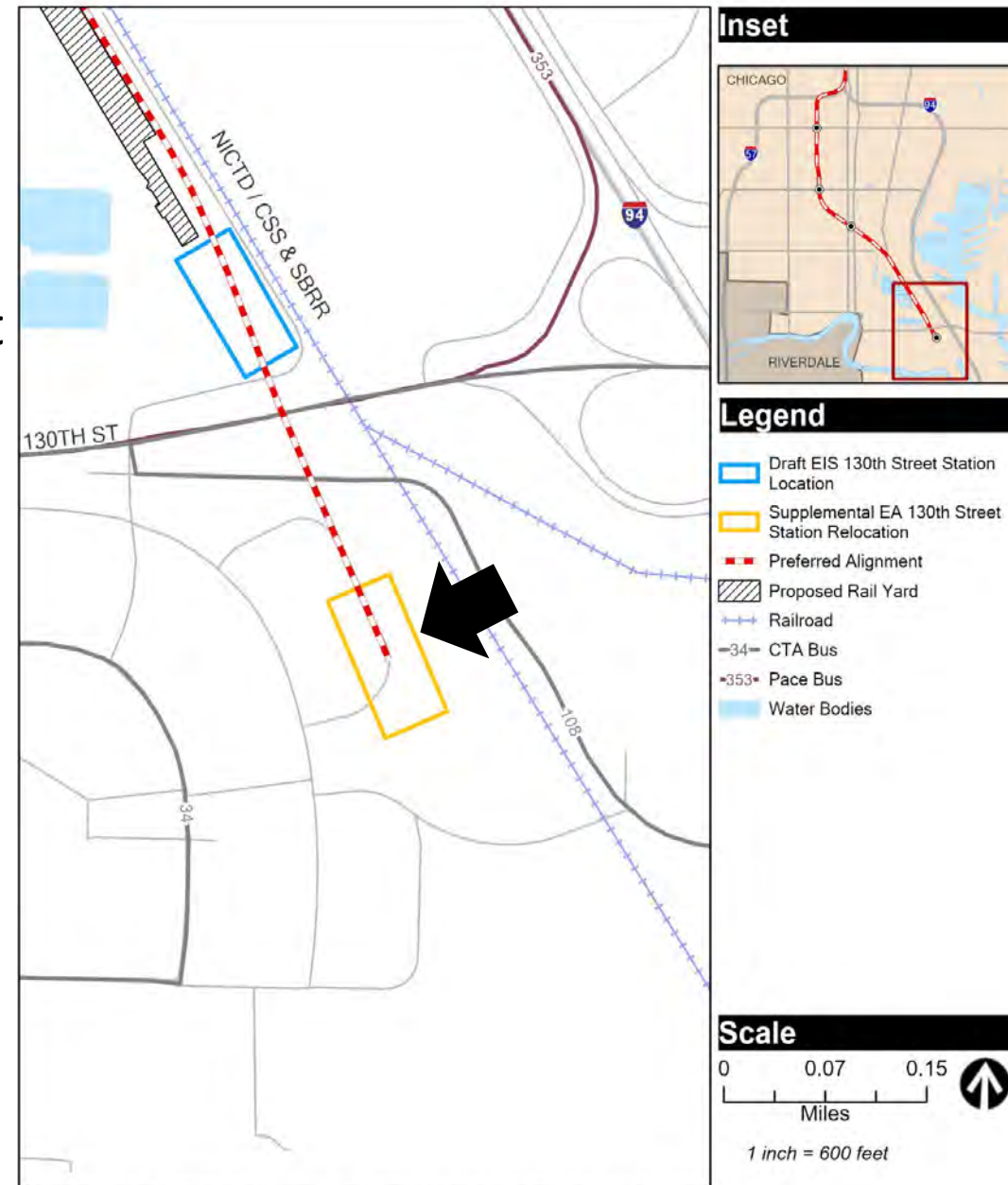
Draft EIS Alignment Options

Preferred Alignment



Environmental Resources	Three Project Design Changes		
	130th Street Station Relocation	120th Street Yard and Shop Refinement	107th Place Cross-over
Transportation	✓		
Land Use and Economic Development	✓		
Displacements and Relocations of Existing Uses	✓		✓
Neighborhoods and Communities	✓		✓
Visual and Aesthetic Conditions	✓		✓
Noise and Vibration	✓		
Historic and Cultural Resources	✓		
Hazardous Materials	✓		
Wetlands	✓	✓	
Environmental Justice	✓		
Safety and Security	✓		
Air Quality	✓		
Water Resources	✓		
Biological Resources	✓	✓	
Indirect and Cumulative Impacts	✓		
Section 4(f)	✓		

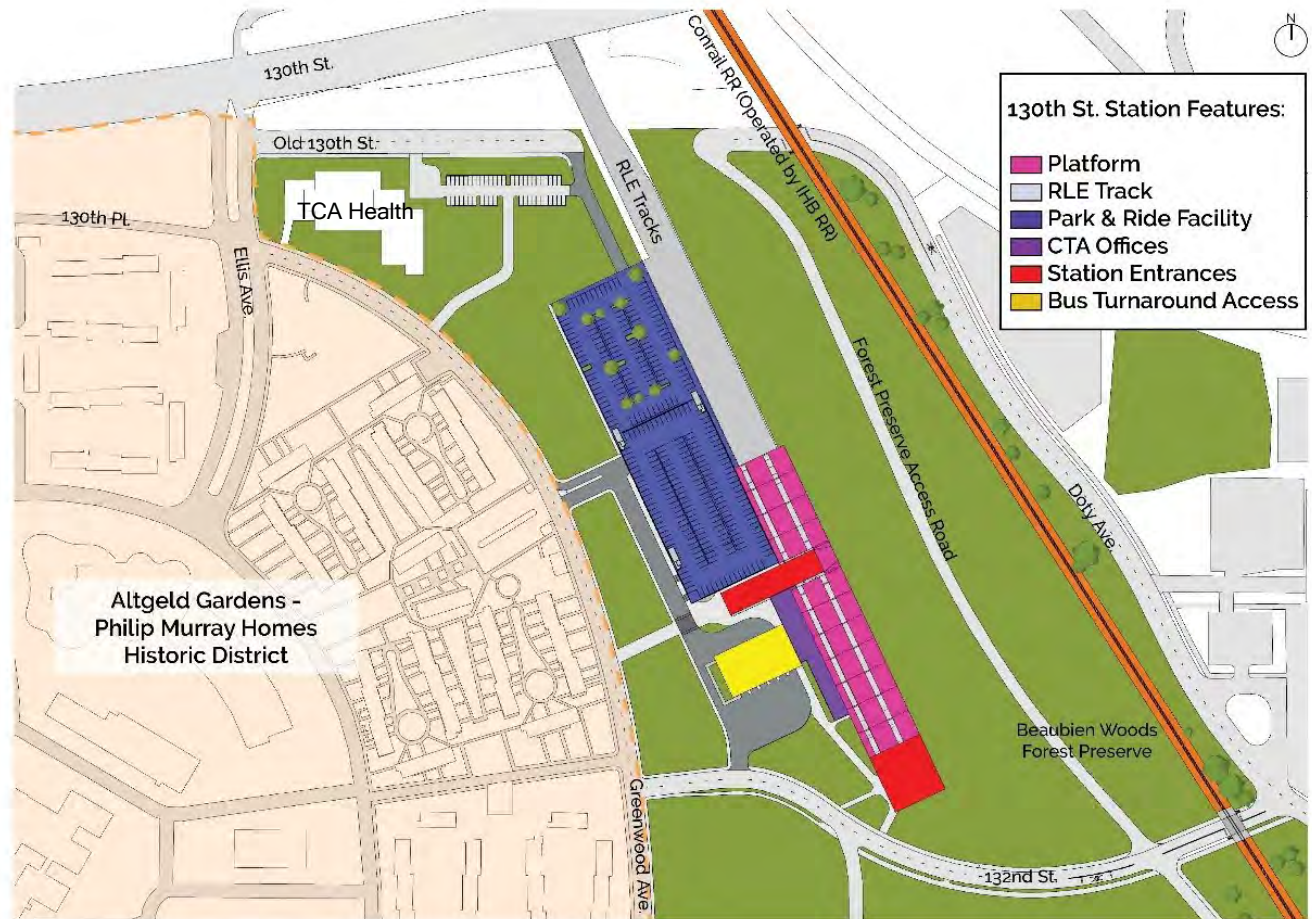
- Better transit connections
- Better accessibility
- Safer and more secure access
- Located farther from MWRD plant
- Better opportunities for future development
- Supports objectives in the 2013 Altgeld Gardens – Philip Murray Homes Master Plan



CN/ME = Canadian National/Metra Electric District, NICTD/CSS & SBRR = Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad

Transportation Impacts and Mitigations

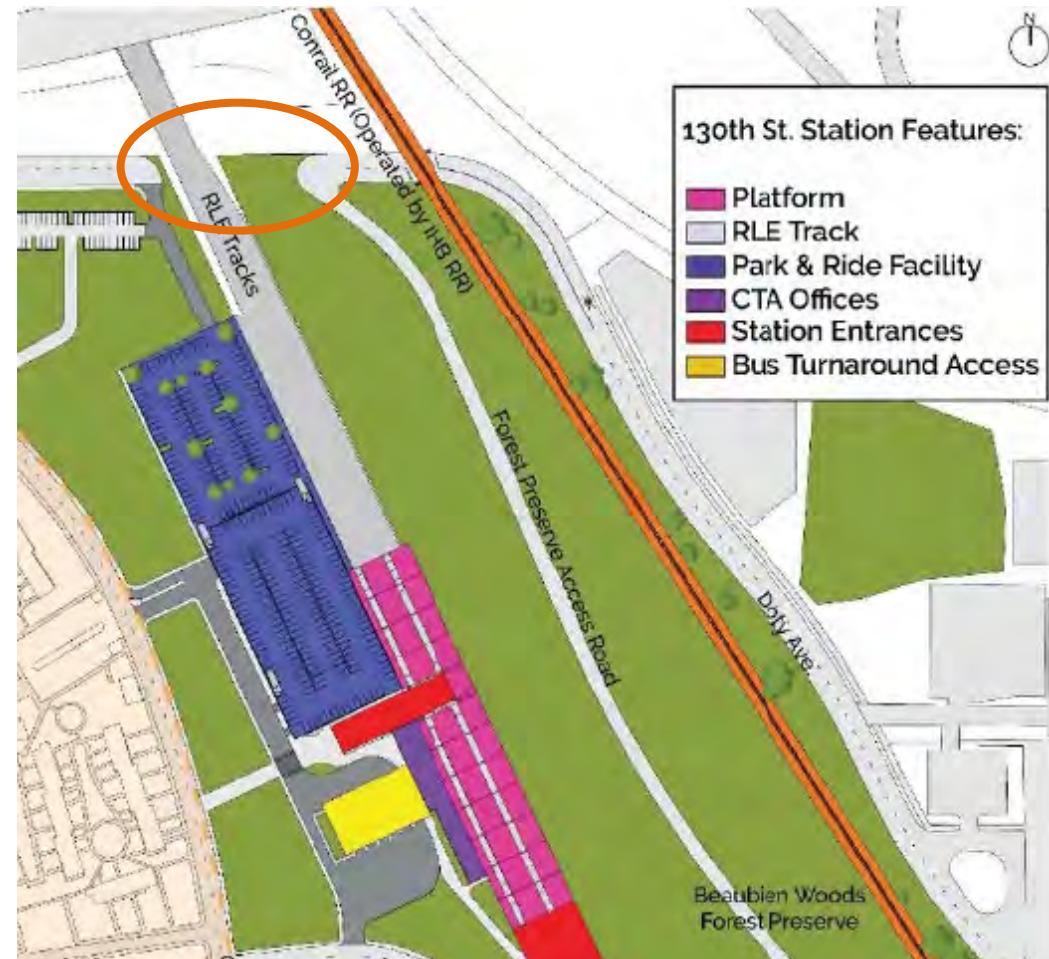
- Old 130th Street closure across new RLE tracks
- Removal of on-street parking along east side of Greenwood
- TCA Health parking mitigation
- Improvements to intersection of 130th Street and Ellis Avenue
- No adverse impact after mitigation



Provides entrance to the new station from Greenwood Avenue and exit from park & ride to Old 130th Street

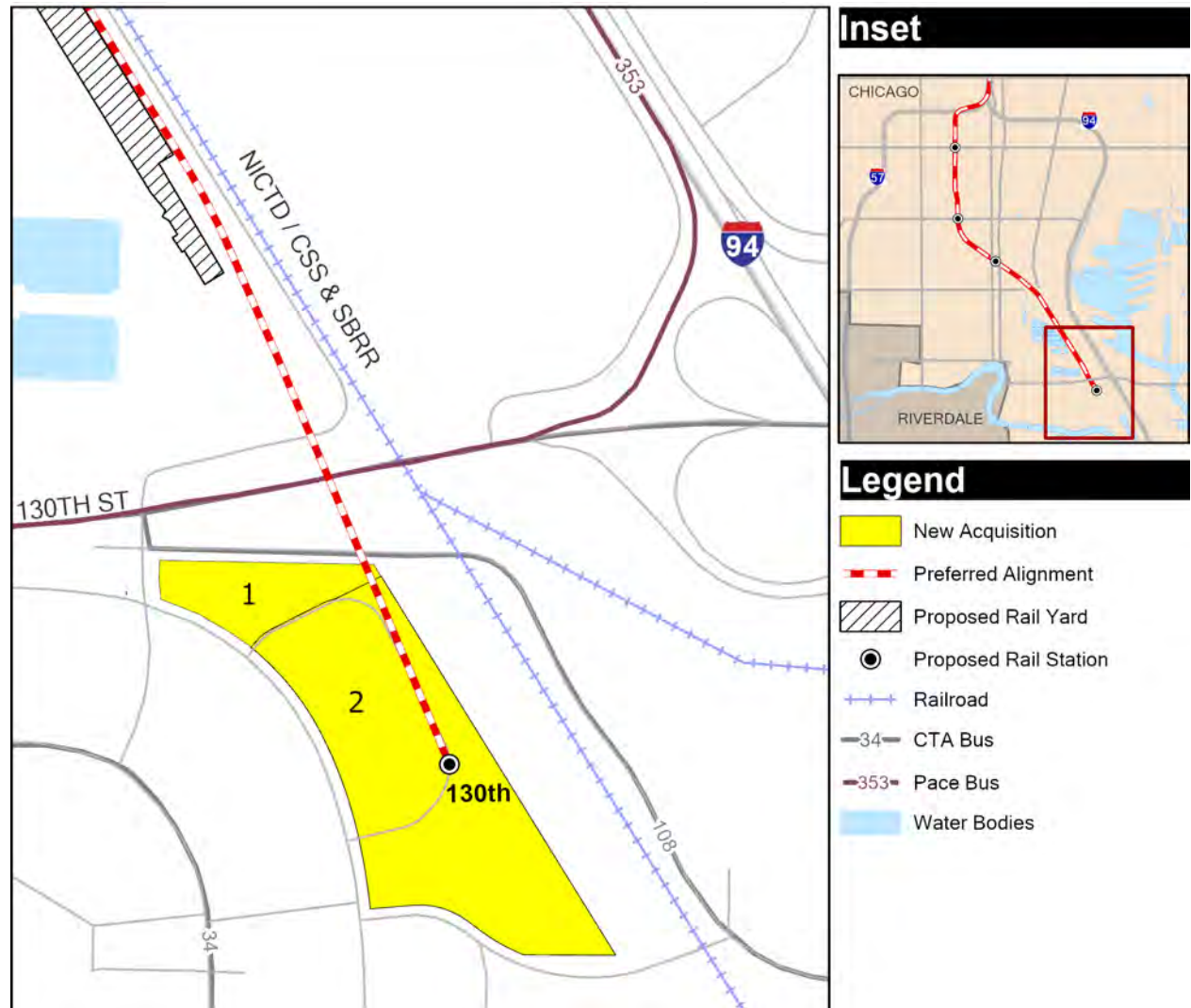
Mitigation for Access Road into Beaubien Woods Forest Preserve

- Transfer of two City-owned parcels into FPCC ownership
- Funding for ecological restoration, habitat enhancement and beautification of expanded Beaubien Boat Launch
- New trail connection from Altgeld Gardens
- Wayfinding and information signage
- Forest Preserve advertising to encourage CTA riders to visit the Forest Preserves



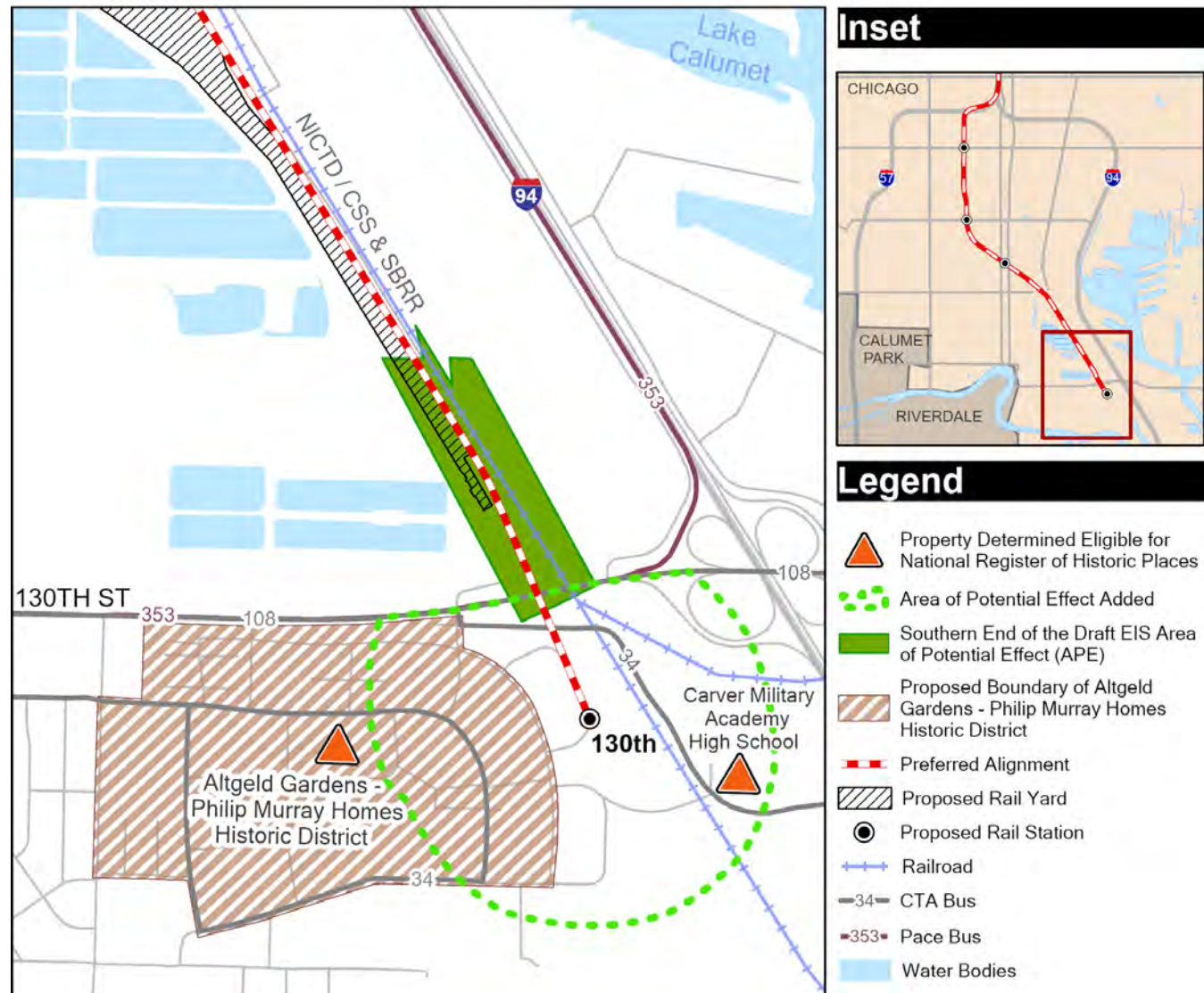
Parcel Impacts

- Parcels 1 and 2 in the figure would be directly impacted by construction of the station.
- Two additional parcels (not shown) would be acquired as mitigation for removal of a connection to Beaubien Woods Forest Preserve.



Historical and Cultural Resource Analysis

- Two Consulting Party meetings were held in 2021.
- Because there were no adverse effects to historic properties from the 130th Street station relocation, mitigation would not be required.



Visualizations*

- Impacts on visual and aesthetic conditions would remain high and adverse after mitigation.



Existing Conditions



**Photo Simulation of the 130th Street Station
Facing Southwest from
Baubien Woods Forest Preserve**

Visualizations*

- Impacts on visual and aesthetic conditions would remain high and adverse after mitigation.



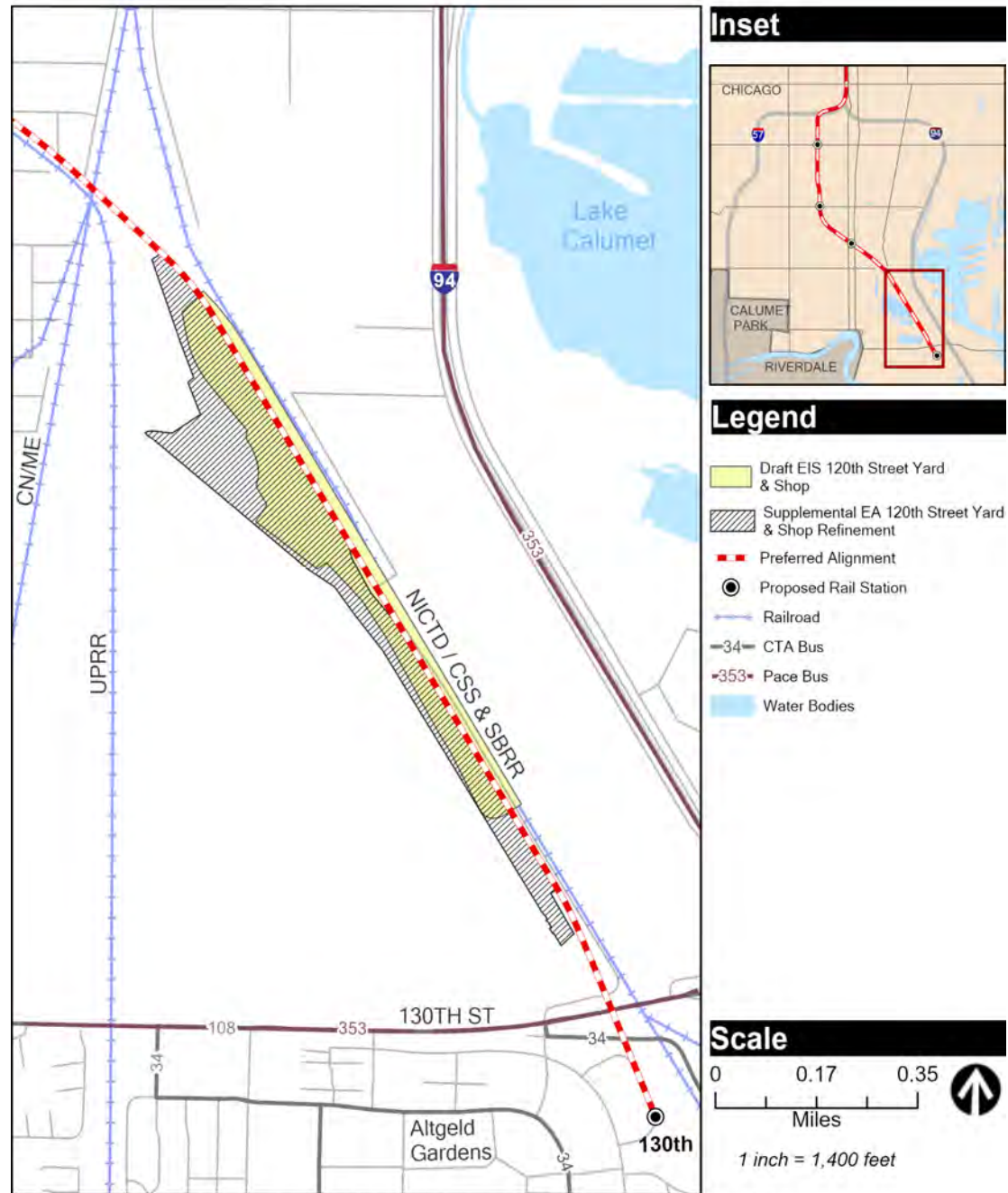
Existing Conditions



**Photo Simulation of the 130th Street Station,
Facing East from the Eastern Edge
of the Altgeld Gardens Neighborhood**

*Note that appearance of project elements and residences in visualizations is intended to show the scale of project elements. Actual construction appearance may differ based on design decisions for colors, textures, finishes, and choice of specific design features.

- Coordination with Norfolk Southern (NS) resulted in adjustments to the Preferred Alignment.
- The refinement resulted in no new environmental impacts. Wetland impacts were analyzed and there would be no adverse impacts to wetlands after mitigation.



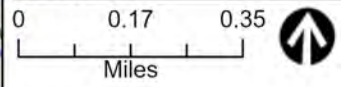
Inset



Legend

- Draft EIS 120th Street Yard & Shop
- Supplemental EA 120th Street Yard & Shop Refinement
- - - Preferred Alignment
- Proposed Rail Station
- Railroad
- 34— CTA Bus
- 353— Pace Bus
- Water Bodies

Scale

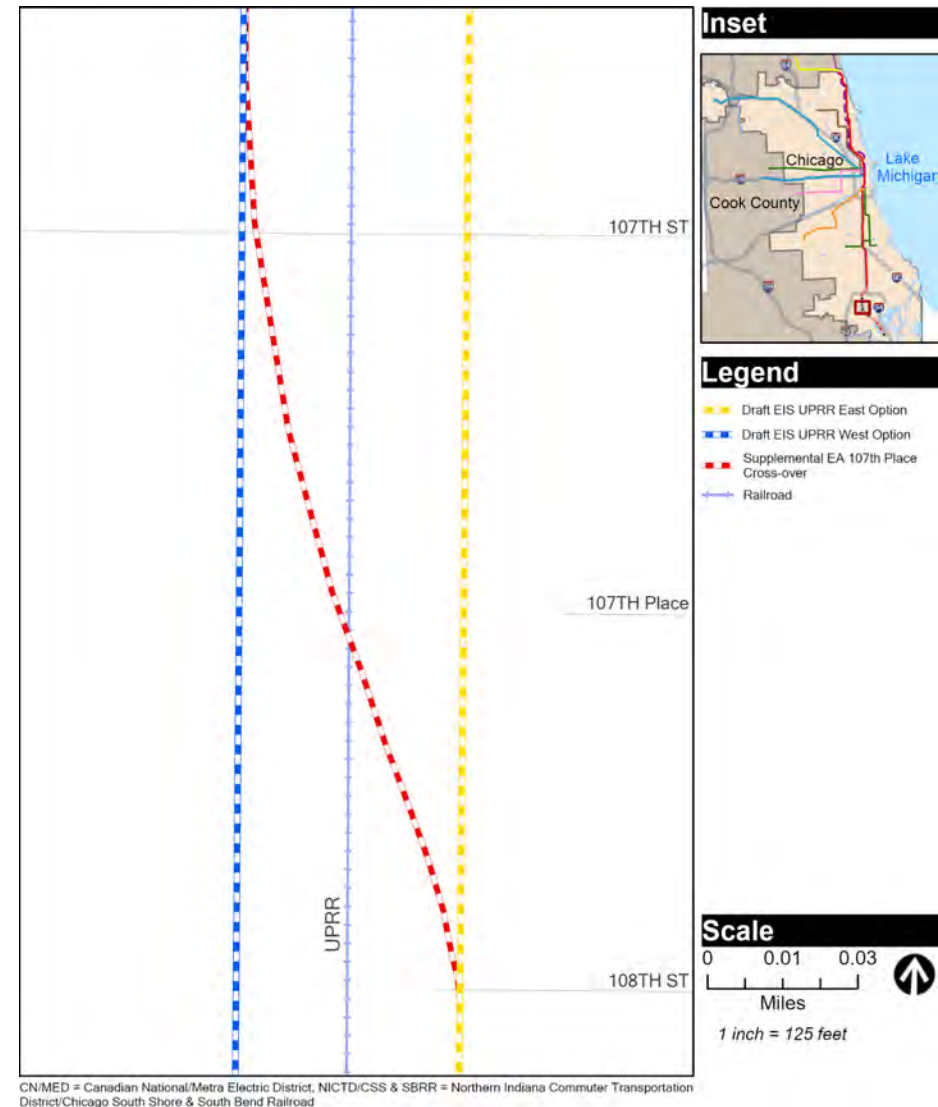


1 inch = 1,400 feet

CN/ME = Canadian National/Metra Electric District, NICTD/CSS & SBRR = Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad



- Provides the connection between the East and West Options of the UPRR Alternative from the Draft EIS to create a hybrid alignment that would:
 - Preserve viable businesses.
 - Minimize impacts to adjacent land uses.
 - Preserve properties slated for future development surrounding the station areas.
 - Accommodate Union Pacific Railroad's future ability to expand.
- Ten additional parcels (not identified in the Draft EIS) would need to be acquired.



Visualizations*

- Impacts on visual and aesthetic conditions would remain high and adverse after mitigation.



Existing Conditions



**Photo Simulation of the 107th Place Cross-over,
Facing Northwest from 108th Place**

*Note that appearance of project elements and residences in visualizations is intended to show the scale of project elements. Actual construction appearance may differ based on design decisions for colors, textures, finishes, and choice of specific design features.

Visualizations*

- Impacts on visual and aesthetic conditions would remain high and adverse after mitigation.



Existing Conditions





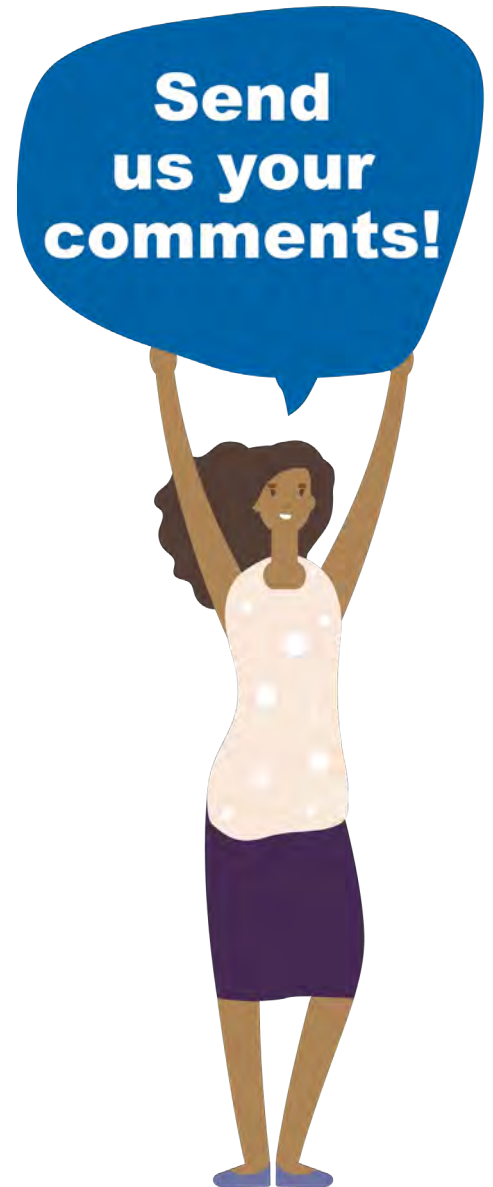
**Photo Simulation of the 107th Place Cross-over,
Facing West from 108th Street**

*Note that appearance of project elements and residences in visualizations is intended to show the scale of project elements. Actual construction appearance may differ based on design decisions for colors, textures, finishes, and choice of specific design features.

Summary of Resource Analyses

Environmental Resources	Three Project Design Changes		
	130th Street Station Relocation	120th Street Yard and Shop Refinement	107th Place Cross-over
Transportation	✓		
Land Use and Economic Development	✓		
Displacements and Relocations of Existing Uses	✓		✓
Neighborhoods and Communities	✓		✓
Visual and Aesthetic Conditions	✓		✓
Noise and Vibration	✓		
Historic and Cultural Resources	✓		
Hazardous Materials	✓		
Wetlands	✓	✓	
Environmental Justice	✓		
Safety and Security	✓		
Air Quality	✓		
Water Resources	✓		
Biological Resources	✓	✓	
Indirect and Cumulative Impacts	✓		
Section 4(f)	✓		

- Submit a comment by **requesting a court reporter through the chat**
- Email RedExtension@transitchicago.com
- Scan the QR Code

- Online comment form: tiny.cc/SEAccomments



- **Mail**

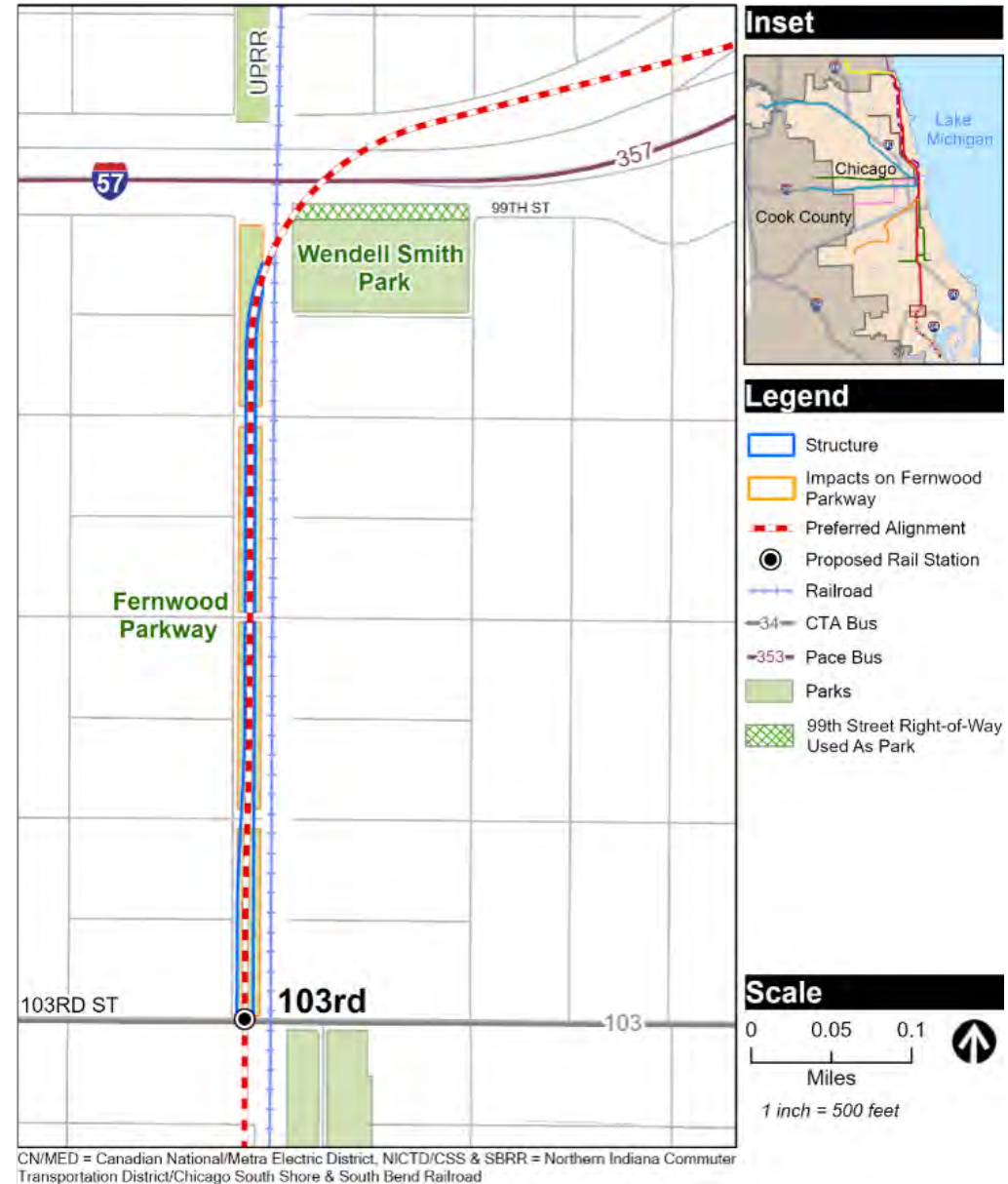
Chicago Transit Authority
Strategic Planning & Policy, 10th Floor
Attn: Red Line Extension Project
567 W. Lake Street
Chicago, IL 60661-1465

- **Written comments** will be accepted during the public comment period from **January 31, 2022 through March 1, 2022.**



Updates to Impacts on Fernwood Parkway

- **Draft EIS**
1.9 acres of potential impacts from the “shadow” of the elevated guideway
- **Final EIS Update**
4.5 acres for the full area between 99th and 103rd Streets



Mitigation for Fernwood Parkway

- In coordination with Chicago Park District, **4.5 acres of new pocket parks** would be located within Washington Heights community and along Major Taylor Trail.



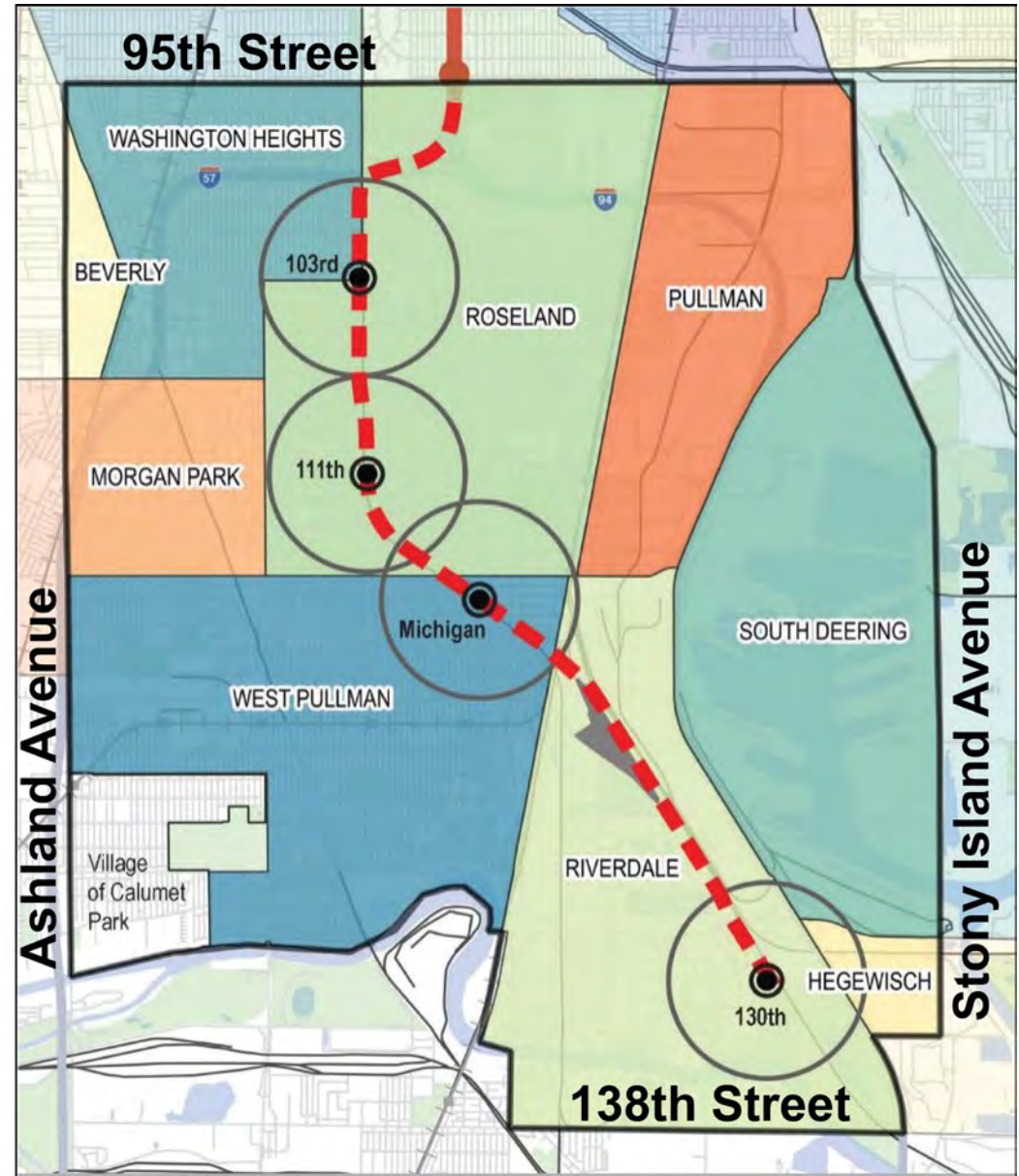
Parcels	Preferred Alignment
Affected Parcels without Building Displacements	130
Affected Parcels with Building Displacements <i>(Residential and Commercial Building Displacements)</i>	98
Total Affected Parcels	228

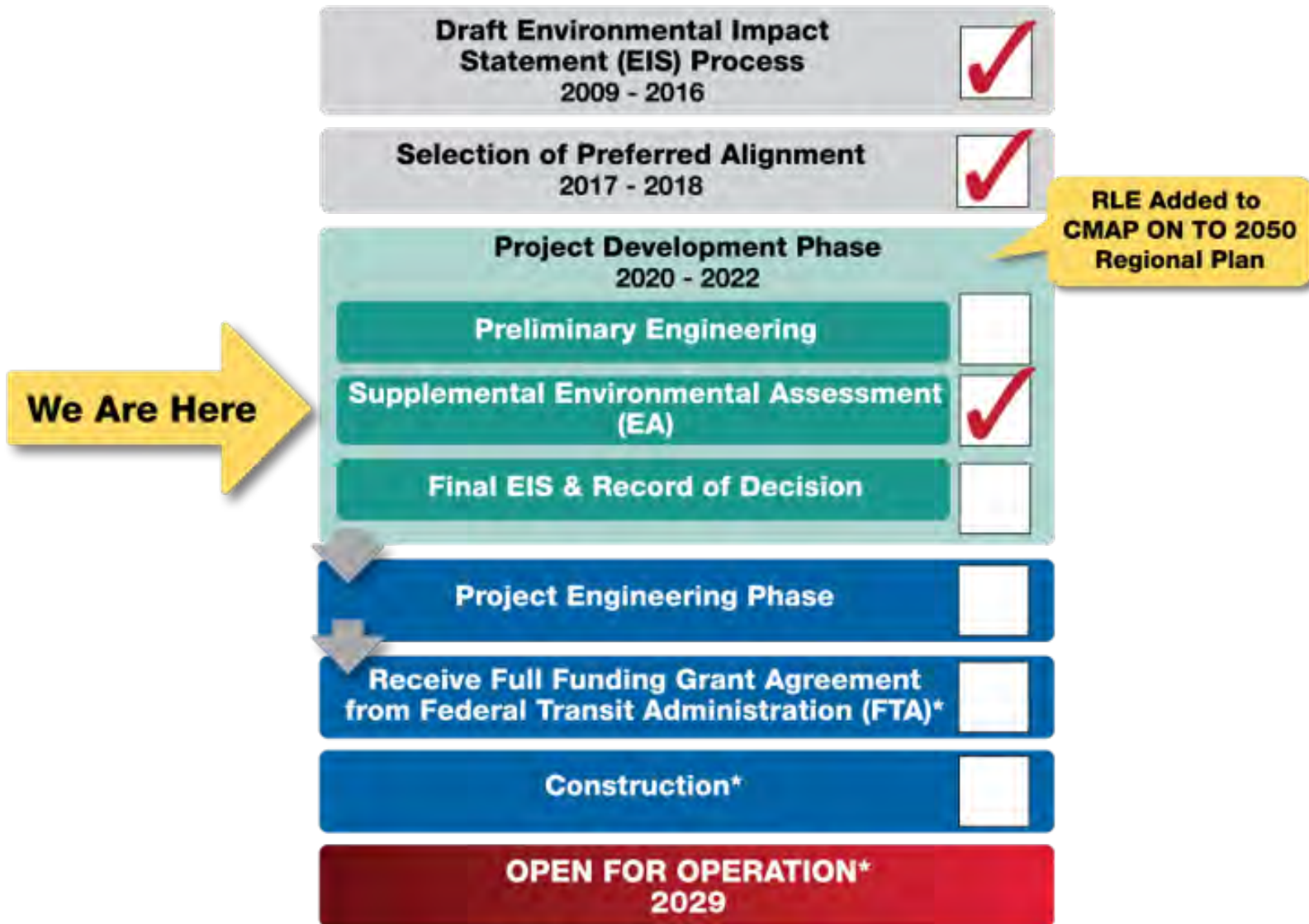
- Impacts are based on preliminary engineering represent maximum impacts of the Preferred Alignment.
- Displaced residents and businesses would be relocated in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

Plan Overview

- Promotes economic development
- Encourages private sector investment
- Enhances multimodal connectivity and bicycle/pedestrian access
- Supports application for federal funding for the transit project

For more information, visit transitchicago.com/RLE/TSD





*Dependent on funding and approvals
⬇️ FTA Project Evaluation and Rating

- **Online Form** tiny.cc/SEAcComments

- **Written comments** accepted during the public comment period **January 31, 2022, through March 1, 2022**

Comments received during the 30-day public comment period and the responses to those comments will be incorporated into the project's Final EIS/Record of Decision (ROD).

- Supplemental EA and Section 4(f) Evaluation document and information boards to be displayed at the in-person public hearing may be found on the RLE Project Website.

www.transitchicago.com/RLE/SEA

This meeting will be recorded and available online after the meeting at transitchicago.com/RLE/SEA and Facebook.com/CTARedExt



- If you have missed all or a portion of the presentation it can be viewed at [Facebook.com/CTARedExt](https://www.facebook.com/CTARedExt)
- To speak to a Court Reporter, you can make a request via the chat to **Court Reporter Request**
- To speak to someone regarding Property Acquisition, you can make a request via the chat to **Land Acquisition Request**
- **Written comments** accepted during the public comment period **January 31, 2022, through March 1, 2022**
- Online Comment Form: tiny.cc/SEAcComments
- In-Person Public Hearing
 - February 17th (6:00 PM – 8:00 PM)
 - Location: The Salvation Army Kroc Center (1250 W. 119th St., Chicago, IL 60643)

Send an email to RedExtension@transitchicago.com or Chicago Transit Authority Strategic Planning & Policy, 10th Floor Attn: Red Line Extension Project 567 W. Lake Street Chicago, IL 60661-1465

In-Person Public
Hearing Exhibit Boards

RED AHEAD



Red Line
Extension



**Welcome to the
Red Line Extension Project
Supplemental EA and
Section 4(f) Evaluation
Public Hearing**



Purpose of this Public Hearing

- Share information on the Red Line Extension (RLE) Project
- Summarize results of the recently completed Supplemental Environmental Assessment and Section 4(f) Evaluation.
- Outline the National Environmental Policy Act (NEPA) Process
- Obtain your input on the benefits, impacts, and proposed mitigation measures

If you have questions, feel free to ask the representatives stationed around the boards. There will be no formal presentation.

Comments on the Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation can be made in the following ways during the meeting:

- Provide written comments on comment cards
- Provide comments on the online comment card found on the website: transitchicago.com/RLE/SEA
- Provide verbal comments to the court reporter

Written comments will be accepted through March 1st, 2022:

By Email:

RedExtension@transitchicago.com

By mail:

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



Scan the QR code to leave us a comment!



RLE Project Background

The Chicago Transit Authority (CTA) and the Federal Transit Administration (FTA) published a Draft Environmental Impact Statement (EIS) on October 6, 2016 that evaluated the environmental impacts of constructing and operating the Red Line Extension (RLE) Project.

The RLE Project would extend the Red Line from the existing 95th/Dan Ryan terminal to 130th Street.

- 5.6-mile extension
- Four new stations:
 - 103rd Street (near Eggleston)
 - 111th Street (near Eggleston)
 - Michigan Avenue (near 116th Street)
 - 130th Street (at Altgeld Gardens)
- Elevated tracks from 95th Street to 119th Street, then tracks run along the ground from 119th Street to 130th Street
- Multimodal connections at each station would include bus, bike, pedestrian, and park & ride facilities

Red Line Extension Preferred Alignment



Why is the RLE Project Important?

The Red Line Extension will provide many benefits, including:



Equity by providing affordable rapid transit to historically underserved communities and improving mobility for transit-dependent residents and people with disabilities



Connectivity and access to the entire city via the CTA network



Economic opportunity through connections to jobs, educational opportunities, housing and other services, as well as economic development on the City's Far South Side



Frequent rail service will reduce commute times



Sustainable transportation that helps contribute to improved air quality, reduces greenhouse gas emissions, and saves energy

RLE Project Purpose and Need

***The Purpose and Need has not changed
since the Draft EIS.***

The Purpose of the RLE Project

The RLE Project would reduce commute times for residents, improve mobility and accessibility, and provide connection to other transportation modes. The RLE Project could also foster economic development, where new stations may 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 car storage yard and shop facility.

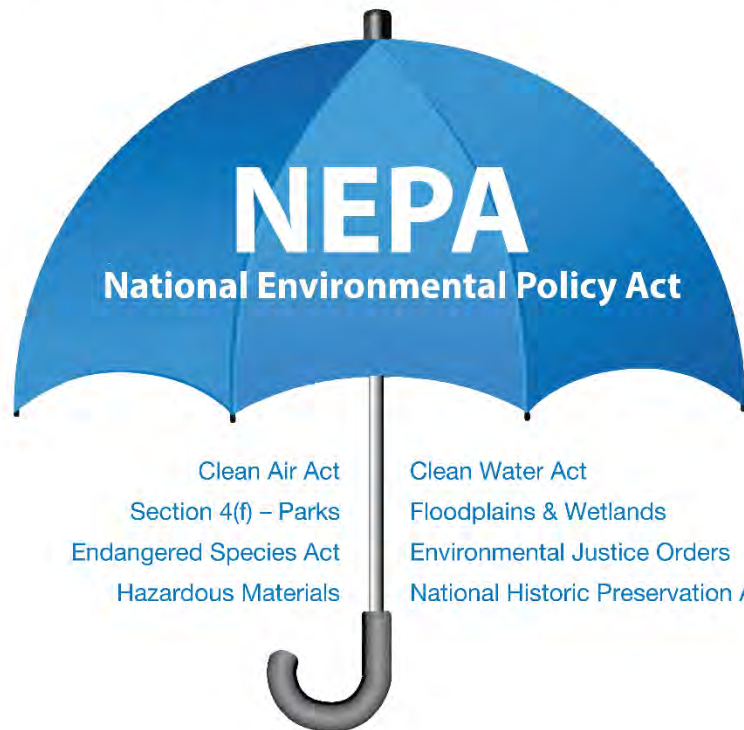
Needs to be Addressed

- Transit trips to jobs are longer for Far South Side residents than they are for residents in the Chicago seven-county region as a whole.
- Transit-dependent populations in the project area have limited direct access to rapid transit rail service.
- The project area is geographically isolated from major activity centers and provides residents limited viable transportation options, which limits access between affordable housing (e.g., the Altgeld Gardens neighborhood) and employment centers outside of the project area.
- Existing transit markets are underserved, and transit connectivity is challenging in the project area.
- Disinvestment and limited economic development in the project area have negatively affected Far South Side communities.
- The existing 98th Yard does not have capacity to store railcars for any substantial increase in Red Line capacity accompanying future Red Line expansion.

What is a Supplemental EA?

The Federal Transit Administration (FTA) and the Chicago Transit Authority (CTA) published a Supplemental Environmental Assessment (EA) on January 31, 2022. A Supplemental EA is a federal National Environmental Policy Act (NEPA) review document that evaluates the significance of potential impacts of proposed project changes made after the preparation of a Draft Environmental Impact Statement (EIS). This Supplemental EA evaluated the potential impacts from three project design changes to the Preferred Alignment not disclosed in the Draft EIS that was prepared for the CTA RLE Project in 2016.

This Supplemental EA evaluates the potential impacts from the three project design changes to the Preferred Alignment.



CTA published the Supplemental EA on Monday, January 31, and is accepting public comments until Tuesday, March 1.

Comments received during the 30-day public comment period and the responses to those comments will be incorporated into the project's Final EIS/Record of Decision (ROD).

Why is a Supplemental EA Needed?

- Evaluates the potential impacts from the three project design changes to the Preferred Alignment



Draft EIS Alignment Options



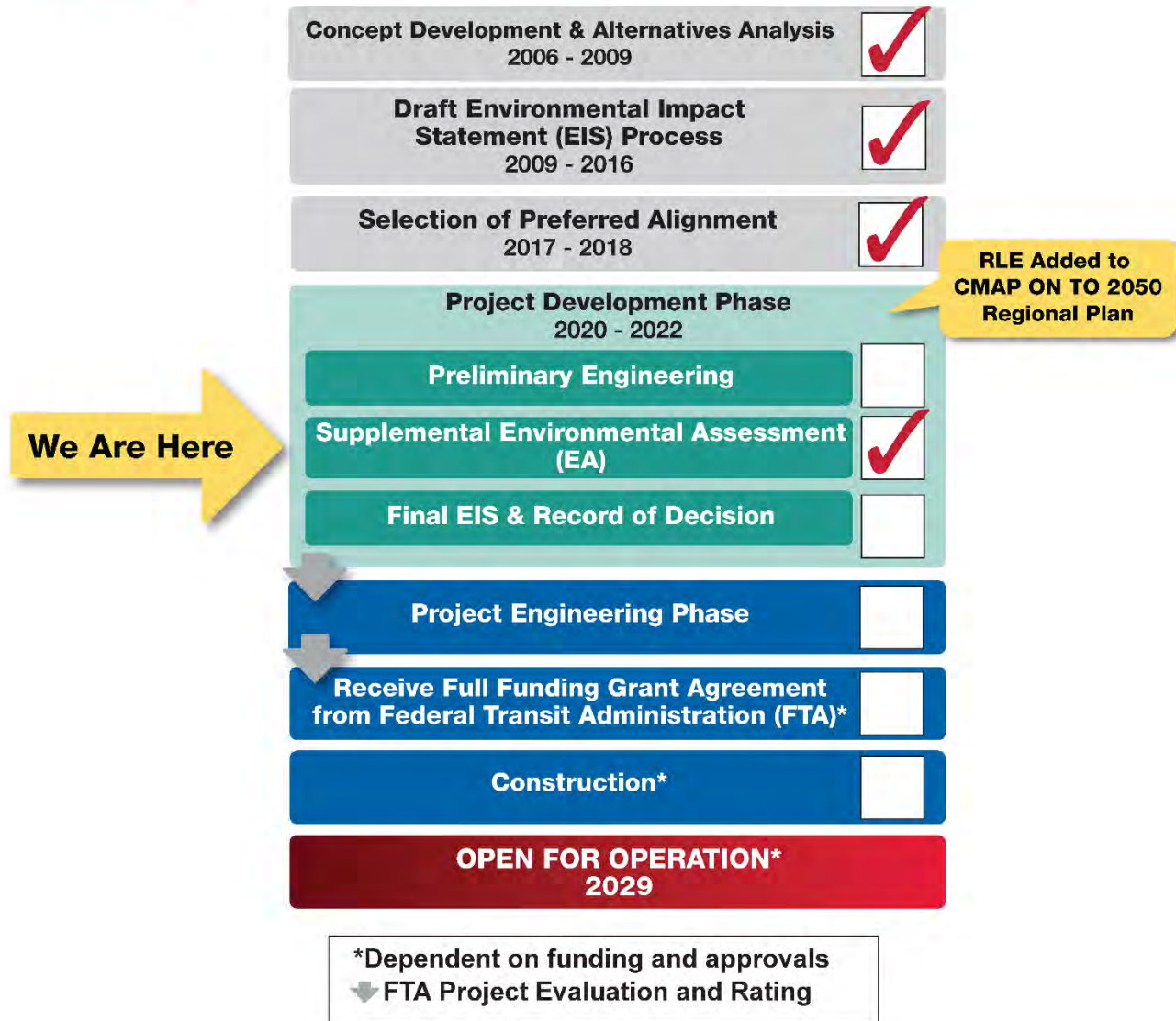
Preferred Alignment

- There are three project design changes evaluated in the Supplemental EA. The design changes are:

- 130th Street station relocation
- 120th Street yard and shop refinement
- 107th Place cross-over



Project Development Process



Project Funding

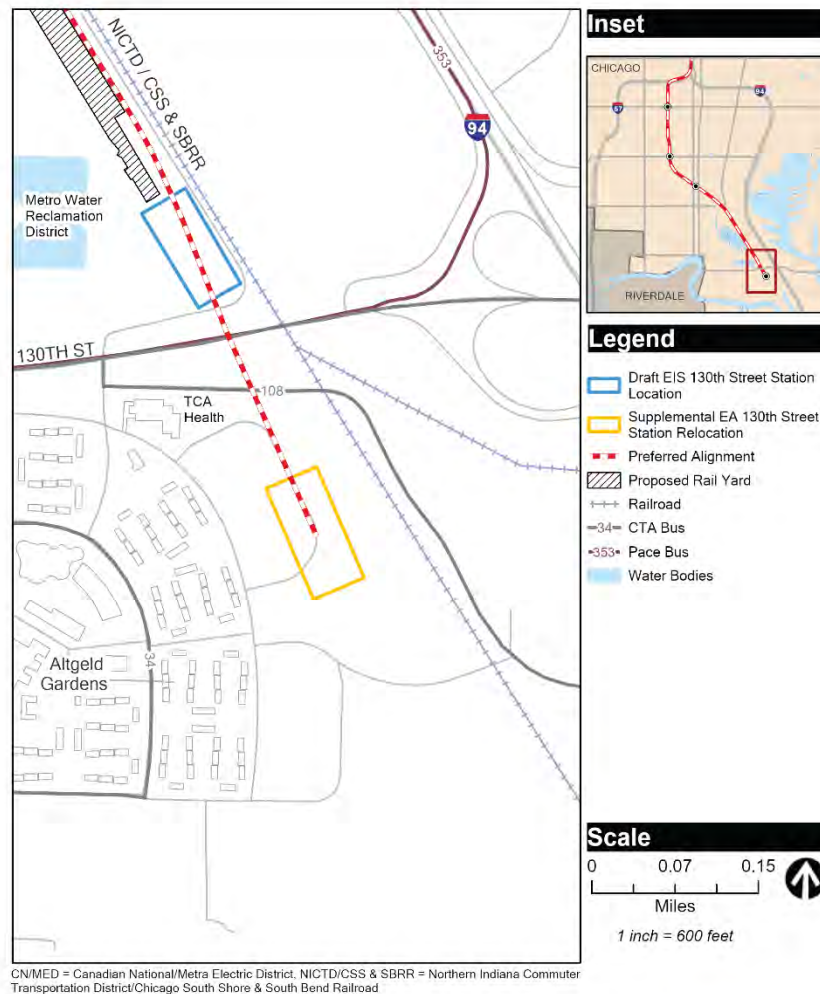
The CTA has made significant recent progress towards the Red Line Extension, including taking the steps necessary to make the project eligible for federal funding. In December 2020, the CTA entered the Project Development phase of the Federal Transit Administration's (FTA) New Starts program. This is a necessary step to pursue federal funding for the project.

130th Street Station Relocation

The 130th Street station, relocated from north of 130th Street, to south of 130th Street, adjacent to the Altgeld Gardens neighborhood.

Benefits of the relocation:

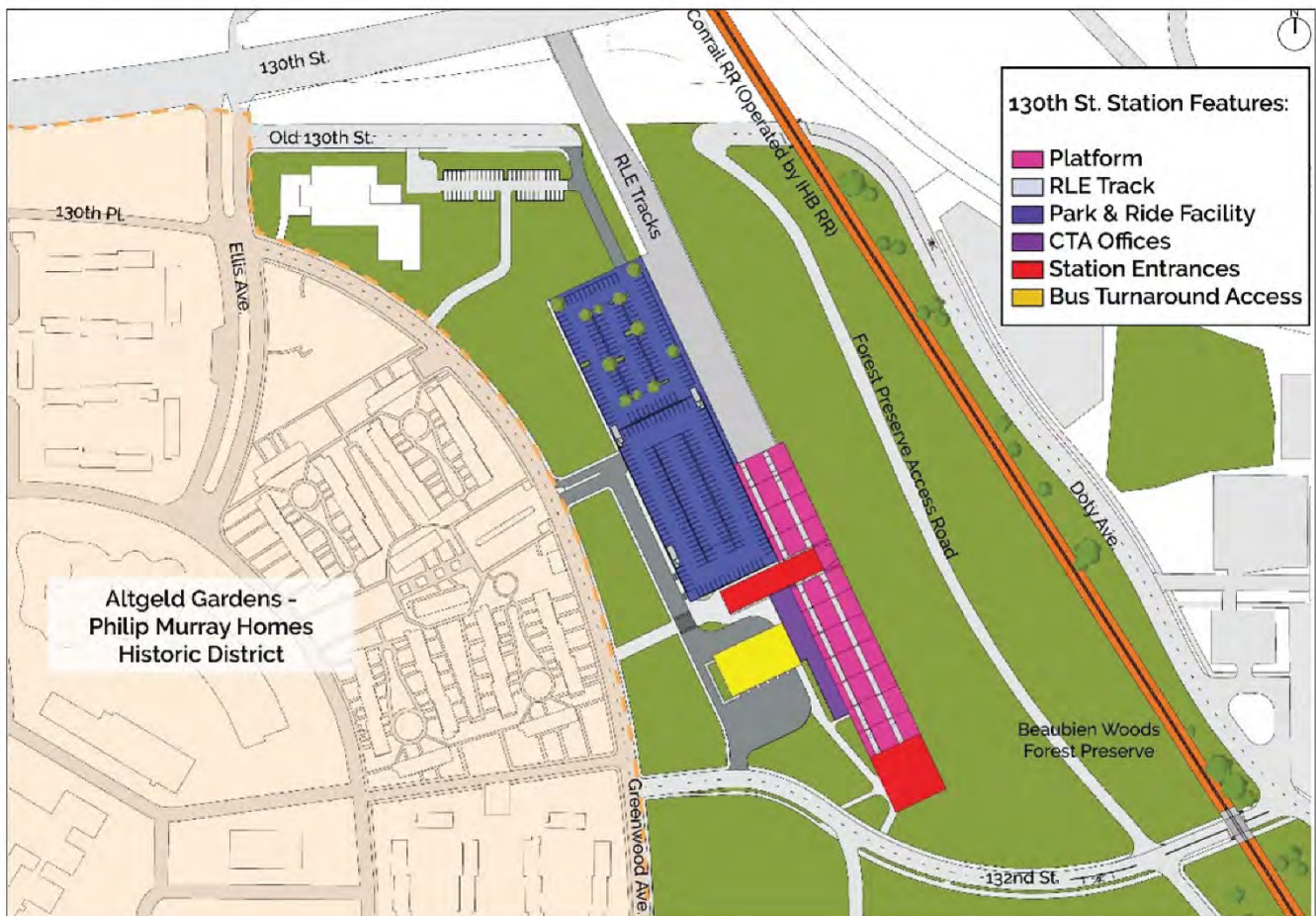
- Creates better transit connections within the Altgeld Gardens neighborhood
- Located closer and more accessible to neighborhood residents and Carver Military Academy High School students.
- Provides safer and more secure access for transit users by avoiding the need to use a walking path under the 130th Street viaduct or cross 130th Street at-grade
- Located farther from the MWRD plant, avoiding truck traffic and potential odors
- Better opportunities for future development
- Supports objectives in the 2013 Altgeld Gardens – Philip Murray Homes Master Plan



130th Street Station Transportation Impacts

- Closure of Old 130th Street to through traffic across new RLE tracks
- Removal of on-street parking along the east side of Greenwood Avenue from Ellis Avenue to the new station entrance
- Mitigation to maintain TCA Health access and parking spaces
- Improvements to the intersection of 130th Street and Ellis Avenue
- No adverse impact after mitigation

Provides entrance to the new station from Greenwood Avenue and exit from park & ride to Old 130th Street.

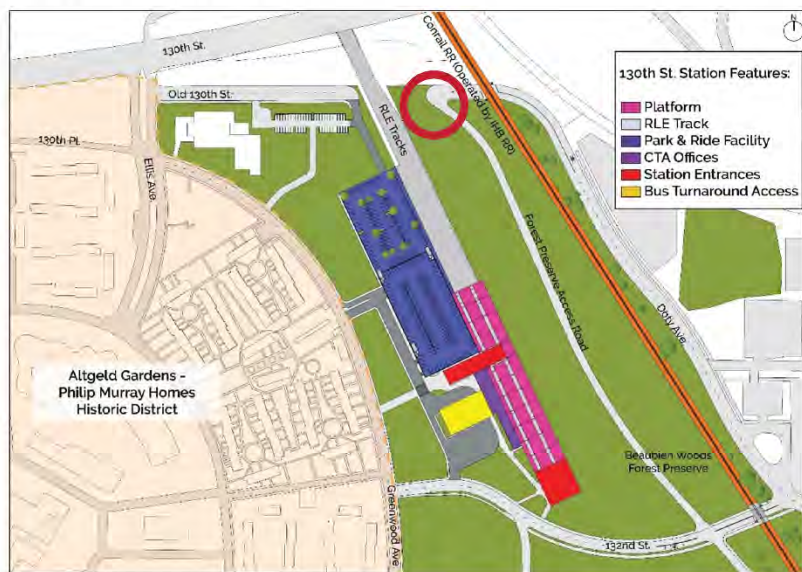


Section 4(f) Evaluation

Beaubien Woods Forest Preserve

Section 4(f) of the United States Department of Transportation Act of 1966 is a federal law that sets requirements for FTA consideration of publicly owned parks/recreational areas that are accessible to the general public, publicly owned wildlife/waterfowl refuges, and publicly or privately owned historic sites of federal, state, or local significance in developing transportation projects.

- Construction of the 130th Street station would close Old 130th Street and eliminate a connection to the access road into Beaubien Woods Forest Preserve from Old 130th Street. (See circle on figure to the right.)
- Even though there was no Section 4(f) use determined at Beaubien Woods, mitigation measures were identified in coordination with the Forest Preserves of Cook County (FPCC) and include the following:

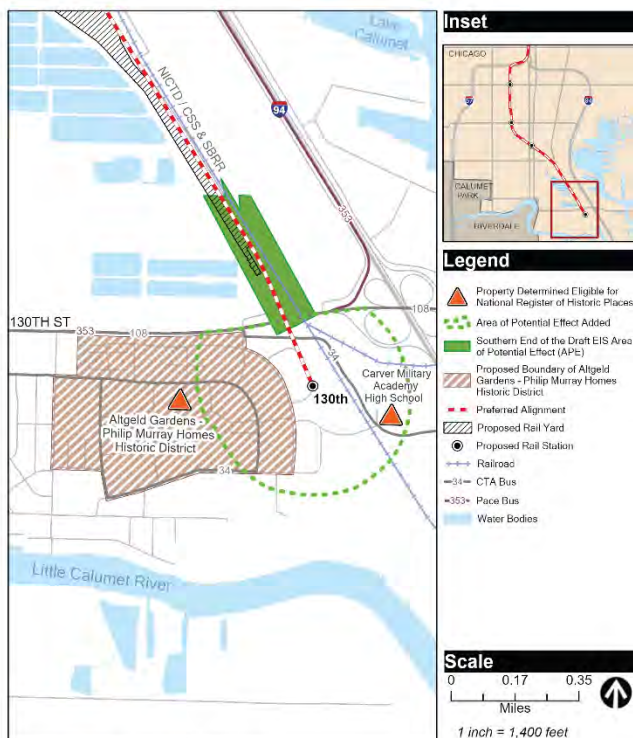
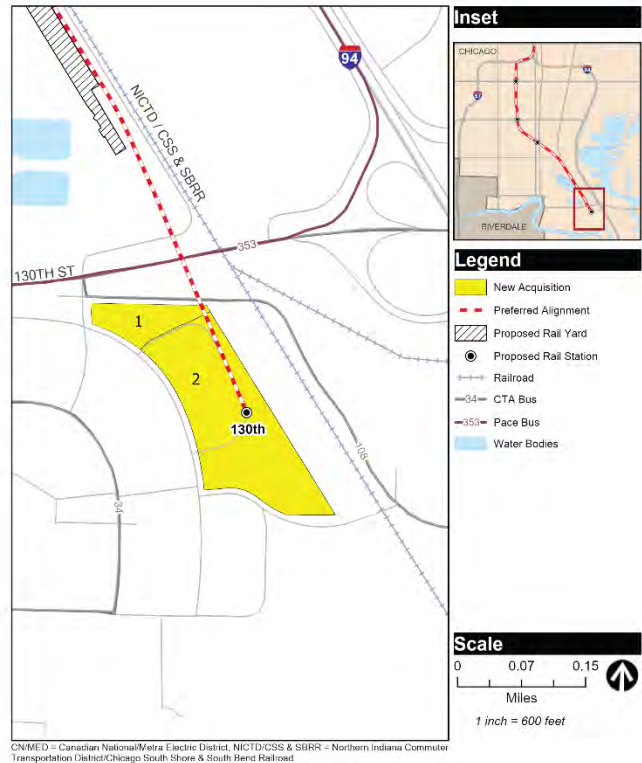


- Transfer of two City-owned parcels into FPCC ownership
- Funding for FPCC for ecological restoration, habitat enhancement, and beautification of expanded Beaubien Boat Launch land
- New trail connection from Altgeld Gardens recreation facilities on 133rd Street to the Beaubien Woods Boat Launch
- Wayfinding and information signage inside the proposed station and outdoor signage at 130th Street and Ellis Avenue and other locations
- Forest Preserves advertising to encourage CTA riders to use public transportation to visit the Forest Preserves at the 130th Street station, other Red Line stations south of Roosevelt, and inside local trains and buses

130th Street Station

Parcel Impacts

- Two parcels (#1 and #2 in the figure) would be directly impacted by construction of the station.
- Two additional parcels (not shown) would be acquired as mitigation for removal of a connection to Beaubien Woods Forest Preserve.



Historical and Cultural

- Two Consulting Party meetings were held in 2021.
- Because there are no adverse effects to historic properties from the 130th Street station relocation, mitigation would not be required.

130th Street Station Visualizations



Impacts on visual and aesthetic conditions would remain high and adverse after mitigation

Existing Conditions



Photo Simulation of the 130th Street Station Facing Southwest from Beaubien Woods Forest Preserve



**Note that appearance of project elements and residences in visualizations is intended to show the scale of project elements. Actual construction appearance may differ based on design decisions for colors, textures, finishes, and choice of specific design features.*

130th Street Station Visualizations

Impacts on visual and aesthetic conditions would remain high and adverse after mitigation



Existing Conditions



Photo Simulation of the 130th Street Station, Facing East from the Eastern Edge of the Altgeld Gardens Neighborhood



**Note that appearance of project elements and residences in visualizations is intended to show the scale of project elements. Actual construction appearance may differ based on design decisions for colors, textures, finishes, and choice of specific design features.*

120th Street Yard and Shop Refinement

Coordination with Norfolk Southern (NS) resulted in adjustments to the Preferred Alignment near the 120th Street yard and shop to accommodate NS right of way needs and current and future NS connectivity.

The refinement resulted in no new environmental impacts. Wetland impacts were analyzed and there would be no adverse impacts to wetlands after mitigation.



CN/ME = Canadian National/Metra Electric District, NICTD/CSS & SBRR = Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad

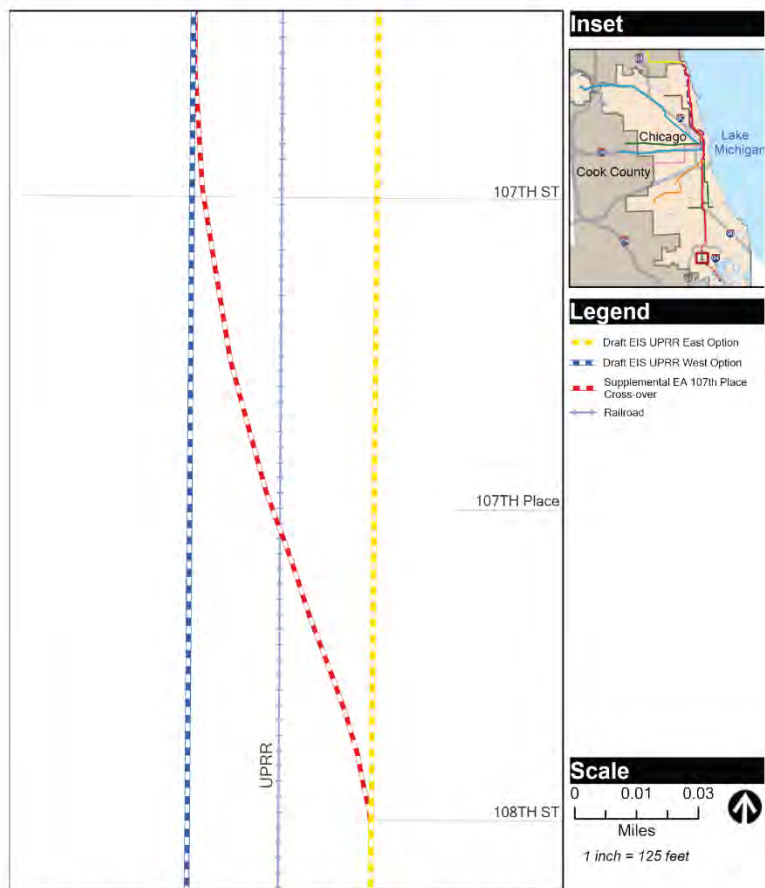
107th Place Cross-over

Provides the connection between the East and West Options of the Union Pacific Railroad Alternative from the Draft EIS to create a hybrid alignment that would:

- Preserve viable businesses.
- Minimize impacts to schools, residences, and the historic Roseland Pumping Station.
- Preserve properties slated for future development surrounding the station area.
- Accommodate Union Pacific Railroad's future ability to expand.

Displacement Impacts:

- 10 additional properties not previously identified in the Draft EIS would need to be acquired
- Follows the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act)



CN/MED = Canadian National/Metra Electric District, NICTD/CSS & SBRR = Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad

Change from Preferred Alignment:

- Preferred Alignment announced in 2018 showed cross-over near 108th Place.
- Design refinements led to shift north to near 107th Place for the Supplemental EA.
- Modification would allow structure and station platforms to be lower at 111th Street station.

107th Place Cross-over Visualizations

Impacts on visual and aesthetic conditions would remain high and adverse after mitigation



Existing Conditions



Photo Simulation of the 107th Place Cross-over, Facing Northwest from 108th Place



**Note that appearance of project elements and residences in visualizations is intended to show the scale of project elements. Actual construction appearance may differ based on design decisions for colors, textures, finishes, and choice of specific design features.*

107th Place Cross-over Visualizations

Impacts on visual and aesthetic conditions would remain high and adverse after mitigation



Existing Conditions



Photo Simulation of the 107th Place Cross-over, Facing West from 108th Street



*Note that appearance of project elements and residences in visualizations is intended to show the scale of project elements. Actual construction appearance may differ based on design decisions for colors, textures, finishes, and choice of specific design features.



Summary of Impacts and Mitigation

The table below shows environmental resources that would experience new or different impacts from those identified in the Draft EIS as a result of one of the three project design changes.

Environmental Resources	Three Project Design Changes		
	130th Street Station Relocation	120th Street Yard and Shop Refinement	107th Place Cross-over
Transportation	No adverse impact after mitigation		
Land Use and Economic Development	No adverse impact after mitigation		
Displacements and Relocations of Existing Uses	No adverse impact after mitigation		No adverse impact after mitigation
Neighborhoods and Communities	No impact with the exception of Visual & Aesthetic		No impact with the exception of Visual & Aesthetic
Visual and Aesthetic Conditions	Impacts would remain high and adverse after mitigation		Impacts would remain high and adverse after mitigation
Noise and Vibration	No impact		
Historic and Cultural Resources	No Adverse Effect finding		
Hazardous Materials	No impact		
Wetlands	No adverse impact after mitigation	No adverse impact after mitigation	
Environmental Justice	No adverse impact after mitigation		
Safety and Security	No adverse impact after mitigation		
Air Quality	No adverse impact after mitigation		
Water Resources	No adverse impact after mitigation		
Biological Resources	No adverse impact after mitigation	No adverse impact after mitigation	
Indirect and Cumulative Impacts	No impact		
Section 4(f)	No use of Section 4(f) resources after mitigation		

Gray = These environmental resources are not documented in the Supplemental EA because they did not experience new or different impacts from those identified in the Draft EIS.

Property Displacements

Construction of the project would require the acquisition of private property.

Parcels	Preferred Alignment
Affected Parcels without Building Displacements	130
Affected Parcels with Building Displacements <i>(Residential and Commercial Building Displacements)</i>	98
Total Affected Parcels	228

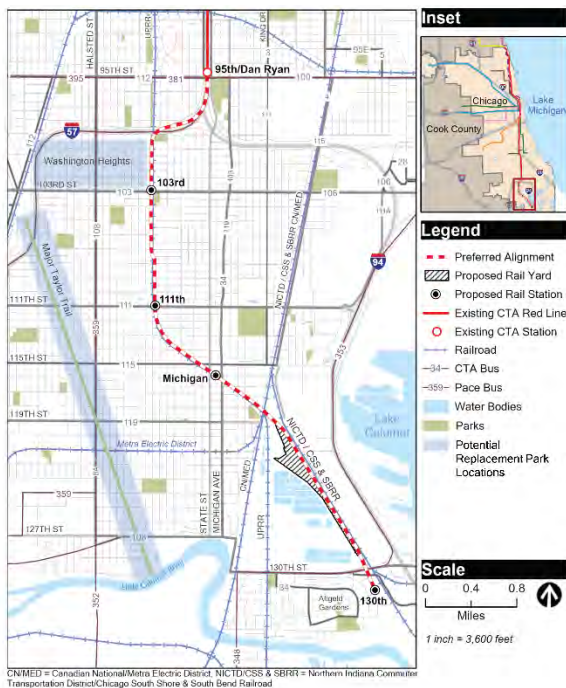
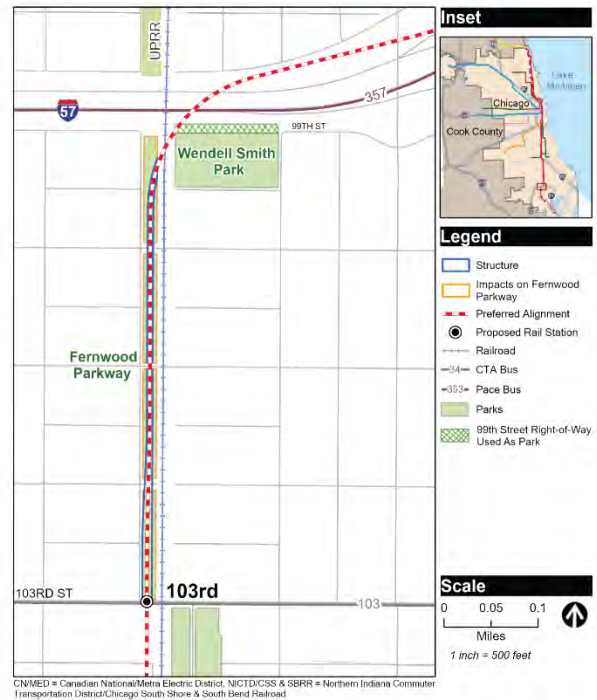
- Impacts are based on preliminary engineering and represent the maximum impacts of the Preferred Alignment.
- Of the 228 parcels, 105 are vacant, 66 are residential, 36 are commercial/industrial, 9 are railroads, and 12 are a combination of public/community/institutional uses.
- Availability of vacant parcels and buildings near the affected properties will likely allow for affected businesses and residents to relocate within the project area.
- Displaced residents and businesses would be relocated in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.
- The CTA has been in regular contact with impacted property owners and tenants since 2016, providing them updates as the project designs are refined (such as the selection of the preferred alignment). As a result of the design changes in the Supplemental EA, the RLE property needs have been updated to provide a more accurate determination of property impacts.

Section 4(f) Evaluation Fernwood Parkway

Section 4(f) of the USDOT Act of 1966 is a federal law that sets requirements for Federal Transit Administration (FTA) consideration of publicly owned park or recreation land and historic sites. Fernwood Parkway would be affected by the Preferred Alignment.

Updates to Impacts on Fernwood Parkway

- Draft EIS disclosed 1.9 acres of potential impacts to Fernwood Parkway from the “shadow” of the elevated guideway.
- Impacts were updated to 4.5 acres for the full area of Fernwood Parkway between 99th Street and 103rd Street.



Mitigation Measures for Fernwood Parkway Impacts

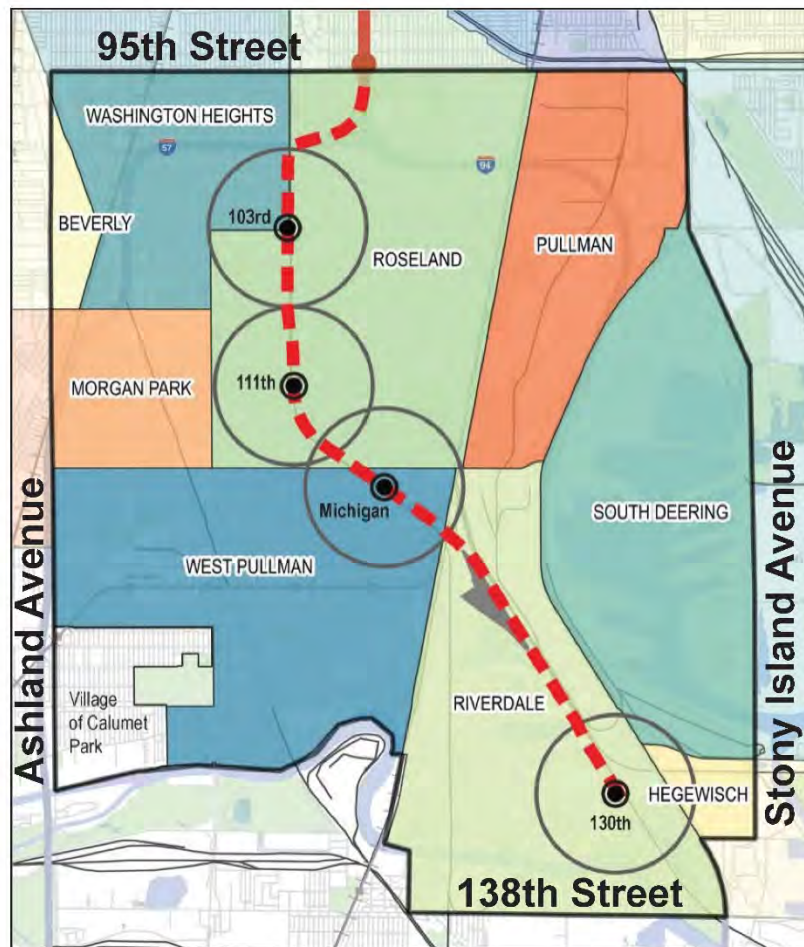
- Mitigation measures are being developed with the Chicago Park District including a total of 4.5 acres of new replacement pocket parks within the Washington Heights community and along Major Taylor Trail.

These mitigation measures are different than those discussed in the Draft EIS. Mitigation was proposed for larger replacement parks; however, Chicago Park District identified a need for smaller pocket parks within the communities.

Transit-Supportive Development (TSD) Plan Overview

Identifies opportunities to:

- Promote economic development
- Support continued affordability
- Encourage private sector investment
- Enhance multimodal connectivity and bicycle/pedestrian access
- Support application for federal funding for the transit project
- Prepared in collaboration with the community, City of Chicago, and the Cook County Land Bank
- For more information, visit transitchicago.com/RLE/TSD



Thank You!

Comments on the Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation can be made in the following ways during the meeting:

- Provide written comments on comment cards
- Provide comments on the online comment card found on the website: transitchicago.com/RLE/SEA
- Provide verbal comments to the court reporter

Written comments will be accepted through March 1st, 2022:

By Email:

RedExtension@transitchicago.com

By mail:

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

**We want
to hear from
YOU!**



**Send
us your
comments!**



Scan the QR code to leave
us a comment!





Home » [Sign up for the RLE Supplemental Environmental Assessment public hearings here!](#) »
Provide your comments on the RLE Supplemental Environmental Assessment and Section 4(f) Evaluation

Provide your comments on the RLE Supplemental Environmental Assessment and Section 4(f) Evaluation

The Chicago Transit Authority (CTA) hosted a virtual and in-person public hearing to solicit public comments on the Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation. The Supplemental EA evaluates the impacts and mitigation of three project changes that have occurred since the publication of the Draft Environmental Impact Statement (EIS) in 2016.

The project changes are

1. 130th Street station relocation
2. 120th Street yard and shop refinement
3. 107th Place cross-over.

For more information and to review the Supplemental EA and Section 4(f) Evaluation, visit the CTA's [dedicated webpage](#). The CTA has established a 30-day comment period to take formal comments on the Supplemental EA and Section 4(f) Evaluation from **January 31, 2022 to March 1, 2022**. Please use the form below to provide your comments.

Comments may be made verbally to a court reporter at the virtual and in-person public hearings. Written comments will be accepted during the in-person public hearing and at any time during the public comment period via this online form, the project email, and by U.S. mail.

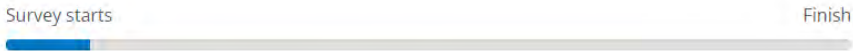
Looking for other ways to reach us?

Comments may be made verbally to a court reporter at the virtual and in-person public hearings. Written comments will be accepted during the in-person public hearing open house, and will be accepted at any time during the public comment period via this form; project e mail to: RedExtension@transitchicago.com; and by U.S. mail to:

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

Chicago, IL 60661-1465

For additional information call: (888) YOUR-CTA (888 968-7282) Para más información en Español, llame al (312) 681-2828



All fields marked with an asterisk (*) are required.

1. Name

0/255

2. Street Address

0/255

3. City

Please add your comment here...

0/255

4. State

Please add your comment here...

0/2

5. Zip Code

6. Email

7. Please describe your questions or concerns.

Please add your comment here...

Submit

Attachment 4

Outreach to Stakeholders and Agencies

In-Person Stakeholder Meeting Exhibit Boards
Cooperating Agency Letter
Cooperating Agency Mailing List
Federal Participating Agency and Tribal Consulting Parties Letter
Federal Participating Agency Mailing List
Tribal Consulting Parties Mailing List
Non-Federal Participating Agency Letter
Non-Federal Participating Agency Mailing List

In-Person Stakeholder
Meeting Exhibit Boards

RED AHEAD



**Red Line
Extension**



**Welcome to the
Red Line Extension Project
130th Street
Stakeholder Meeting**

RLE Project Background

The Chicago Transit Authority (CTA) and the Federal Transit Administration (FTA) published a Draft Environmental Impact Statement (EIS) on October 6, 2016 that evaluated the environmental impacts of constructing and operating the Red Line Extension (RLE) Project.

The RLE Project would extend the Red Line from the existing 95th/Dan Ryan terminal to 130th Street.

- 5.6-mile extension
- Four new stations:
 - 103rd Street (near Eggleston)
 - 111th Street (near Eggleston)
 - Michigan Avenue (near 116th Street)
 - 130th Street (at Altgeld Gardens)
- Elevated tracks from 95th Street to 119th Street, then tracks run along the ground from 119th Street to 130th Street
- Multimodal connections at each station would include bus, bike, pedestrian, and park & ride facilities

Red Line Extension Preferred Alignment



What is a Supplemental EA?

The Federal Transit Administration (FTA) and the Chicago Transit Authority (CTA) published a Supplemental Environmental Assessment (EA) on January 31, 2022. A Supplemental EA is a federal National Environmental Policy Act (NEPA) review document that evaluates the significance of potential impacts of proposed project changes made after the preparation of a Draft Environmental Impact Statement (EIS). This Supplemental EA evaluated the potential impacts from three project design changes to the Preferred Alignment not disclosed in the Draft EIS that was prepared for the CTA RLE Project in 2016.

This Supplemental EA evaluates the potential impacts from the three project design changes to the Preferred Alignment.



CTA published the Supplemental EA on Monday, January 31, and is accepting public comments until Tuesday, March 1.

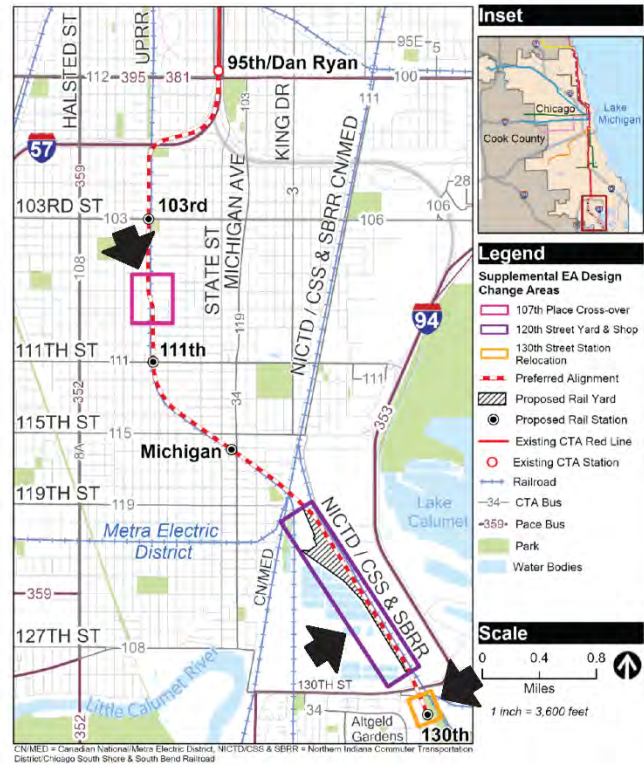
Comments received during the 30-day public comment period and the responses to those comments will be incorporated into the project's Final EIS/Record of Decision (ROD).

Why is a Supplemental EA Needed?

- Evaluates the potential impacts from the three project design changes to the Preferred Alignment



Draft EIS Alignment Options



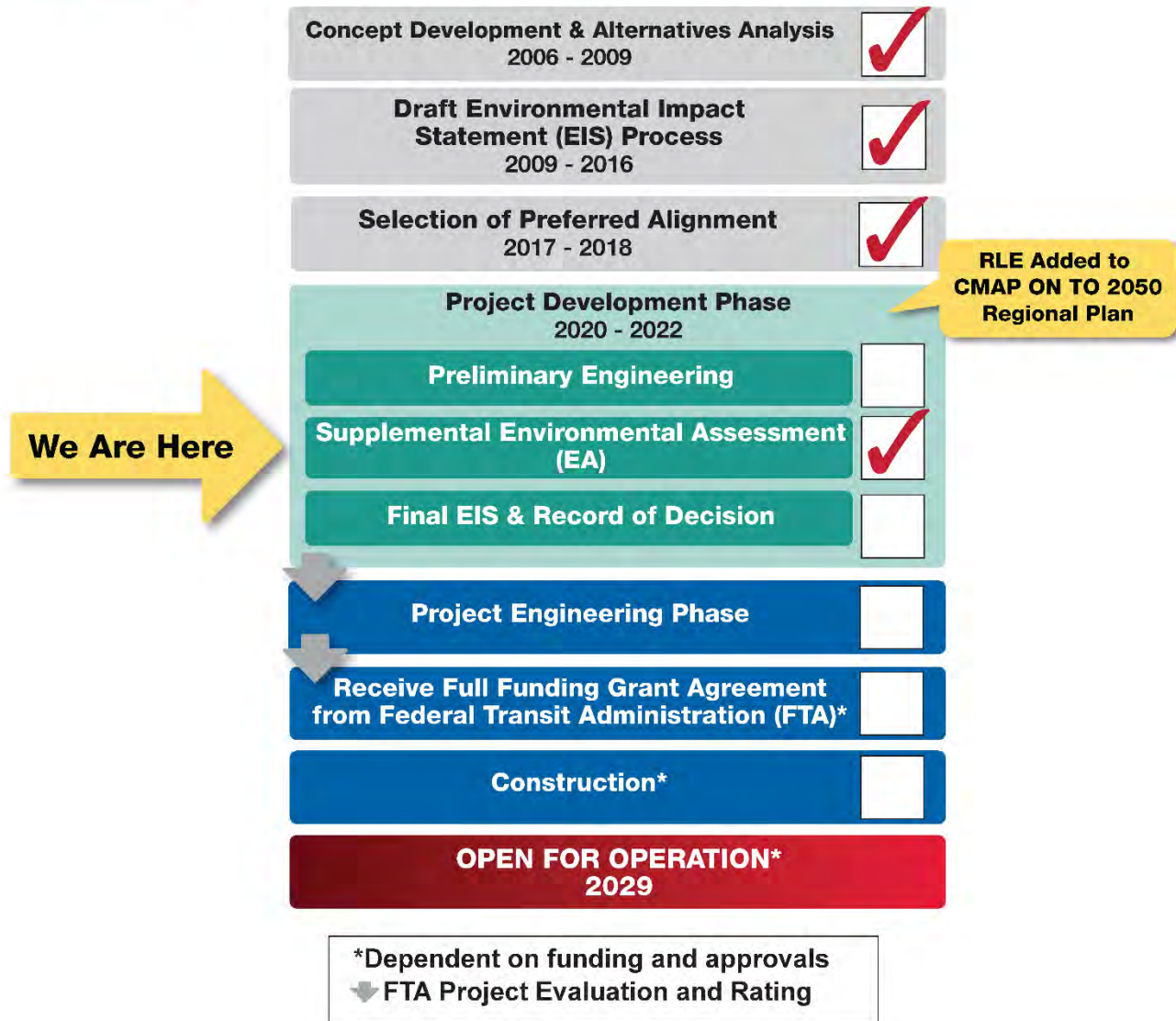
Preferred Alignment

- There are three project design changes evaluated in the Supplemental EA. The design changes are:

- 130th Street station relocation
- 120th Street yard and shop refinement
- 107th Place cross-over



Project Development Process



Project Funding

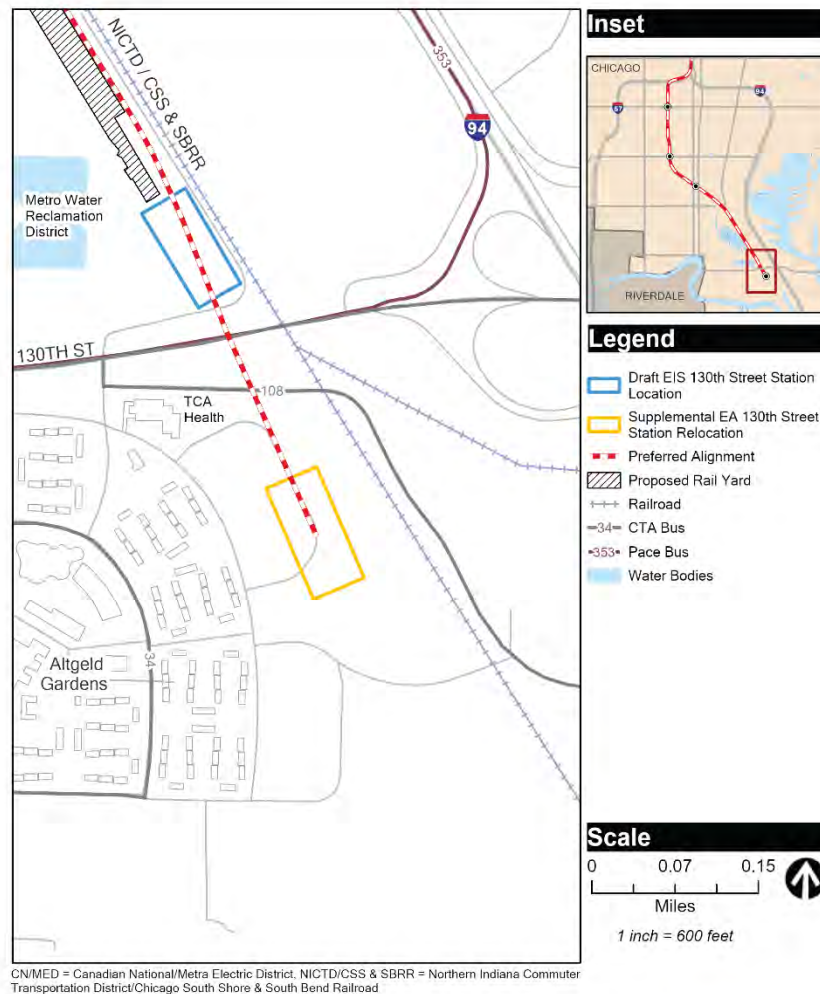
The CTA has made significant recent progress towards the Red Line Extension, including taking the steps necessary to make the project eligible for federal funding. In December 2020, the CTA entered the Project Development phase of the Federal Transit Administration's (FTA) New Starts program. This is a necessary step to pursue federal funding for the project.

130th Street Station Relocation

The 130th Street station, relocated from north of 130th Street, to south of 130th Street, adjacent to the Altgeld Gardens neighborhood.

Benefits of the relocation:

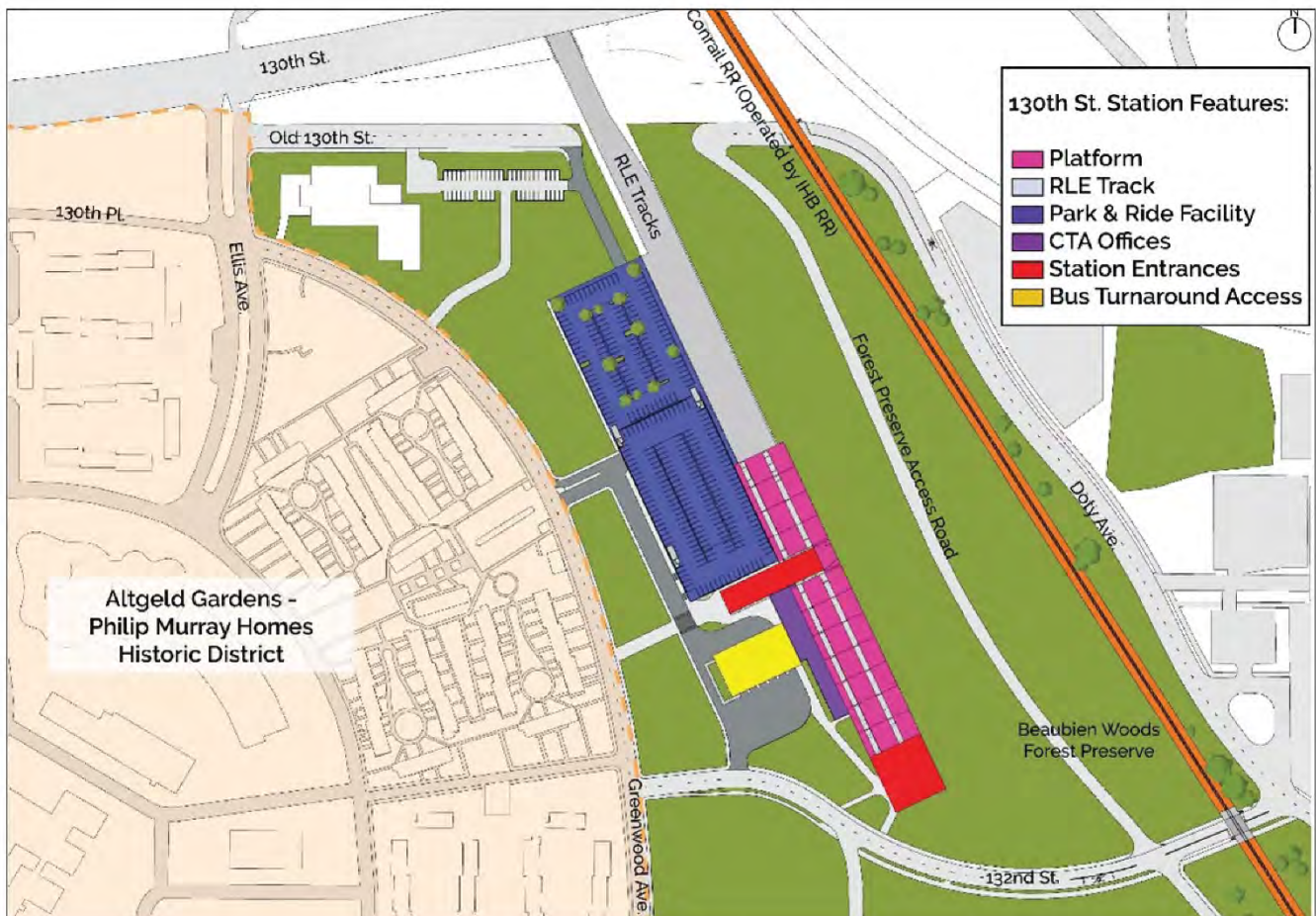
- Creates better transit connections within the Altgeld Gardens neighborhood
- Located closer and more accessible to neighborhood residents and Carver Military Academy High School students.
- Provides safer and more secure access for transit users by avoiding the need to use a walking path under the 130th Street viaduct or cross 130th Street at-grade
- Located farther from the MWRD plant, avoiding truck traffic and potential odors
- Better opportunities for future development
- Supports objectives in the 2013 Altgeld Gardens – Philip Murray Homes Master Plan



130th Street Station Transportation Impacts

- Closure of Old 130th Street to through traffic across new RLE tracks
- Removal of on-street parking along the east side of Greenwood Avenue from Ellis Avenue to the new station entrance
- Mitigation to maintain TCA Health access and parking spaces
- Improvements to the intersection of 130th Street and Ellis Avenue
- No adverse impact after mitigation

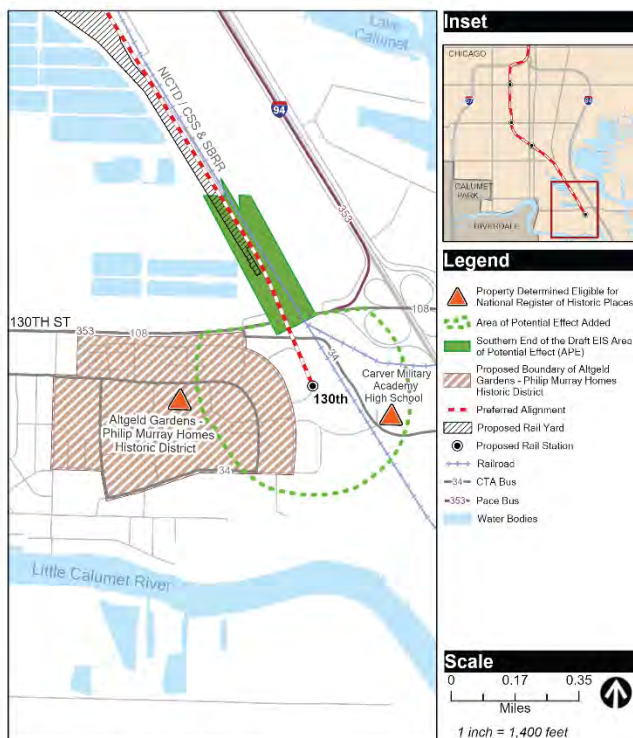
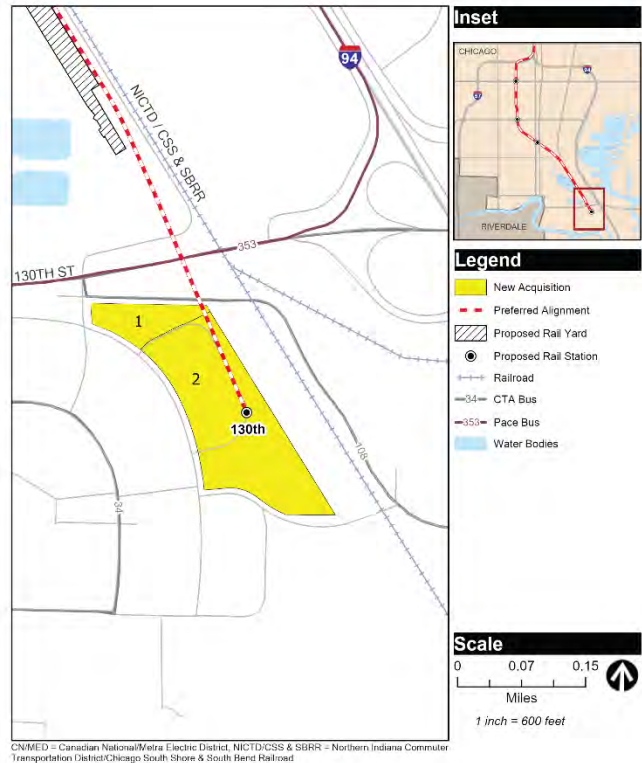
Provides entrance to the new station from Greenwood Avenue and exit from park & ride to Old 130th Street.



130th Street Station

Parcel Impacts

- Two parcels (#1 and #2 in the figure) would be directly impacted by construction of the station.
- Two additional parcels (not shown) would be acquired as mitigation for removal of a connection to Beaubien Woods Forest Preserve.



Historical and Cultural

- Two Consulting Party meetings were held in 2021.
- Because there are no adverse effects to historic properties from the 130th Street station relocation, mitigation would not be required.

130th Street Station Visualizations



Impacts on visual and aesthetic conditions would remain high and adverse after mitigation

Existing Conditions



Photo Simulation of the 130th Street Station Facing Southwest from Beaubien Woods Forest Preserve



**Note that appearance of project elements and residences in visualizations is intended to show the scale of project elements. Actual construction appearance may differ based on design decisions for colors, textures, finishes, and choice of specific design features.*

130th Street Station Visualizations

Impacts on visual and aesthetic conditions would remain high and adverse after mitigation



Existing Conditions



Photo Simulation of the 130th Street Station, Facing East from the Eastern Edge of the Altgeld Gardens Neighborhood



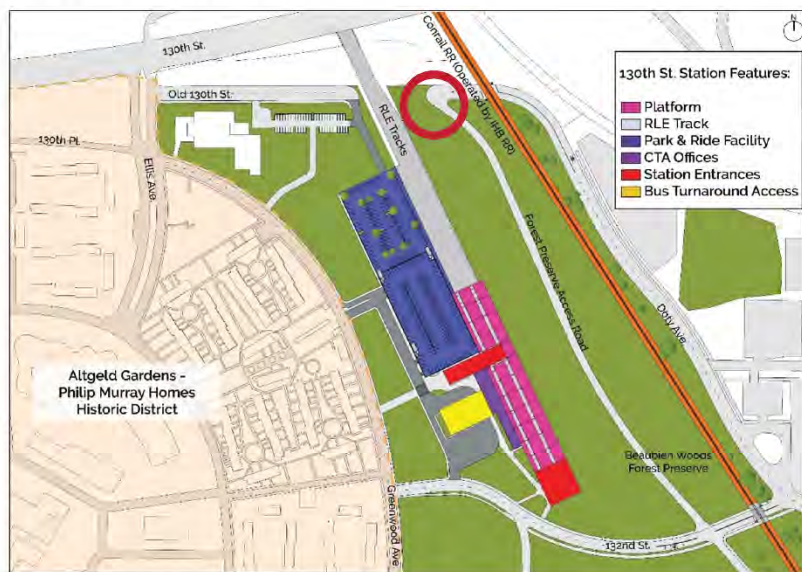
**Note that appearance of project elements and residences in visualizations is intended to show the scale of project elements. Actual construction appearance may differ based on design decisions for colors, textures, finishes, and choice of specific design features.*

Section 4(f) Evaluation

Beaubien Woods Forest Preserve

Section 4(f) of the United States Department of Transportation Act of 1966 is a federal law that sets requirements for FTA consideration of publicly owned parks/recreational areas that are accessible to the general public, publicly owned wildlife/waterfowl refuges, and publicly or privately owned historic sites of federal, state, or local significance in developing transportation projects.

- Construction of the 130th Street station would close Old 130th Street and eliminate a connection to the access road into Beaubien Woods Forest Preserve from Old 130th Street. (See circle on figure to the right.)
- Even though there was no Section 4(f) use determined at Beaubien Woods, mitigation measures were identified in coordination with the Forest Preserves of Cook County (FPCC) and include the following:



- Transfer of two City-owned parcels into FPCC ownership
- Funding for FPCC for ecological restoration, habitat enhancement, and beautification of expanded Beaubien Boat Launch land
- New trail connection from Altgeld Gardens recreation facilities on 133rd Street to the Beaubien Woods Boat Launch
- Wayfinding and information signage inside the proposed station and outdoor signage at 130th Street and Ellis Avenue and other locations
- Forest Preserves advertising to encourage CTA riders to use public transportation to visit the Forest Preserves at the 130th Street station, other Red Line stations south of Roosevelt, and inside local trains and buses



Summary of Impacts and Mitigation

The table below shows environmental resources that would experience new or different impacts from those identified in the Draft EIS as a result of one of the three project design changes.

Environmental Resources	Three Project Design Changes		
	130th Street Station Relocation	120th Street Yard and Shop Refinement	107th Place Cross-over
Transportation	No adverse impact after mitigation		
Land Use and Economic Development	No adverse impact after mitigation		
Displacements and Relocations of Existing Uses	No adverse impact after mitigation		No adverse impact after mitigation
Neighborhoods and Communities	No impact with the exception of Visual & Aesthetic		No impact with the exception of Visual & Aesthetic
Visual and Aesthetic Conditions	Impacts would remain high and adverse after mitigation		Impacts would remain high and adverse after mitigation
Noise and Vibration	No impact		
Historic and Cultural Resources	No Adverse Effect finding		
Hazardous Materials	No impact		
Wetlands	No adverse impact after mitigation	No adverse impact after mitigation	
Environmental Justice	No adverse impact after mitigation		
Safety and Security	No adverse impact after mitigation		
Air Quality	No adverse impact after mitigation		
Water Resources	No adverse impact after mitigation		
Biological Resources	No adverse impact after mitigation	No adverse impact after mitigation	
Indirect and Cumulative Impacts	No impact		
Section 4(f)	No use of Section 4(f) resources after mitigation		

Gray = These environmental resources are not documented in the Supplemental EA because they did not experience new or different impacts from those identified in the Draft EIS.

Thank You!

Comments on the Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation can be made in the following ways during the meeting:

- Provide written comments on comment cards
- Provide comments on the online comment card found on the website: transitchicago.com/RLE/SEA
- Provide verbal comments to the court reporter

Written comments will be accepted through March 1st, 2022:

By Email:

RedExtension@transitchicago.com

By mail:

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

**We want
to hear from
YOU!**



**Send
us your
comments!**



Scan the QR code to leave
us a comment!





Cooperating Agency Letter

CHICAGO TRANSIT AUTHORITY

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

January 31, 2022

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

Re: CTA Red Line Extension Project
Supplemental Environmental Assessment Available for Agency Review

Dear XXXXXX:

The Chicago Transit Authority (CTA), as project sponsor to the Federal Transit Administration (FTA), proposes to extend the Red Line 5.6 miles south from the existing 95th/Dan Ryan terminal to 130th Street. The Red Line Extension (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.

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In 2020, a Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation was determined to be required for the RLE Project to evaluate 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.

The purpose of the Section 4(f) Evaluation is to discuss mitigation and enhancement measures proposed for Beaubien Woods Forest Preserve. These mitigation and enhancement measures were developed in consultation with the Forest Preserves of Cook County.

CTA will host a public hearing in both virtual and in-person formats. The virtual hearing will be held on **Tuesday, February 15, 2022 from 6:00 PM – 8:00 PM via Zoom** and an in-person hearing will be held on **Thursday, February 17, 2022 from 6:00 PM – 8:00 PM at The Salvation Army Kroc Center, 1250 W. 119th Street, Chicago, IL 60643**. The enclosed flyer provides additional information about the public hearings and how to register.

Your agency has previously accepted to be a cooperating agency for this project. Representatives from your agency are cordially invited to attend the public hearings. CTA has established a 30-day comment period to take formal comments on the Supplemental EA and Section 4(f) Evaluation from January 31, 2022, to March 1, 2022. FTA and CTA will review the comments received during the comment period and the responses to those comments will be incorporated into the project's Final EIS/Record of Decision (ROD).

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The Supplemental EA and Section 4(f) Evaluation is available on the project website at transitchicago.com/RLE/SEA.

If you have questions regarding this process, please do not hesitate to contact either:

Marlise Fratinaro
Senior Project Manager, Planning
Chicago Transit Authority
567 West Lake Street
Chicago, IL 60661-1465
Phone: (312) 681-4124
Email: mfratinaro@transitchicago.com

Anthony Greep
Community Planner
Federal Transit Administration, Region 5
200 West Adams Street, Suite 320
Chicago, IL 60606
Phone: (312) 353-1646
Email: anthony.greep@dot.gov

Thank you for your continued participation in this project.

Sincerely,



Marlise Fratinaro
Senior Project Manager, Planning
Strategic Planning and Policy

cc: Jay Ciavarella, FTA
Elizabeth Breiseth, FTA
Anthony Greep, FTA

**Red Line Extension Project
Cooperating Agency Mailing List**

Sub-Category	Organization	Primary Contact	Salutation	First Name	Last Name	Title	Address	Apt/ Floor	City	State	Zip
Federal	Federal Highway Administration	To	Ms.	Arlene	Kocher	Division Administrator, Illinois Division Office	3250 Executive Park Drive		Springfield	IL	62703
Federal	Federal Highway Administration	cc	Mr.	Chris	Byars	Metropolitan Transportation Engineer	200 West Adams	Suite 330	Chicago	IL	60606
Federal	Federal Highway Administration	cc	Mr.	Matt	Fuller	Environmental Programs Engineer	3250 Executive Park Drive		Springfield	IL	62703
Federal	Federal Highway Administration	cc	Mr.	Mike	Staggs	Engineering Team Leader	3250 Executive Park Drive		Springfield	IL	62703



Federal Participating Agency and Tribal Consulting Parties Letter

CHICAGO TRANSIT AUTHORITY

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

February 1, 2022

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

Re: CTA Red Line Extension Project
Supplemental Environmental Assessment Available for Agency Review

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If you have questions regarding this process, please do not hesitate to contact either:

Marlise Fratinaro
Senior Project Manager, Planning
Chicago Transit Authority
567 West Lake Street
Chicago, IL 60661-1465
Phone: (312) 681-4124
Email: mfratinaro@transitchicago.com

Anthony Greep
Community Planner
Federal Transit Administration, Region 5
200 West Adams Street, Suite 320
Chicago, IL 60606
Phone: (312) 353-1646
Email: anthony.greep@dot.gov

Thank you for your continued participation in this project.

Sincerely,



Marlise Fratinaro
Senior Project Manager, Planning
Strategic Planning and Policy

cc: Jay Ciavarella, FTA
Elizabeth Breiseth, FTA
Anthony Greep, FTA

Red Line Extension Project

Federal Participating Agency Mailing List

Sub-Category	Organization	Primary Contact	Salutation	First Name	Last Name	Title	Address	Apt/ Floor	City	State	Zip
Federal	Federal Emergency Management Agency	To	Mr.	Moises	Dugan	Regional Administrator, Region V (Acting)	536 S. Clark Street	6th Floor	Chicago	IL	60605
Federal	Federal Railroad Administration	To	Mr.	Michael	Bodah	Regional Administrator	200 West Adams	Suite 310	Chicago	IL	60606
Federal	U.S. Department of Energy	To	Ms.	Jennifer	Granholm	Secretary	1000 Independence Avenue SW		Washington	DC	20585
Federal	U.S. Department of Health and Human Services	To	Capt.	Joshua	Devine	Regional Director - Region 5	233 N. Michigan Avenue	Suite 1300	Chicago	IL	60601
Federal	U.S. Department of Housing and Urban Development	To	Ms.	Diane	Shelley	Deputy Regional Director	77 W. Jackson Boulevard		Chicago	IL	60604
Federal	U.S. Department of Housing and Urban Development	cc	Ms.	Erik	Sandstedt	Field Environmental Officer	77 W. Jackson Boulevard	Room 2420	Chicago	IL	60604
Federal	U.S. Department of Housing and Urban Development	cc	Mr.	Melanie	Castillo	Region 5 Environmental Officer	77 W. Jackson Boulevard	Room 2420	Chicago	IL	60604
Federal	U.S. Environmental Protection Agency	To	Ms.	Debra	Shore	Regional Administrator - Region 5	77 W. Jackson Boulevard		Chicago	IL	60604
Federal	U.S. Environmental Protection Agency	cc	Ms.	Virginia	Laszewski	NEPA Review	77 W. Jackson Boulevard		Chicago	IL	60604
Federal	U.S. Fish and Wildlife Service	To	Ms.	Louise	Clemency	Field Supervisor - Chicago Field Office	230 S. Dearborn Street	Suite 2938	Chicago	IL	60604
Federal	U.S. Transportation Security Administration	To	Mr.	Christopher	McKay	Industry Engagement Manager; Mass Transit and Passenger Rail	601 S. 12th Street		Arlington	VA	20598

Red Line Extension Project

Tribal Consulting Parties Mailing List

Sub-Category	Organization	Primary Contact	Salutation	First Name	Last Name	Title	Address	Apt/ Floor	City	State	Zip
Tribe	Citizen Potawatomi Nation	To	Mr.	John	Barrett	Tribal Chair	1601 S. Gordon Cooper		Shawnee	OK	74801
Tribe	Forest County Potawatomi	To	Mr.	Ned	Daniels, Jr.	Chairperson	5416 Everybody's Road	Box 340	Crandon	WI	54520
Tribe	Ho-Chunk Nation	To	Mr.	Bill	Quackenbush	Tribal Historic Preservation, Division Manager	P.O. Box 667		Black River	WI	54815
Tribe	Kickapoo Tribe of Oklahoma	To	Mr.	Darwin	Kaskaske	Chairman	105365 S. HWY 102		McCloud	OK	74851
Tribe	Little Traverse Bay Bands of Odawa Indians, Michigan	To	Mr.	Wesley	Andrews	THPO	7500 Odawa Circle		Harbor Springs	MI	49740
Tribe	Menominee Indian Tribe of Wisconsin	To	Mr.	Ronald J.	Corn	Chairman	W2908 Tribal Office Loop Road		Keshena	WI	54135
Tribe	Miami Tribe of Oklahoma	To	Ms.	Diana	Hunter	Tribal Historic Preservation Officer (Acting)	3410 P Street		Miami	OK	74354
Tribe	Peoria Tribe of Indians of Oklahoma	To	Mr.	Craig	Harper	Chief	118 S. Eight Tribes Trail		Miami	OK	74354
Tribe	Pokagon Band of Potawatomi Indians	To	Mr.	Matt	Bussler	Tribal Historic Preservation Officer	58620 Sink Road	Box 180	Dowagiac	MI	49047
Tribe	Potawatomi Nation-Hannahville Indian Community	To	Mr.	Kenneth	Meshigaud	Tribal Chairperson	N14911 Hannahville Boulevard		Wilson	MI	49896
Tribe	Prairie Band of Potawatomi Nation	To	Mr.	Joseph	Rupnick	Chief	16281 Q Road		Mayetta	KS	66509
Tribe	Sac and Fox Nation of Missouri	To	Ms.	Tiauna	Carnes	Chairperson	305 N. Main Street		Reserve	KS	66434
Tribe	Sac and Fox Nation of Oklahoma	To	Ms.	Sandra	Massey	Tribal Historic Preservation Officer	920963 S. Hwy 99		Stroud	OK	74079



Non-Federal Participating Agency Letter

CHICAGO TRANSIT AUTHORITY

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

February 1, 2022

[Insert Name]

[Agency]

[Insert Address]

[Insert City, State, Zip]

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Supplemental Environmental Assessment Available for Agency Review

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The Supplemental EA and Section 4(f) Evaluation is available on the project website at transitchicago.com/RLE/SEA.

If you have questions, please do not hesitate to contact me at mfratinardo@transitchicago.com. Thank you for your continued participation in this project.

Sincerely,

A handwritten signature in cursive script, appearing to read "Marliese Fratinaro".

Marlise Fratinaro
Senior Project Manager, Planning
Strategic Planning and Policy

Red Line Extension Project

Non-Federal Participating Agency Mailing List

Sub-Category	Organization	Primary Contact	Salutation	First Name	Last Name	Title	Address	Apt/Floor	City	State	Zip
Local	Chicago Housing Authority	cc	Ms.	Ann	McKenzie	Chief Development Officer	60 E. Van Buren Street	12th Floor	Chicago	IL	60605
Local	Chicago Housing Authority	To	Ms.	Tracey	Scott	Chief Executive Officer	60 E. Van Buren Street	12th Floor	Chicago	IL	60605
Local	Chicago Park District	cc	Ms.	Doreen	O'Donnell	Research and Planning Manager; Department of Planning and Development	541 N. Fairbanks Court	5th Floor	Chicago	IL	60611
Local	Chicago Park District	To	Ms.	Heather	Gleason	Director of Planning and Construction	541 N. Fairbanks Court	5th Floor	Chicago	IL	60611
Local	Chicago Park District	cc	Mr.	London	Walther	Project Manager	541 N. Fairbanks Court	5th Floor	Chicago	IL	60611
Local	City of Chicago Department of Assets, Information and Services	cc:	Ms.	Yasmine	Miranda	Assistant to the Commissioner	30 N. LaSalle Street	Suite 300	Chicago	IL	60602
Local	City of Chicago Department of Business Affairs and Consumer Protection	To	Mr.	Kenneth	Meyer	Commissioner	121 N. LaSalle Street		Chicago	IL	60602
Local	City of Chicago Department of Planning and Development	cc	Ms.	Erika	Sellke	Coordinating Planner	121 N. LaSalle Street	Room 1101	Chicago	IL	60602
Local	City of Chicago Department of Planning and Development	To	Mr.	Maurice	Cox	Commissioner	121 N. LaSalle Street	Room 1101	Chicago	IL	60602

Red Line Extension Project

Non-Federal Participating Agency Mailing List

Sub-Category	Organization	Primary Contact	Salutation	First Name	Last Name	Title	Address	Apt/ Floor	City	State	Zip
Local	City of Chicago Department of Transportation	To	Ms.	Gia	Biagi	Commissioner	30 N. LaSalle Street	Suite 1100	Chicago	IL	60602
Local	City of Chicago Department of Transportation	cc	Mr.	Jeffrey	Sriver	Director of Transportation Planning and Programming	30 N. LaSalle Street	Suite 1100	Chicago	IL	60602
Local	City of Chicago Department of Transportation	cc	Mr.	Kevin	O'Malley	Managing Deputy Commissioner	30 N. LaSalle Street	Suite 500	Chicago	IL	60602
Local	City of Chicago Office of the Mayor	cc:	Ms.	Alyssa	Fisher	Deputy Director of Intergovernmental Affairs for Federal Affairs	1001 Connecticut Ave, NW	#425	Washington	DC	20036
Local	City of Chicago Office of the Mayor	cc	Mr.	Paul	Goodrich	Chief Operating Officer	121 N. LaSalle Street	Room 509	Chicago	IL	60602
Local	City of Chicago Office of the Mayor	To	Dr.	Sybil	Madison	Chief of Staff	121 N. LaSalle Street	Room 509	Chicago	IL	60602
Local	City of Chicago Police Department	cc	Chief	Brian	McDermott	Chief of Patrol	3510 S. Michigan Avenue	5th Floor	Chicago	IL	60653
Local	City of Chicago Police Department	To	Superintendent	David	Brown	Superintendent of the Chicago Police Department	3510 S. Michigan Avenue	5th Floor	Chicago	IL	60653
Local	City of Chicago Police Department	cc	Commander	Matthew	Cline	Public Transportation Section	1718 S. State Street	Annex Building	Chicago	IL	60616
State	Illinois Commerce Commission	To	Ms.	Shauna	Kelley	Bureau of Transportation Chief	160 N. LaSalle Street	C800	Chicago	IL	60601

Red Line Extension Project

Non-Federal Participating Agency Mailing List

Sub-Category	Organization	Primary Contact	Salutation	First Name	Last Name	Title	Address	Apt/ Floor	City	State	Zip
State	Illinois Department of Natural Resources	To	Ms.	Colleen	Callahan	Director	One Natural Resources Way		Springfield	IL	62702
State	Illinois Department of Natural Resources	cc	Mr.	John	Rogner	Assistant Director	One Natural Resources Way		Springfield	IL	62702
State	Illinois Department of Transportation	To	Mr.	Jason	Osborn	Director, Department of Public and Intermodal Transportation	100 W. Randolph	Suite 6-600	Chicago	IL	60601
State	Illinois Department of Transportation	To	Mr.	Jason	Salley	Geometric Studies Unit Head	201 W. Center Court		Schaumburg	IL	60196
State	Illinois Department of Transportation	To	Mr.	Jose	Rios	Region 1 Engineer	201 W. Center Court		Schaumburg	IL	60196
State	Illinois Department of Transportation	cc	Mr.	Steve	Schilke	Project and Environmental Studies Section Chief	201 W. Center Court		Schaumburg	IL	60196
State	Illinois Environmental Protection Agency	cc	Ms.	Deirdre	McQuillen	Asst. to Bureau Chief	MC#1, P.O. Box 19276		Springfield	IL	62794-9276
State	Illinois Environmental Protection Agency	To	Mr.	John	Kim	Director	500 Stratton Office Building		Springfield	IL	62076
State	Illinois State Historic Preservation Office	To	Ms.	Carey	Mayer	Division Manager	#1 Old State Capitol Plaza		Springfield	IL	62701
State	Illinois State Historic Preservation Office	cc	Ms.	CJ	Wallace	Cultural Resources Coordinator	#1 Old State Capitol Plaza		Springfield	IL	62701
State	Illinois State Historic Preservation Office	cc	Ms	Rita	Baker	Cultural Resources Manager	#1 Old State Capitol Plaza		Springfield	IL	62701
Regional	Metra Commuter Rail	cc	Mr.	David	Kralik	Department Head, Long Range Planning	547 W. Jackson Boulevard	13th Floor	Chicago	IL	60661

Red Line Extension Project

Non-Federal Participating Agency Mailing List

Sub-Category	Organization	Primary Contact	Salutation	First Name	Last Name	Title	Address	Apt/ Floor	City	State	Zip
Regional	Metra Commuter Rail	To	Ms.	Lynnette	Ciavarella	Sr. Director, Strategic Capital Planning	547 W. Jackson Boulevard	13th Floor	Chicago	IL	60661
Regional	Metropolitan Water Reclamation District of Greater Chicago	To	Mr.	Brian	Perkovich	Executive Director	100 E. Erie Street		Chicago	IL	60611
Regional	Metropolitan Water Reclamation District of Greater Chicago	cc	Dr.	Catherine	O'Connor	Director of Engineering	100 E. Erie Street		Chicago	IL	60611
Regional	Pace	To	Mr.	David	Tomzik	Manager, Strategic and Capitol Planning	550 W. Algonquin Road		Arlington Heights	IL	60005
Regional	Pace	cc	Mr.	Erik	Llewellyn	Chief Planning Officer	550 W. Algonquin Road		Arlington Heights	IL	60005
Regional	Pace	To	Ms.	Melinda J.	Metzker	Executive Director	550 W. Algonquin Road		Arlington Heights	IL	60005
Regional	Regional Transportation Authority	cc	Ms.	Jessica	Hector- Hsu	Director, Planning and Market Development	175 W. Jackson Boulevard	Suite 1650	Chicago	IL	60604
Regional	Regional Transportation Authority	To	Ms.	Leanne	Redden	Executive Director	175 W. Jackson Boulevard	Suite 1650	Chicago	IL	60604

Attachment 5 Comments Received

Public Comments

Agency Comments

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CHICAGO TRANSIT AUTHORITY
February 15, 2022, 6:00 p.m.

Red Line Extension Project Supplemental
Environmental Assessment (SEA) and Section 4f
Evaluation. Breakout Room No. 1. Held via
videoconference.

1 MR. THIGPEN: Hi. My name is Antoine Thigpen,
2 11150 South Eggleston.

3 THE COURT REPORTER: Okay. Go ahead and ask
4 your question or make your comment.

5 MR. THIGPEN: Sure. I was wondering about the
6 land acquisition, just like how far would it go,
7 and I heard there were 68 residents that would be
8 affected. Did I hear that correctly?

9 MS. BARNISH: Actually, that's -- you'll need
10 to speak to someone in Land Acquisition on that.
11 This room that you're in is just for if you have a
12 comment.

13 MR. THIGPEN: Okay. Okay. Well, I guess it
14 was basically just those two questions that I had,
15 then.

16 MS. BARNISH: Okay. So if you put those in
17 the chat, at the bottom of your screen there's a
18 button where you can -- you click the "chat"
19 button, then you can type in your question and
20 someone can help answer and/or read and you can
21 request to be placed in the Land Acquisition room.

22 MR. THIGPEN: Okay. Yes, I did request for
23 Land Acquisition as well. So I guess I can wait
24 around for that?

1 MS. BARNISH: Yeah, there's kind of a line so
2 they'll get to you as soon as they can.

3 MR. THIGPEN: Okay. Thanks.

4 MS. BARNISH: So I'm going to move you back to
5 the main room, and you can go ahead and type in
6 your question and request to be placed in the Land
7 Acquisition room. Okay?

8 MR. THIGPEN: Okay. Gotcha.

9 MS. BARNISH: Thank you so much. I'm going to
10 move you.

11 MR. THIGPEN: All right. Bye-bye.

12 * * * * *

13 MS. POPE: My name is Lyteshia Pope.
14 L-y-t-e-s-h-i-a, last name Pope, P-o-p-e. Address,
15 10759 South Eberhart Avenue, of course Chicago,
16 Illinois 60628.

17 THE COURT REPORTER: Go ahead with your
18 question or comment.

19 MS. POPE: So my question was with parking
20 accommodations, what security components will be
21 implemented, if any. And what I mean by that is
22 that I notice they are having a parking lot for
23 those utilizing or coming to the Red Line extension
24 in that area. I know that Chicago Police patrol in

1 that area. I know that they might have private --
2 well, I'm not enlightened if they have private
3 security with CHA. And then I know, additionally,
4 Chicago has Mass Transit which is a form of their
5 Chicago Police Department or an entity of it. But
6 I'm wondering what other components will be geared
7 towards that parking area, or if any will be. So
8 that's my question.

9 MS. BARNISH: Thank you. Anything else?

10 MS. POPE: Not at this time.

11 MS. BARNISH: Thank you so much. I'm going to
12 move you to the main room now. Okay?

13 MS. POPE: Thank you.

14 * * * * *

15 MS. TURNER: My name is Andrea Turner,
16 A-n-d-r-e-a, T-u-r-n-e-r. 9919 South Emerald
17 Avenue.

18 THE COURT REPORTER: Go ahead with your
19 comment.

20 MS. TURNER: Actually, I had a question. I
21 wanted to find out if the extension would affect
22 the Bishop Ford in any way. Will the extension
23 somehow go into -- the construction interfere with
24 the traffic or impede the traffic flow going south

1 on the Bishop Ford.

2 MS. BARNISH: Do you have any other questions?

3 MS. TURNER: No, ma'am.

4 MS. BARNISH: Okay. So those will get
5 recorded, those will be part of the official
6 record, and those will be addressed by the project
7 team.

8 MS. TURNER: Okay.

9 MS. BARNISH: So I can move you back to the
10 main room if you wish.

11 MS. TURNER: Okay. Thank you.

12 (Whereupon the proceedings
13 concluded at 8:10 p.m.)

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

4 Valerie Calabria, CSR, RPR, being
5 first duly sworn, on oath says that she is a court
6 reporter doing business in the State of Illinois;
7 and that she reported in shorthand the proceedings
8 of said Red Line Extension Project Supplemental
9 Environmental Assessment (SEA) meeting; and that the
10 foregoing is a true and correct transcript of her
11 shorthand notes so taken as aforesaid, and contains
12 the proceedings given at said meeting.

13
14
15 

16 VALERIE CALABRIA, CSR, RPR
17 License No. 84-003928
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22
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1 CHICAGO TRANSIT AUTHORITY

2
3 February 15, 2022, 6:00 p.m.

4
5 Red Line Extension Project Supplemental
6 Environmental Assessment (SEA) and Section 4f
7 Evaluation. Breakout Room No. 2. Held via
8 videoconference.

1 MR. DUFF: Mark, how are you doing?

2 (No verbal response.)

3 MR. DUFF: So I'm Kyle Duff. And so I'm just
4 going to kind of go over the rules here and then Mike
5 will follow up.

6 And so, yeah, you will have 15 minutes
7 in the room with the court reporter, and I will time
8 you while you are in the room and provide you with a
9 three-minute warning when you are close. If you have
10 any questions, you can load them into the chat and they
11 will be addressed.

12 And when you are done, please let me
13 know, and I will reinsert you into the main room if you
14 wish. And when you are prompted to, please click the
15 "Join" button to go back into the main room.

16 THE COURT REPORTER: Hi Mark, my name is Mike.
17 I'm the court reporter. How are you today?

18 (No verbal response.)

19 THE COURT REPORTER: You're on mute, so I can't
20 hear you if you are speaking.

21 MR. BELL: Hello.

22 MR. DUFF: Hi Mark. Do you need a Spanish
23 interpreter?

24 MR. BELL: No, I don't.

1 MR. DUFF: Okay. Anna you don't have to
 2 interpret this. I think when you -- if we have a
 3 Spanish speaker, you'll be brought in.

4 THE INTERPRETER: Okay.

5 MR. DUFF: But thank you. We appreciate it. And
 6 we'll definitely let you know if, you know -- I think
 7 we're going to be having members of the public assigned
 8 to all breakout rooms, but if we do have a Spanish
 9 speaker, they'll be assigned specifically to this room.
 10 So we'll give you the thumbs up, and I'll start off by
 11 asking if they need an interpreter for the next person.

12 THE INTERPRETER: Okay. Thank you. So I don't
 13 interrupt, that's nice.

14 MR. DUFF: No. No. No. Thank you, we appreciate
 15 it.

16 And Mark that's not going to play into
 17 your time. So I'm going to start with the 15 minutes
 18 starting now.

19 MR. BELL: I have a question --

20 THE COURT REPORTER: Mark before we get started,
 21 could you please state and spell your first and last
 22 name for me, please?

23 MR. BELL: Oh, Mark, M-A-R-K; Bell, B-E-L-L.

24 THE COURT REPORTER: Thank you. Go ahead.

1 MR. BELL: Okay. I typed my question into the
2 chat because I thought I was supposed to type in court
3 reporter and then type it in.

4 So basically, my question was, will the
5 present CTA lines be routed to the new stations, or
6 will there be new routes created that will be routed to
7 the new stations?

8 That was it. That was the only
9 question I had. Hello.

10 MR. DUFF: Hi Mark.

11 MR. BELL: Yeah. Did you -- that was my
12 question. That was the only question I had.

13 MR. DUFF: Okay. So yeah, so we're taking down
14 the questions for the court -- the court reporter will
15 be taking down the questions, and the project team will
16 be answering the questions after the meeting. So this
17 is going to be our way of taking down the question
18 officially.

19 THE COURT REPORTER: Mark. I'm supposed to also
20 get your address.

21 MR. BELL: I am at 12454 South Wentworth.

22 THE COURT REPORTER: And that might help them
23 with the answer.

24 MR. BELL: Okay.

1 MR. DUFF: Great. Thank you, Mark. So I'm going
2 to move you back into the main room now, and so that
3 will -- you'll have to press "Join" in order to join
4 back into the main session. Okay?

5 MR. BELL: Okay.

6 MR. DUFF: Thank you, Mark.

7 MR. BELL: All right. Thank you.

8 (Kyle briefs the questioner.)

9 MS. AL NURRIDIN: Thank you, Kyle. Wait a
10 minute. All this technology is great and everything.
11 I think I'm going to write my comment down and get
12 prepared in due form. Yeah, that's what I'm going to
13 do. Okay?

14 MR. DUFF: So Mike -- you can also say it out
15 loud and Mike will record it as well, and it will be
16 addressed after the meeting.

17 MS. AL NURRIDIN: What I just said before?

18 MR. DUFF: Any questions that you might have.
19 Any questions or comments that you might have.

20 MS. AL NURRIDIN: Okay. My comment was just --

21 THE COURT REPORTER: Excuse me. One more thing
22 before we get started. Your name is Fatimah?

23 MS. AL NURRIDIN: Yes, Fatimah Al
24 Nurridin-Harris.

1 THE COURT REPORTER: Okay. And --

2 MS. AL NURRIDIN: That's my whole name,
3 Al Nurridin, Fatimah Al Nurridin.

4 THE COURT REPORTER: Thank you. And the
5 address -- your current address, please.

6 MS. AL NURRIDIN: 2232 West 158th Street.

7 THE COURT REPORTER: Okay. Please go ahead.

8 MS. AL NURRIDIN: Why do you need my address?

9 THE COURT REPORTER: Because they asked me to get
10 your name and address.

11 MS. AL NURRIDIN: Okay. All right. I am in the
12 Markham community, but I'm native born and raised and
13 work and advocate for the community. So for the
14 record.

15 I have several questions and concerns.
16 Am I ready, Mike? Should I just go through it?

17 THE COURT REPORTER: Go for it.

18 MS. AL NURRIDIN: Okay. Walkability is my
19 concern. Riverdale community 54 is very secluded. And
20 when you walk from the PACE station, the Riverdale
21 station that's on 135th and Indiana, into the community
22 over the bridge down 134th to the station -- I'm
23 thinking about all the sidewalks. I see some repairs,
24 but I'm thinking and I'm concerned about a safe route.

1 And I'm concerned about the exchange of individuals,
2 residents, from the Eden Greens, Golden Gate going into
3 the Altgeld community. I know that's an issue that we
4 would have to deal with.

5 But lighting and, you know, the
6 beautification and all that landscaping stuff, I
7 would -- is important to me. As well as sidewalk and
8 walking access on 130th. I'm working with a group,
9 Southside Trailblazers, I'm working with Openlands, and
10 just a lot of us are working to restore an African
11 American Heritage Trail. So there's a lot going on
12 back there. The Underground Railroad Landmark. So
13 walkability, tours and safety is my concern.

14 Third and lastly, acknowledgment of the
15 historical individuals, the buildings. I know that you
16 talk about signage, but I'm hoping that CTA, RTA and
17 the whole conglomerate is sensitive to our historical
18 value and, you know, kind of work with us to
19 acknowledge it. You know, the Larry Hawkins School is
20 empty, and you have to go past that to get to 134th, to
21 get out into the community. So that's the little bit
22 that I had to say.

23 THE COURT REPORTER: Fatimah, can I get one
24 spelling from you? You mentioned that -- I believe you

1 said the Altgeld community.

2 MS. AL NURRIDIN: The Altgeld community that's
3 with the gardens, they call it -- that's the --
4 actually the location of where the place will be,
5 Altgeld. The public housing facility.

6 THE COURT REPORTER: Thank you.

7 MS. AL NURRIDIN: It's right next door.

8 So that's -- I mean, what you're
9 hearing is a lot of people -- because of the access is
10 more convenient for them; we still have to go through
11 that community to get to it. So that is what we're
12 having a concern about. We want to be a welcoming
13 transition and then not to be the Altgeld station, you
14 know. But, hey, safety is our concern.

15 We've had a lot of -- historically, the
16 Beaubien Woods, the wooded areas, we're working on
17 improving it. What we want CTA and PACE to be
18 sensitive, you know. They use 134th Street viaduct
19 under, you know, to get out once the train that is
20 on -- near Vernon may be blocking or whatever. We have
21 a lot of buses coming through.

22 So, again, I'm working to enhance and
23 beautify and bring some other things historically to
24 this area. But safety is our concern. A lot of

1 overgrowth. We need that the train companies to be
2 accountable. Landscaping, beautification, and just
3 accountability. That's my concern or my comment.

4 Thank you.

5 MR. DUFF: Thank you, Fatimah. Appreciate it.

6 MS. AL NURRIDIN: Thank you. Come out and visit
7 us, because we do ride -- we're preparing for a legacy
8 bike ride. We do a lot of fun things out there. So
9 come and visit us.

10 MR. DUFF: That sounds like a good time. I have
11 been down by Altgeld Garden, so...

12 MS. AL NURRIDIN: Oh, okay. Good. All right.
13 Great. So yeah, that's it. Thank you, Mr. Kyle and
14 Michael.

15 MR. DUFF: I'm going to move you back to the main
16 room. Is that okay?

17 MS. AL NURRIDIN: Okay. Don't -- I don't want to
18 get a whoopin' after this one. So don't --

19 MR. DUFF: You will not get a whoopin'. I
20 promise you that.

21 MS. AL NURRIDIN: I know they can tell who it is.
22 So I know I'm going to get it. But it's okay.

23 MR. DUFF: It's always good to get more comments
24 than no comments at all.

1 MS. AL NURRIDIN: Thank you. Thank you, Kyle.
2 Have a great night.

3 MR. DUFF: Thank you.

4 MS. AL NURRIDIN: You too, Michael.

5 THE COURT REPORTER: Thank you.

6 (Which were all the proceedings had at
7 this time, date and place.)

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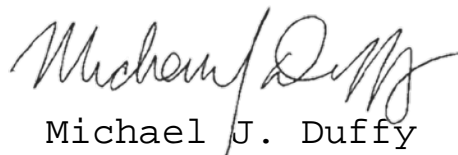
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1 STATE OF ILLINOIS)
) SS.
2 COUNTY OF DUPAGE)
3

4 Michael Duffy, being first duly sworn on oath,
5 says that he is a Certified Electronic Reporter doing
6 business in the City of Wheaton, County of DuPage and
7 State of Illinois.

8 That he reported the proceedings had in Breakout
9 Room No. 2 at the foregoing Red Line Extension Project
10 Supplemental Environmental Assessment (SEA) and Section
11 4f Evaluation.

12 And that the foregoing is a true and correct
13 transcript of the reported proceedings so taken
14 aforesaid and contains all the proceedings had at said
15 meeting.

16
17 

18 Michael J. Duffy

19 Certified Electronic Reporter

20 Notary Public
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CHICAGO TRANSIT AUTHORITY

February 15, 2022, 6:00 p.m.

Red Line Extension Project Supplemental
Environmental Assessment (SEA) and Section 4f
Evaluation. Breakout Room No. 3. Held via
videoconference.

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MR. CLARK: Mr. Smit, you can go ahead.

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HUNTER SMIT: Okay. Hi, Jennifer.

4

THE COURT REPORTER: Hello.

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HUNTER SMIT: Hey. So I just wanted -- there were some concerns that were being brought up, and I wanted to make sure they made them over to here, to the official court reporter section.

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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 in the overall general meeting, but as I noticed, there is no -- there's no sidewalks really on 130th, and the distance between 130th to the 130th proposed station is quite something for people who are only on foot.

20

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THE COURT REPORTER: Okay. Got it. Any other comments?

22

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HUNTER SMIT: 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

1 car-centric project, but rather like multifamily
2 housing and small business locations can be added right
3 nearby these stations. I know a lot is being
4 discussed about that currently with each station
5 location, but also nearby. And I just want to make
6 sure that that's, like, the priority and so that there
7 will be affordable housing nearby for residents to
8 easily access the train and to access jobs through the
9 transportation system. That's all I got.

10 THE COURT REPORTER: Okay. Thank you.

11 I'm not sure if I'm supposed to get
12 your address or not -- Jim, do you know?

13 HUNTER SMIT: Yeah, I can. It's 306 South
14 Halsted Street.

15 THE COURT REPORTER: Okay. Thank you.

16 HUNTER SMIT: Thank you.

17 MR. CLARK: One second, Hunter. I'll move you
18 into the main room.

19 HUNTER SMIT: Okay.

20 (Whereupon, the proceedings
21 concluded at 8:02 p.m.)
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24

1 STATE OF ILLINOIS)
) SS.
2 COUNTY OF DUPAGE)
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4 Jennifer Orozco, being first duly sworn, on
5 oath says that she is an Electronic Reporter doing
6 business in the City of Chicago, County of Cook,
7 State of Illinois.

8 That she reported the proceedings had at the
9 foregoing Red Line Extension Project Supplemental
10 Environmental Assessment (SEA) meeting.

11 And that the foregoing is a true and correct
12 transcript of the reported proceedings so taken as
13 aforesaid and contains all the proceedings had at
14 the said meeting.

15
16 Jennifer Orozco,
17 Notary Public
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WE WANT YOUR INPUT

The Chicago Transit Authority (CTA) is soliciting public comments on the Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation. 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 Environmental Impact Statement (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.

Comments received during the comment period, and the responses to those comments, will be incorporated into the project's Final EIS/Record of Decision (ROD). Please PRINT.

Name* Andraya Youst

Address* 13015 S Ellis

City* Chicago State* IL Zip* 60827

Email* andraya.youst@bythehand.org *Optional

Please describe your questions or concerns.

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 w/ CHA and in Austin.

Additional comments:

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 connect 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.

Comments may be made verbally to a court reporter at the virtual and in-person hearings. Written comments will be accepted during the in-person public hearing, and will be accepted at any time during the public comment period via the project website: transitchicago.com/RLE/SEA; project e-mail to: RedExtension@transitchicago.com; and by U.S. mail to: Chicago Transit Authority, Strategic Planning & Policy, 10th Floor, Attn: Red Line Extension Project, 567 W. Lake Street, Chicago, IL 60661-1465.

For additional information call: **(888) YOUR-CTA (888 968-7282)**

Para más información en Español, llame al **(312) 681-2828**



RedExtension@transitchicago.com



transitchicago.com/RLE/SEA



facebook.com/CTARedExt



[@cta](https://twitter.com/cta)



Give us Your Feedback! Please print your comments below.

*Name Becia Hampton *Email becia@perchi.org

*Address 13146 S. Cordish Ave
Chicago, IL 60827

Section 3 employment opportunities

- (1) Employment Opportunities
- (2) Under-served 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 & Support

**Optional. Tear here and return this postage paid card to any mailbox.*

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





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Comments received during the comment period, and the responses to those comments, will be incorporated into the project's Final EIS/Record of Decision (ROD). Please PRINT.

Name* FRANCINE Washington
Address* 243 E. 32nd ST
City* CHICAGO State* IL Zip* 60616
Email* FWashington@aiaa.thecha.org

*Optional

Please describe your questions or concerns.

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 Resident 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 Rock Center. Really

THIS IS AN EXHIBIT

NO ONE CARE 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!

Red Line Extension

A Osborne <alo2086@outlook.com>

Tue 2/15/2022 5:19 PM

To: Red Extension <redextension@transitchicago.com>

You don't often get email from alo2086@outlook.com. [Learn why this is important](#)

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Please send me updates on Red Line Extension Project?

How many stations are planned and when will project begin? Thank You

Get [Outlook for Android](#)

Red Line Extension Updates

HL Cunning <hl_cunning@outlook.com>

Tue 2/15/2022 5:16 PM

To: Red Extension <redextension@transitchicago.com>

You don't often get email from hl_cunning@outlook.com. [Learn why this is important](#)

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Please keep me informed about the Red Line Extension Project.

How many stations are proposed for the extension out to 130th Street? Thank you

Get [Outlook for Android](#)

Englewood Trail on the Map; Redline Extension and 75th Corridor; Hallelujah!

John Jones <sustainableenglewood@gmail.com>

Sat 2/26/2022 7:02 AM

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<https://www.chicagobusiness.com/craains-forum-illinois-infrastructure/how-bidens-infrastructure-bill-will-change-chicago-0>

ATT: RED LINE Extension Project
% Strategic Planning & Policy letter

Sir
SEND A flyer &/or brochure
on the Red Line Extension Project
send to

Chicago, Illinois ~~60610~~
B. JACKSON 60690
Box 2918

Give us Your Feedback! Please print your comments below.

*Name Derrick James Email derricklamenta@yahoo.com

*Address 1743 E. 83rd Place, Chicago, IL 60617

Dear Sir/Madam, Please create safe, comfortable connections to the sidewalks of the community. Please stress to the city the need for supportive, high density zoning near the stations. The transit right-of-way should have attractive greenery, trees, flowers, to beautify the area and reduce noise. Insure there is branded signage throughout the community directing to stations, like the Washington Metro does.

*Optional. Tear here and return this postage paid card to any mailbox.

Give us Your Feedback! Please print your comments below.

*Name Michael Raffety *Email mike.raffety@earthlink.net

*Address Build the extension! People
everywhere need good mass transit
options!

**Optional. Tear here and return this postage paid card to any mailbox.*

Give us Your Feedback! Please print your comments below.

*Name RED AHEAD *Email _____

*Address THIS IS A GREAT PROJECT FOR THE CITY
AND THE NEIGHBORHOODS IN THE AREA.
MAKE THE CIA STATIONS AN "ISLAND OF
SAFETY" IN THE CITY, PLEASE INCLUDE
GOOD SAFETY & SECURITY SYSTEMS TO MONITOR
THE PREMISE, PROVIDE FOR UPKEEP OF THOSE
SYSTEMS, IMPROVE SECURITY BOTH ELECTRONIC
AND ON FOOT.

THANKS

*Optional. Tear here and return this postage paid card to any mailbox.

Give us Your Feedback! Please print your comments below.

*Name _____ *Email _____

*Address _____

PLEASE BUILD THE SYSTEM SO IT IS EASY TO KEEP
CLEAN.

**Optional. Tear here and return this postage paid card to any mailbox.*

Give us Your Feedback! Please print your comments below.

*Name Paul Damian *Email paul1349@comcast.net

*Address _____

Thanks for your excellent job at keeping
all of the stakeholders informed.

*Optional. Tear here and return this postage paid card to any mailbox.

RODERICK MANNING
12119 S EMERALD AVE
CHICAGO, IL 60628

Give us Your Feedback! Please print your comment...

*Name Roderick Manning *Email roderickmanning@gmail.com
*Address 12119 S Emerald - Chgo, IL, 60628

YES, C.T.A. go through the project I think
it will be very help ful, For C.T.A and it
paying customers.

Roderick Manning
12119 S. Emerald Ave.
Chicago, IL 60628



Thank You

R. Manning

*Optional. Tear here and return this postage paid card to any mailbox.

Elmajdoub, Ammar

From: Mailchimp Account Services <accountservices@mailchimp.com>
Sent: Friday, February 4, 2022 6:18 PM
To: Red Extension
Subject: There's a new survey response in your inbox

Follow Up Flag: Follow up
Flag Status: Flagged

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You have a new survey response from a contact in your audience, "January 2020".

clevantuckerjr@gmail.com wrote:

- > Let us know if you have any questions or comments about the RLE Project!
Connecting 95th/Dan Ryan to 130th Street
1. Will community input that includes proposals from recent RLE meetings for the station and other facilities be used with new design refinements proposals?
 2. What has changed (if any) for the parking facility?
 3. What is the new project's preferred alignment as it relates to recent plans?
 4. How were these preferred alignments evaluated as it relates to the new project; what criteria was used for area's design refinements?
 5. What changes are being made for the relocation of the 130th Street station?
 6. What are changes being made for the 120th Street yard and shop?
 7. What are changes being made for the 130th Street CTA Station?

8. What will be done to the 107th Street cross-over?
9. Is there a publication of the new Environmental Impact Statement (EIS) that will be released to the public?
10. Will there be public input and changes made on the new design refinements proposals? Are we done?

Comment:

It is my hope that these new changes will not cancel community input. And that they will be an asses to what has already been planed. These design refinements should add value and function to the13th Street Station.

> Please tell us your name (optional).

Clevan /tucker/jr.

> If you'd like us to respond to your question, please enter your email address below.

clevantuckerjr@gmail.com

> Would you like your email to be added to the RLE Project update list?

Yes

[View Message](#)

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675 Ponce De Leon Ave NE • Suite 5000 • Atlanta, GA 30308 USA

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Elmajdoub, Ammar

From: Dora Engram <d.engram@sbcglobal.net>
Sent: Thursday, February 24, 2022 9:37 PM
To: Red Extension
Subject: Questions Regarding the Red Line Extension Project

You don't often get email from d.engram@sbcglobal.net. [Learn why this is important](#)

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1. Will there be a bus line from 127th and Union to the new Red Line Station on 130th Street? Currently the Halsted bus turns around there and there is no bus service on 127th Street. The 34 S. Michigan bus turns left at 127th and goes east, but that is the only connection west of Indiana Ave.
2. Will the new station have elevator service? I am cripple and unable to climb the stairs.

Dora Engram
d.engram@sbcglobal.net

Elmajdoub, Ammar

From: Lois and Merle <svinterlude@yahoo.com>
Sent: Thursday, February 24, 2022 11:17 AM
To: Red Extension
Subject: Re: Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation Comments Due by March 1, 2022!

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CTA needs porta potties st its rail stations. The Cook County Forest Preserves provide them at trail head parking lots for hikers. Transit riders need them too!

[Sent from Yahoo Mail on Android](#)

On Thu, Feb 24, 2022 at 9:21 AM, CTA Red Line Extension Project <RedExtension@transitchicago.com> wrote:

[View this email in your browser](#)



Please provide your comments on the Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation by March 1, 2022!

On January 31, the Federal Transit Administration (FTA) and the Chicago Transit Authority (CTA) announced the availability of the **Supplemental Environmental Assessment (EA) and Section 4(f) Evaluation for the Red Line Extension project**. The Supplemental EA and Section 4(f) Evaluation is available for public review and comment until **March 1, 2022**.

To access the **Supplemental EA and Section 4(f) Evaluation**, and the accompanying **RLE Community Guide**, visit the project website at transitchicago.com/RLE/SEA.

To provide your **official comments** on the Supplemental EA and Section 4(f) Evaluation, visit tiny.cc/SEAcComments to access the online comment card. You may also email official comments (RedExtension@transitchicago.com) or use U.S. mail to send your comments directly to

CTA at:

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

CTA hosted a virtual public hearing, Tuesday, February 15, 2022 and an in-person public hearing on Thursday, February 17, 2022. If you missed the virtual public hearing, you may **view the presentation** at [Facebook.com/CTARedExt](https://www.facebook.com/CTARedExt). In addition, copies of the virtual public hearing presentation slides and the in-person exhibit boards are available at transitchicago.com/RLE/SEA.

###



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You are receiving this e-mail because you signed up to receive updates on the RLE Project as they are available.

Our mailing address is:

Chicago Transit Authority
567 West Lake Street, 10th Floor
Attention: Red Line Extension Project
Chicago, IL 60661

[Add us to your address book](#)

[update your preferences](#) [unsubscribe from this list](#).



**Respondent No:** 9**Login:** Anonymous**Email:** n/a**Responded At:** Mar 01, 2022 11:05:44 am**Last Seen:** Mar 01, 2022 11:05:44 am**IP Address:** n/a

Q1. Name	Deandre Williams
Q2. Street Address	13278 S Ellis Ave.
Q3. City	Chicago
Q4. State	IL
Q5. Zip Code	not answered
Q6. Email	dlwai088@icloud.com

Q7. Please describe your questions or concerns.

Is CTA planning to invest in a community shuttle to transmit passengers to and from the new station? It would solely depend on whether a shuttle to the station would incur more cost after restricting 34-SM bus to the last stop being the new train station. Will there be any new bus services created to reach even more of the city? Any collaborations with Pace services? Is there a plan in place to prevent delays in project completion caused by unforeseen circumstances? Does this include the installation of sidewalks, bike lanes, etc. to make foot travel a possibility? Currently the terrain isn't wisely formed for walking or biking or running or strolling.

**Respondent No:** 6**Login:** Anonymous**Email:** n/a**Responded At:** Feb 24, 2022 13:24:16 pm**Last Seen:** Feb 24, 2022 13:24:16 pm**IP Address:** n/a

Q1. Name	Eugene Broyls
Q2. Street Address	not answered
Q3. City	Olympia Fields,
Q4. State	IL
Q5. Zip Code	Olympia Fields, IL 60461
Q6. Email	iegood@aol.com

Q7. Please describe your questions or concerns.

I am extremely dissatisfied with the CTA's handing of the entire Red Line extension. I have not seen such governmental boondoggling in a CTA project which has faced delay after delay. These tactics were not required to this extent on the other CTA extensions which they have already completed. I am very unhappy with these delaying tactics and millions in wasted tax dollars which would have been totally unnecessary if the CTA had properly constructed the original Red Line to the maternal point at the Southern City limits. A very unhappy CTA rider

**Respondent No:** 10**Login:** Anonymous**Email:** n/a**Responded At:** Mar 01, 2022 20:08:39 pm**Last Seen:** Mar 01, 2022 20:08:39 pm**IP Address:** n/a

Q1. **Name** Hilary Thorne

Q2. **Street Address** 333 W 100th Pl

Q3. **City** Chicago

Q4. **State** IL

Q5. **Zip Code** Roseland, IL 60628

Q6. **Email** hilarythorne1965@gmail.com

Q7. Please describe your questions or concerns.

Please stop this ridiculous project. Nobody is going to ride these trains until you fix the antisocial behavior and crime. We just want to get to work safely. The cheapest and best solution is to work with Metra. They already have train stations near where you want to build new ones, and they are virtually abandoned because the service isn't frequent enough to be useful. So scrap your destructive and unnecessary plan. Create a frequent service on the Metra tracks, calling all stations from Harvey to 103rd and then run express to the Loop. It really is that simple. We don't want your crime and filth, and we don't want you chopping down trees and messing up the neighborhood to build a crimeridden service that nobody wants.

**Respondent No:** 4**Login:** Anonymous**Email:** n/a**Responded At:** Feb 18, 2022 18:35:00 pm**Last Seen:** Feb 18, 2022 18:35:00 pm**IP Address:** n/a

- Q1. **Name** Kanji Stallworth
-
- Q2. **Street Address** 13233 s king dr
-
- Q3. **City** Chicago
-
- Q4. **State** IL
-
- Q5. **Zip Code** Riverdale, IL 60827
-
- Q6. **Email** kanji.stallworth@yahoo.com
-
- Q7. **Please describe your questions or concerns.**
- more stores around
-

**Respondent No:** 5**Login:** Anonymous**Email:** n/a**Responded At:** Feb 24, 2022 07:29:52 am**Last Seen:** Feb 24, 2022 07:29:52 am**IP Address:** n/a

Q1. **Name** Michael Camacho

Q2. **Street Address** 8419 S Kedvale Ave

Q3. **City** Chicago

Q4. **State** IL

Q5. **Zip Code** Chicago, IL 60652

Q6. **Email** blackhawks127@yahoo.com

Q7. **Please describe your questions or concerns.**

I tried so hard to get on this project since I first heard of it. But my voice is never heard, now that is discrimination thank you.
And not only this one but RPL Project also.



Respondent No: 8
Login: Michael LaFargue
Email: michael.lafargue@cbexcha
nge.com

Responded At: Feb 28, 2022 19:06:05 pm
Last Seen: Mar 01, 2022 02:22:28 am
IP Address: 99.145.48.100

Q1. Name	Michael LaFargue
Q2. Street Address	9327 S. Michigan Avenue
Q3. City	Chicago
Q4. State	IL
Q5. Zip Code	Chicago, IL 60619
Q6. Email	Michael.LaFargue@cbexchange.com

Q7. Please describe your questions or concerns.

1.) I have engaged in many of CTA's virtual meeting related to 130th Street station relocation. The relocation is appropriate and pursuant community discussion and input was appropriate. 2.) 120th Street yard and shop refinement. To the best of my recollection and readings the refinement and pursuant community discussion and input was appropriate. 3.) 107th Place cross-over. I entirely agree with the cross over. it appears appropriate and pursuant community discussion and input was appropriate. QUESTION BACKGROUND: The new 95th CTA Terminal was opened in April of 2019. CTA shared IDOT is responsible for the regular clean up of the CTA parkway. IDOT told the community to call Streets and Sanitation regularly to clean the terminal's parkway. The West Chesterfield Community Association has cleaned the parkway. The Chicago Association of Realtors Diversity 77 has cleaned the parkway. Is of April 2022 CTA says it will have bid out the job and have a contractor clean the parkway. taken years for the 95th Street Terminal to address cleaning. We have had a similar problem with the maintenance of the CTA 95th Street Staging Area during 2019, 2020 and 2021. QUESTION: 1.) Why has it taken so long to address cleaning the 95th Street Terminal's immediate parkways? The community expressed the importance a cleanliness and having a good business neighbor to CTA. 2.) What is the perimeter cleaning plan for the four new RLE stations?



Respondent No: 1

Login: Anonymous

Email: n/a

Responded At: Feb 03, 2022 16:12:23 pm

Last Seen: Feb 03, 2022 16:12:23 pm

IP Address: n/a

Q1. Name	Mr Bobbo
Q2. Street Address	1211 W 107th Pl
Q3. City	Chicago
Q4. State	IL
Q5. Zip Code	Morgan Park, IL 60643
Q6. Email	bobbob1965@aol.com

Q7. Please describe your questions or concerns.

Can you please tell me where the 107th Pl CrossOver will be located?

**Respondent No:** 3**Login:** Anonymous**Email:** n/a**Responded At:** Feb 15, 2022 19:40:47 pm**Last Seen:** Feb 15, 2022 19:40:47 pm**IP Address:** n/a

Q1. **Name** TOMMY MILLER

Q2. **Street Address** 5120 190th St

Q3. **City** CNTRY CLB HLS IL

Q4. **State** IL

Q5. **Zip Code** not answered

Q6. **Email** t.miller5050@yahoo.com

Q7. **Please describe your questions or concerns.**

Everyone I talk to about this project is very excited about it. Let's move forward full speed ahead!

**Respondent No:** 7**Login:** Anonymous**Email:** n/a**Responded At:** Feb 28, 2022 07:08:36 am**Last Seen:** Feb 28, 2022 07:08:36 am**IP Address:** n/a

Q1. **Name** TOMMY MILLER

Q2. **Street Address** 11608 s Michigan

Q3. **City** Chicago

Q4. **State** IL

Q5. **Zip Code** Chicago, IL 60628

Q6. **Email** t.miller5050@yahoo.com

Q7. **Please describe your questions or concerns.**

After review of the SEA, I'm satisfied with the progress being made. My wish is to see this community transformed.

Give us Your Feedback! Please print your comments below.

*Name _____ *Email _____

*Address _____

YES
I got EN the Red Line

**Optional. Tear here and return this postage paid card to any mailbox.*

Give us Your Feedback! Please print your comments below.

*Name ALAN MADDOFER *Email alanm240@yahoo.com

*Address 3501 W. EVERGREEN AVE CHGO 6065

I am opposed to all parts of this project. There are better, more efficient, and less costly ways to serve the far south side with transit.

To start →
The CTA should join with Metra to support the METRA Electric Pilot project! Please ☺

*Optional. Tear here and return this postage paid card to any mailbox.

Give us Your Feedback! Please print your comments below.

*Name _____ *Email _____

*Address _____

I don't use CTA regularly or often. Where will the 130 St station be moved to? What's a crossover? Where on 107th St will the new crossover go?

I didn't attend the public meeting or Zoom hearing. My card was buried under some other things to do or read papers.

**Optional. Tear here and return this postage paid card to any mailbox.*

Metropolitan Water Reclamation District of Greater Chicago

100 EAST ERIE STREET

CHICAGO, ILLINOIS 60611-3154

312.751.5600

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:

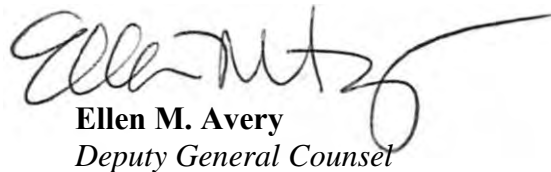
In response to the Chicago Transit Authority's ("CTA") public notice regarding the Supplemental Environmental Assessment ("EA") and the Section 4(f) evaluation for the subject project, the Metropolitan Water Reclamation District of Greater Chicago ("MWRD") provides the following comments:

- 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



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

Fratinaro, Marlise

From: Salley, Jason R <Jason.Salley@illinois.gov>
Sent: Friday, February 25, 2022 5:13 PM
To: Fratinaro, 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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Fratinaro, Marlise

From: Fratinaro, 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: Fratinaro, Marlise <mfratinaro@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 transitichicago.com <mfratinardo@transitichicago.com>
Cc: Sonali Tandon (CTA) <standon@transitichicago.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:

- 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

State of Illinois - CONFIDENTIALITY NOTICE: The information contained in this communication is confidential, may be attorney-client privileged or attorney work product, may constitute inside information or internal deliberative staff communication, and is intended only for the use of the addressee. Unauthorized use, disclosure or copying of this communication or any part thereof is strictly prohibited and may be unlawful. If you have received this communication in error, please notify the sender immediately by return e-mail and destroy this communication and all copies thereof, including all attachments. Receipt by an unintended recipient does not waive attorney-client privilege, attorney work product privilege, or any other exemption from disclosure.

Attachment 6 Displacement Outreach

FTA General Acquisition and Relocation Information Brochure

Impacted Property Letter Template

Impacted Property (Phase I ESA Completed) Letter Template

Impacted Property (Partial Acquisition or Easement of Property) Letter Template

No Longer Impacted Property Letter Template

More Relocation Information

Business/Farm or Nonprofit Organization (NPO)

A business, farm or NPO that is displaced as a result of the project may be entitled to benefits such as:

1. *Moving and Related Costs*
2. *Reestablishment Costs*
3. *Fixed Payment*



Statements applicable to all categories and benefits listed:

Please keep in mind that there are specific benefit requirements that must be met to receive any of the funds mentioned above. Your assigned relocation agent will assist you to fully understand the payments and requirements.

No residential occupant may be displaced until adequate housing has been made available to them.

All persons required to move personal property, their home, or business will be provided a 90-day written notice to vacate.

Your local transit agency will establish an appeal process should you be aggrieved by a denial of benefits, or if you feel the benefits are inadequate.

A Message from the FTA, and Your Local Transit Agency.

It is sometimes necessary to acquire private property and displace persons and businesses in order to build a transit facility that will benefit the entire community. However, we will work with you to minimize the inevitable disruption that this causes. Please feel free to contact the agency and person listed below should you have any further questions.

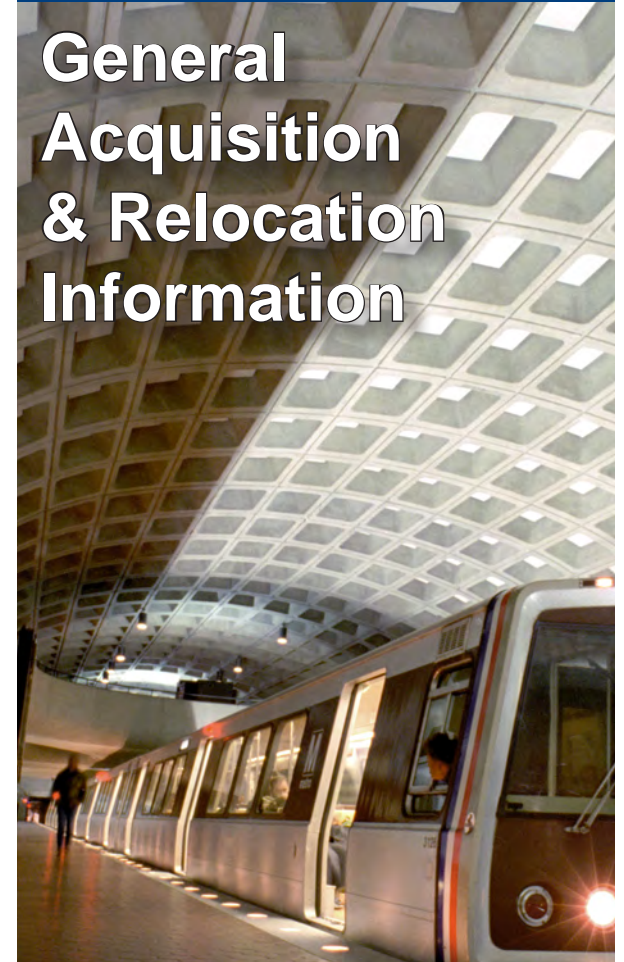
All Federal, State and local government agencies, as well as others receiving Federal financial assistance for public programs and projects that require the acquisition of real property must comply with the policies and provisions set forth in the Uniform Act and regulation at 49 CFR Part 24.

For further information, please contact the FTA Regional office in your area. You can find a list of these offices at www.transit.dot.gov/about/regional-offices.

You can also find additional FTA real estate information in FTA Circular 5010 at www.transit.dot.gov by typing "Circular 5010" in the search bar.



General Acquisition & Relocation Information



U.S. Department of Transportation
Federal Transit Administration



GENERAL INFORMATION

Your local transit agency may need to purchase property from you with funding from the Federal Transit Administration (FTA) in order to benefit the general public. To assure fair and consistent treatment of all persons, the FTA will require your local transit agency to follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act). Congress passed this law to promote uniformity and fairness when an agency must acquire property or displace persons. There are two main parts of this process:



1. *Acquisition, which is the purchase of your real estate.*
2. *Relocation, which offers additional benefits should your residence or business be displaced.*

Acquisition of Real Property

The purchase of real estate by a transit agency begins with the appraisal of your property. An appraiser will inspect your property to determine the value. The property owner should accompany the appraiser while making this inspection. A second appraiser will then review and approve the work of the first appraiser, and will recommend a value to the local transit agency.

You will then receive a written offer to purchase your property. You will have a sufficient time to consider the offer or make any counter offers that you believe are fair.

If you elect to sell your property to the local transit agency, you will be paid the full amount less any encumbrances (mortgages, liens, etc.) owed on that property. The local transit agency may take possession of vacant property on the day of closing; possession of occupied property will be at an agreed future date.



Relocation

Advisory Assistance will be offered to every displaced person. A relocation agent will visit you to explain all of the benefits and services that you may be eligible to receive.



Below is a very brief outline of the various types of financial benefits available if you are required to move your residence or business.

Residential Homeowner Occupants are those that have owned and occupied their home for at least 90 days. Typical benefits include:

1. *Moving Costs*
2. *Price Differential Payment*
3. *Increased Mortgage Interest - provided the mortgage has been in place for 180 days*
4. *Incidental Closing Costs*

Tenants who have occupied their home prior to purchase by the transit agency may be entitled to the following benefits:

1. *Moving Costs*
2. *Rental Assistance Payment/Down Payment*



Impacted Property Letter Template

CHICAGO TRANSIT AUTHORITY

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

[Date]

Via [Mail, Certified Mail, and/or Email]

[Addressee]

[Address]

[City, State, Zip]

Dear [Property Owner],

The Chicago Transit Authority (CTA) is writing to share updated information with you about the Red Line Extension (RLE) Project.

In December 2020, CTA received approval from the Federal Transit Administration (FTA) for the RLE Project to enter the Project Development phase of the FTA's Capital Investment Grants Program as a New Starts project. Entering this phase is a major step in the CTA's continued commitment to move forward with the construction of the RLE Project. CTA does not plan to pursue acquisition of private property for the RLE Project until the environmental review is complete, and acquisition will be subject to the availability of project funding. As you may already know, **CTA will require acquisition of the property referenced below for the RLE Project:**

Owner of Record: [Owner of Record]

Property Address(es): [Address]

Property Identification Number(s) (PIN): [Address]

CTA Parcel ID(s): [CTA ID]

Property owners and tenants who would be affected by acquisition and relocation will be protected under, and compensated in compliance with, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. CTA will treat property owners and tenants fairly and will seek property acquisitions cooperatively. In addition, CTA will provide relocation advisory services for commercial and residential property owners and tenants, as applicable.

Please note this letter is not a formal action to acquire the property. We will reach out to you at the appropriate time with a formal notice and provide information on next steps.

Environmental Site Assessment:

Over the next few weeks, several teams of environmental specialists will be in the community conducting work on behalf of the CTA RLE project. With your permission, this work would consist of property photos

and an approximately 2 to 4-hour site visit of the interior and exterior portions of your property to determine any future environmental concerns for CTA. This work, termed an Environmental Site Assessment, is a necessary step prior to acquisition. Work would be done with no impact to your property and at no cost to you. At your request, the CTA Real Estate Coordinator, Melody Carvajal, would accompany the environmental teams during the inspection, should you have any questions or concerns.

If you wish to grant CTA and their environmental team the right-of-entry onto your property, please follow these steps to complete and return to the Real Estate Coordinator **within fifteen days of the date of this letter**.

- Sign and date the enclosed Limited Access Agreement
- Add comments and conditions for the right-of entry at the bottom of the Limited Access Agreement for CTA's consideration
- Once your document has been signed, please contact Melody Carvajal at (312) 780-7746 or carvajalma@cdmsmith.com
- An appointment will be coordinated in advance of work commencing, so you may accompany the environmental team during their inspection, if you choose
- CTA will return copies of the signed documents for your records

Please note that you are not required to grant CTA right-of-entry at this time; however, we appreciate your consideration of this request. Please be assured this work will be done in a professional manner with as little inconvenience to you as possible. CTA is implementing COVID-19 guidelines to prevent and reduce transmission of the virus. Our environmental specialists will be required to show their vaccination card before they enter your property, and they will implement other protective measures such as social distancing and mask wearing. We do ask that if anyone at your property has symptoms of COVID-19 or there has been a confirmed diagnosis that you kindly reach out to Melody Carvajal to reschedule your appointment.

Meet with CTA's Outreach Specialist:

In the coming weeks, CTA would also like to schedule a one-on-one meeting for you with CTA's Outreach Specialist. The meeting will focus on property-specific acquisition and relocation to better understand the needs of the individual(s) who will be relocated due to the project. We encourage you to reach out to Melody Carvajal at (312) 780-7746 to schedule your meeting. The one-on-one meeting can be held virtually or in person at the local library.

CTA is committed to working with the community, elected officials, affected property owners and tenants, and keeping you informed. CTA will continue to communicate with affected property owners and tenants to answer questions and update them as timelines for property acquisition become known. Once environmental reviews are complete and, subject to the availability of funding for the RLE Project, CTA will notify the property owners and tenants of their intent to purchase property. Again, CTA does not plan to pursue acquisition of private property for the RLE Project until the environmental review is complete, subject to the availability of funding.

CTA looks forward to working with you on this exciting project, which will be a great benefit to the community, surrounding neighborhoods, and the City of Chicago. Please contact the Outreach Specialist, Melody Carvajal (312) 780-7746, CTA Customer Service at 1-888-YOUR-CTA (888) 968-7282 or by email at RedExtension@transitchicago.com should you have any questions or would like to discuss this project further. Additional information about the project can be found at www.transitchicago.com/RLE.

Sincerely,

Michael Connelly
Chief Planning Officer
Chicago Transit Authority

Suggested Inserts (FTA Relocation brochure, ROE Phase I Agreement)



Impacted Property (Phase I ESA Completed) Letter Template

CHICAGO TRANSIT AUTHORITY

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

[Date]

Via [Mail, Certified Mail, and/or Email]

[Addressee]

[Address]

[City, State, Zip]

Dear [Property Owner],

The Chicago Transit Authority (CTA) is writing to share updated information with you about the Red Line Extension (RLE) Project.

In December 2020, CTA received approval from the Federal Transit Administration (FTA) for the RLE Project to enter the Project Development phase of the FTA's Capital Investment Grants Program as a New Starts project. Entering this phase is a major step in the CTA's continued commitment to move forward with the construction of the RLE Project. CTA does not plan to pursue acquisition of private property for the RLE Project until the environmental review is complete, and acquisition will be subject to the availability of project funding. As you may already know, **CTA will require acquisition of the property referenced below for the RLE Project:**

Owner of Record: [Owner of Record]

Property Address(es): [Address]

Property Identification Number(s) (PIN): [Address]

CTA Parcel ID(s): [CTA ID]

Property owners and tenants who would be affected by acquisition and relocation will be protected under, and compensated in compliance with, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. CTA will treat property owners and tenants fairly and will seek property acquisitions cooperatively. In addition, CTA will provide relocation advisory services for commercial and residential property owners and tenants, as applicable.

Please note this letter is not a formal action to acquire the property. We will reach out to you at the appropriate time with a formal notice and provide information on next steps.

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Sincerely,

Michael Connelly
Chief Planning Officer
Chicago Transit Authority

Suggested Inserts (FTA Relocation brochure, ROE Phase I Agreement)



Impacted Property (Partial Acquisition or Easement of Property) Letter Template

CHICAGO TRANSIT AUTHORITY

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

[Date]

Via [Mail, Certified Mail, and/or Email]

[Addressee]

[Address]

[City, State, Zip]

Dear [Property Owner],

The Chicago Transit Authority (CTA) is writing to share updated information with you about the Red Line Extension (RLE) Project.

In December 2020, CTA received approval from the Federal Transit Administration (FTA) for the RLE Project to enter the Project Development phase of the FTA's Capital Investment Grants Program as a New Starts project. Entering this phase is a major step in the CTA's continued commitment to move forward with the construction of the RLE Project. CTA does not plan to pursue acquisition of private property for the RLE Project until the environmental review is complete, and acquisition will be subject to the availability of project funding. As you may already know, **CTA will require a partial acquisition or easement of the property referenced below for the RLE Project:**

Owner of Record: [Owner of Record]

Property Address(es): [Address]

Property Identification Number(s) (PIN): [Address]

CTA Parcel ID(s): [CTA ID]

Please note this letter is not a formal action to acquire the property. We will reach out to you at the appropriate time with a formal notice and provide information on next steps.

Environmental Site Assessment:

Over the next few weeks, several teams of environmental specialists will be in the community conducting work on behalf of the CTA RLE project. With your permission, this work would consist of property photos and an approximately 2 to 4-hour site visit of the interior and exterior portions of your property to determine any future environmental concerns for CTA. This work, termed an Environmental Site Assessment, is a necessary step prior to acquisition. Work would be done with no impact to your property and at no cost to you. At your request, the CTA Real Estate Coordinator, Melody Carvajal, would accompany the environmental teams during the inspection, should you have any questions or concerns.

If you wish to grant CTA and their environmental team the right-of-entry onto your property, please follow these steps to complete and return to the Real Estate Coordinator **within fifteen days of the date of this letter**.

- Sign and date the enclosed Limited Access Agreement
- Add comments and conditions for the right-of entry at the bottom of the Limited Access Agreement for CTA's consideration
- Once your document has been signed, please contact Melody Carvajal at (312) 780-7746 or carvajalma@cdmsmith.com
- An appointment will be coordinated in advance of work commencing, so you may accompany the environmental team during their inspection, if you choose
- CTA will return copies of the signed documents for your records

Please note that you are not required to grant CTA right-of-entry at this time; however, we appreciate your consideration of this request. Please be assured this work will be done in a professional manner with as little inconvenience to you as possible. CTA is implementing COVID-19 guidelines to prevent and reduce transmission of the virus. Our environmental specialists will be required to show their vaccination card before they enter your property, and they will implement other protective measures such as social distancing and mask wearing. We do ask that if anyone at your property has symptoms of COVID-19 or there has been a confirmed diagnosis that you kindly reach out to Melody Carvajal to reschedule your appointment.

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CTA looks forward to working with you on this exciting project, which will be a great benefit to the community, surrounding neighborhoods, and the City of Chicago. Please contact the Outreach Specialist, Melody Carvajal (312) 780-7746, CTA Customer Service at 1-888-YOUR-CTA (888) 968-7282 or by email at RedExtension@transitchicago.com should you have any questions or would like to discuss this project further. Additional information about the project can be found at www.transitchicago.com/RLE.

Sincerely,

Michael Connelly
Chief Planning Officer
Chicago Transit Authority

Suggested Inserts (FTA Relocation brochure, ROE Phase I Agreement)



No Longer Impacted Property Letter Template

CHICAGO TRANSIT AUTHORITY

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

[Date]

Via [Mail, Certified Mail, and/or Email]

[Addressee]

[Address]

[City, State, Zip]

Dear [Property Owner],

In January 2018, the Chicago Transit Authority (CTA) sent a letter about the Red Line Extension (RLE) Project and the possibility of CTA needing to acquire the property referenced below for the construction of the RLE Project. Based on additional project planning and engineering work conducted over the last year, **this property is no longer needed to build the RLE Project:**

Owner of Record: [Owner of Record]
Property Address(es): [Address]
Property Identification Number(s) (PIN): [Address]
CTA Parcel ID(s): [CTA ID]

In December 2020, CTA received approval from the Federal Transit Administration (FTA) for the RLE Project to enter the Project Development phase of the FTA's Capital Investment Grants Program as a New Starts project. Entering this phase is a major step in the CTA's continued commitment to move forward with the construction of the RLE Project. CTA does not plan to pursue acquisition of private property for the RLE Project until the environmental review is complete, and acquisition will be subject to the availability of project funding.

CTA is committed to working with the community, elected officials, affected property owners and tenants, and keeping you informed. CTA looks forward to working with you on this exciting project, which will be a great benefit to the community, surrounding neighborhoods, and the City of Chicago. Please contact the Outreach Specialist, Melody Carvajal (312) 780-7746, CTA Customer Service at 1-888-YOUR-CTA (888) 968-7282 or by email at RedExtension@transitchicago.com should you have any questions or would like to discuss this project further. Additional information about the project can be found at www.transitchicago.com/RLE.

Sincerely,

Michael Connelly
Chief Planning Officer
Chicago Transit Authority

RED AHEAD
Moving Ahead to a Better Red



**Red Line
Extension**

Red Line Extension Project

December 2020 Community Meetings Summary

January 2021

Prepared for:
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661



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Section 1 Introduction

The CTA is proposing to extend the Red Line from the existing terminal at 95th/Dan Ryan to 130th Street, subject to the availability of funding. The proposed 5.6-mile extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue, and 130th Street. Each new station would include Park & Ride facilities and bus connections.

After announcing the project's Preferred Alignment, an opportunity presented itself to potentially relocate the proposed 130th station from the north side of the street – near the Metropolitan Water Reclamation District (MWRD) – to the south side of 130th Street adjacent to Altgeld Gardens. As a result, a Supplemental Environmental Assessment (EA) was needed to investigate the impacts of this potential change to the project. The CTA had discussed this change with several groups representing residents in the immediate area by early 2020 and had received positive feedback as the new station location would position Red Line riders closer to homes, schools, and recreational opportunities and farther away from the industrial land uses, truck traffic, and the MWRD treatment. The CTA sought additional feedback from communities as part of the Supplemental EA process.

CTA also received a grant through the Federal Transit Administration (FTA) pilot program to prepare a Transit-Supportive Development Comprehensive Plan. The grant is being used to incorporate the community's vision for future development along the RLE corridor. It will also identify methods and resources needed to enable mixed-use development and enhance economic vitality, multimodal connectivity and the pedestrian environment. Community engagement and ownership by residents and stakeholders from the surrounding neighborhoods were anticipated to be vital to the development of the plan.

In December 2020, the CTA hosted two identical virtual community meetings to share updates on the Red Line Extension (RLE) project, including the new opportunity for the site of 130th station, and to introduce the RLE Transit-Supportive Development (TSD) Plan. Additionally, the CTA introduced its new RLE engagement website (www.transitchicago.com/rle/engage) during these meetings.

Section 2

Virtual Community Meetings

CTA hosted two identical virtual community meetings to provide an update on project progress, including the proposed change in location of the 130th station, and to present the Transit-Supportive Development (TSD) Plan. The virtual community meetings provided the public with an opportunity to ask questions about the TSD Plan and other project details utilizing the Zoom webinar platform. The two meetings were also broadcasted on Facebook Live. The team solicited input and provided two-way communication through polling questions, a chat window, and a Question-and-Answer window. The virtual community meetings were held:

Date: Tuesday, December 8, 2020
Time: 6:00 p.m. – 7:30 p.m.
Location: Zoom & Facebook Live

Date: Wednesday, December 9, 2020
Time: 1:30 p.m. – 3:00 p.m.
Location: Zoom & Facebook Live

The community meetings were made accessible to people with disabilities by the use of American Sign Language interpretation and closed captioning. The community meetings were held online with a telephone dial-in option due to COVID-19 public health guidance. The virtual community meetings were publicized by flyer, postcard notice, eBlasts (mass emails), customer alerts, and on the project website (see Section 3 for more details about promotion). To provide the greatest opportunity for community participation, the virtual community meetings were scheduled on a weekday evening and an afternoon. Spanish interpretation was available for meeting attendees throughout the entirety of the meetings.

2.1 Virtual Community Meetings Format

The virtual community meetings provided attendees opportunities to learn about the overview and benefits of the Red Line Extension project, introduced the Transit-Supportive Development (TSD) Plan, reviewed potential environmental and property impacts as well as previous and upcoming community touchpoints. The community touchpoints discussed included outreach to potentially impacted tenants and property owners, newsletters, in-person outreach at events, the project's Facebook page, new informational video, workforce development planning efforts, and the engagement website. Near the end of each meeting, a project team member completed a demonstration of how to access the engagement website and use the tools to provide input. The virtual community meetings' format also included polling questions, chat, and Q&A allowing the public to provide feedback, ask questions, and discuss concerns directly with project staff. Digital methods for the public to ask questions included the RLE Facebook page and project team email. Non-digital methods included the CTA's customer service phone number.

2.2 Virtual Community Meetings Materials

The CTA prepared PowerPoints to supplement the project team's verbal presentation during the meetings. The virtual community meetings' presentation slides and recordings were made available via the project website after the meetings concluded. The recordings were available in both English and Spanish.

2.3 Input Received

CTA invited virtual community meeting attendees to submit comments to CTA during and after the meetings. CTA staff provided live responses to selected comments received through the Zoom meeting platform during the meeting and subsequently provided written responses on the CTA website to all comments received through the Zoom meeting platform as well as questions received as of December 10, 2020 in the comments section of the Facebook Live broadcasts. Comments could also be submitted via email or U.S. mail. Emailed comments could be sent to a project-specific email address (RedExtension@transitchicago.com). This email address was available on the project website, within the community meeting presentation, and on all meeting notification materials.

Main themes from the questions included:

- Project funding questions
- Alternate transit options for the area in substitution or in addition to the Red Line extension
- Frequency of bus service following project completion
- Requests for more information about displacement and property acquisition
- Concerns about parking lot locations, spaces and need
- Concerns about noise and vibration and other potential inconveniences to the community resulting from construction and revenue service
- Requests for the project to employ community members
- Incorporating community designs/artistic expression opportunities into the project
- Potential for transit-oriented development

Input was also solicited during virtual station meetings through Zoom polls and instruction by the speaker to answer specific questions in the Zoom chat. Additional input received was received through the engagement website.

2.4 Virtual Community Meeting Attendees

The public was offered a variety of methods to participate in the virtual station meetings. Each meeting had people listening by phone, joining online through the Zoom meeting platform, and others watching on Facebook Live (**Table 1**). The number of participants watching on Facebook Live fluctuated throughout each meeting and the number of unique participants for Facebook Live could not be determined. The December 8, 2020 community meeting garnered attendance of eighty-three, sixty-eight of whom were community members (who shared that they live in the community areas around the project) and other interested stakeholders (who indicated they lived outside of the project area). Of these eighty-three attendees, approximately fifteen participated in the meeting via Facebook Live. The December 9, 2020 community meeting garnered attendance of ninety community members and stakeholders, including approximately twenty-one via Facebook Live. Seventeen members of the project team led both virtual meetings and nine of these team members served as speakers sharing information about the project with the public. Six additional people comprised the external support team providing interpretation and captioning support. Project team members operated the meeting platform and polling, and assisted in preparing responses to questions. Several other project team members and CTA staff attended as observers.

Table 1: Meeting Attendance

Meeting	Community Member Attendance
December 8, 2020	68 (Zoom) 15 (Facebook Live)
December 9, 2020	69 (Zoom) 21 (Facebook Live)

Section 3

Virtual Community Meeting Notifications

CTA used a variety of outreach and notification methods to announce the RLE Transit-Supportive Development (TSD) Plan and invite interested parties to participate in the December 2020 public virtual community meetings.

CTA performed the following as part of the announcement of the RLE Transit-Supportive Development (TSD) Plan and public virtual community meetings:

- Released Fall 2020 newsletter

- Published advertisements in five regional and local newspapers, including two digital placements for online news publications
- Updated the project website’s main page and created a dedicated landing page to include TSD plan details
- Sent postcards to all mailing addresses for impacted properties
- Sent eBlasts to all email addresses on the project contact list
- Posted a customer alert at all Red Line stations
- Delivered hard copy flyers to community locations
- Utilized social media to send announcements
- Media briefing

3.1 Informational Materials and Newsletter

CTA produced a variety of materials to inform the public about the RLE Project announcement of the Transit-Supportive Development (TSD) Plan and public virtual community meetings. The Fall 2020 newsletter was published on November 30, 2020 with information regarding the TSD plan in relation to future development along the Red Line Extension. The newsletter also provided a brief overview of the December public virtual community meetings, dates and times and how to attend the meetings.

3.2 Newspaper Ads

CTA prepared newspaper ads announcing the Transit-Supportive Development (TSD) Plan and the public virtual community meetings. Newspaper ads were published in several local and regional publications (see **Table 2**). The publications include traditional and digital news outlets, local community publications, and a Spanish language publication.

Table 2: Newspaper Ads Announcing Virtual Community Meetings

Publication Date	Media Outlet
November 24, 2020	Chicago Sun-Times (print and digital)
November 28, 2020	Chicago Crusader (print)
December 1, 2020	Chicago Defender (digital only)
December 2, 2020	Citizen Chatham, Chicago Weekend, Hyde Park and South End (print)
December 3, 2020	Lawndale Bilingual News (print)

3.3 Project Website

CTA updated the RLE Project website in advance of the meetings. The website provides general information about the RLE Project, archived materials from public hearings, and updated information on the Transit-Supportive Development (TSD) Plan. A dedicated landing page for the TSD plan (www.transitchicago.com/redext/tsd/) was created and includes an overview and timeline. The website's Frequently Asked Questions were also updated along with images and documents with relevant plan information.

3.4 Postcard Notifications

CTA mailed postcards with information on the upcoming community meeting Transit-Supportive Development (TSD) Plan and invited community members to the public virtual community meetings. The postcards were mailed to approximately 201 addresses of property owners that CTA had contacted in the past in regard to land acquisition. The postcard provided details about the public virtual community meetings, including how to virtually attend meetings and contact information to request assistance at the virtual community meetings. The postcard also included an offer of additional interpretation services in Spanish or sign language with advance notice.

3.5 eBlast Notifications

CTA sent an email (eBlast) to the approximately 1,200 email addresses on the RLE Project contact list on November 23, 2020. The eBlast included information on the project, TSD Plan overview and information about the virtual community meetings with appropriate links to the project website. CTA sent a second eBlast was sent on December 1, 2020 reminding recipients of the upcoming virtual community meetings. CTA sent a third eblast on December 9, 2020 reminding recipients of the second virtual meeting occurrence.

3.6 Customer Alerts

CTA created customer alerts promoting the public virtual community meetings and included information regarding when the meetings would be held, the importance of community engagement and how to attend the meetings. The customer alerts were posted at all Red Line stations.

3.7 Direct and Delivery Mailing

CTA sent hard copies of the meeting announcement and newsletter to aldermen's offices and libraries. These locations were contacted in advance to confirm that they were open, receiving foot traffic, and would accept the handouts. Fifty newsletters as well as 150 meeting announcements were distributed in this manner. Spanish copies of the newsletter and meeting announcement were included in these deliveries.

3.8 Social Media Announcements

CTA utilized the Red Line Extension Facebook page to announce the December virtual community meetings in feed posts as well as through the creation of Facebook events for the two meeting occurrences. On November 23, 2020 CTA Red Line Extension Facebook page published a

save the date post with meeting information including dates, times and reasons the public should attend. On December 3, 2020 CTA Red Line Extension Facebook page published individual event pages for the December 8 and December 9, 2020 meetings. Both meetings were also hosted on Facebook Live and posts were published on each meeting date to announce that the meetings were live and available for public attendance.

Additionally, notice of the meetings were posted on CTA's main Facebook page (Facebook.com/thecta), Twitter page, and Instagram story.

3.9 Media Briefing

CTA held a media briefing on December 8, 2020 to answer media questions prior to the public virtual community meetings. WTTW attended the briefing; the article "CTA Awaiting Federal Approval for Next Phase of Red Line Extension" by Nick Blumberg was published to wttw.com on December 8, 2020 at 12:20 pm.

Guiding Future Development Along the Red Line Extension Through the Transit-Supportive Development Plan

The CTA is beginning development of a Transit-Supportive Development (TSD) Plan, in partnership with the Department of Planning & Development (DPD). The TSD Plan will incorporate the community's vision for future development along the RLE corridor. It will also identify methods and resources needed to enable mixed-use development and enhance economic vitality, multimodal connectivity and the pedestrian environment. The TSD plan will utilize an equitable Transit-Oriented Development (eTOD) planning approach. eTOD planning seeks to promote development without the displacement of existing residents and achieve community-focused affordable housing, local economic development, and environmental sustainability. It can be a driver for more vibrant, prosperous, and resilient neighborhoods that put people of color and lower- and moderate-income residents at the center. A vital part of this plan will be a community engagement and ownership process that incorporates and appreciates the vision of residents and stakeholders from the surrounding neighborhoods throughout the development of the plan.

plan, and they have brought together a strong and diverse team, including experienced planning and

To learn more about the TSD plan, visit Transitchicago.com/RLE/TSD

RLE Progresses on Environmental Studies and Preliminary Engineering

The CTA continues to advance environmental studies and prepare preliminary engineering documents to complete the Final Environmental Impact Statement (EIS). Since announcing the project's Preferred Alignment, an opportunity has presented itself to potentially relocate the proposed 130th station from the north side of the street – near the Metropolitan Water Reclamation District (MWRD) – to the south side of 130th Street adjacent to Altgeld Gardens.

As a result, a Supplemental Environmental Assessment is underway that will focus on investigating the impacts

access, and other topics. The CTA has already discussed this change with several groups representing residents in the immediate area and has received positive feedback as the new station location would position Red Line riders closer to homes, schools and recreational opportunities and farther away from the industrial land uses,

A welcomes additional input on the 130th station location change in upcoming community meetings.



December Public Virtual Community Meetings

Join us for a virtual community meeting on
Tuesday, December 8 (6-7:30 p.m.) or
Wednesday, December 9 (1:30-3 p.m.)

We'll be sharing updates on the project and discussing ways you can get involved in 2021, including future community meetings that discuss the TSD Plan.

Find out more about this meeting and how to join by visiting Transitchicago.com/RLE/whats-new

The Red Line Extension will provide many benefits, including:



Equity



Connectivity and access



Economic opportunity



Frequent rail service



Sustainable transportation

About the Red Line Extension Project

The CTA is proposing to extend the Red Line from the existing terminal at 95th/Dan Ryan to 130th Street, subject to the availability of funding. The proposed 5.6-mile extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue and 130th Street. Each new station would include Park & Ride facilities and bus connections. In 2018, CTA selected the Preferred Alignment as shown in the map.

Questions? Would you like to be added to our list for future Red Line Extension updates? Contact us at RedExtension@transitchicago.com or at

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



www.facebook.com/CTARedExt

Red Line Extension Video and Facebook Page!

Check out the CTA's video about the Red Line Extension Project and our commitment to improve mobility and access to transit by visiting tiny.cc/RLEvid! Remember to share your thoughts and follow the project's Facebook page at facebook.com/CTARedExt for timely updates and announcements. We are #RLEReady!



Red Line Extension Preferred Alignment



Transitchicago.com/RLE/



Guiando el desarrollo futuro por la expansión de la Línea Roja por medio del Plan de Desarrollo de Apoyo al Tránsito

CTA está comenzando el desarrollo de un Plan de Apoyo al Tránsito (TSD), en asociación con el Departamento de Planeamiento y Desarrollo (DPD). El propósito del Plan TSD es incorporar la visión de la comunidad de desarrollo futuro en el corredor RLE.

T
para permitir el desarrollo de uso mixto y aumentar la vitalidad económica, conectividad multimodal y el ambiente peatonal. El plan TSD utilizará una estrategia de planeamiento TOD equitativa (eTOD). Planeamiento eTOD busca promover el desarrollo sin desplazar a los residentes existentes y lograr

vivienda económica, desarrollo económico local y sostenibilidad ambiental. Puede ser un impulso para vecindarios más vibrantes, prósperos y resistentes que colocan a las personas de color y residentes de ingresos bajos y moderados en el centro. Una parte vital de este plan será un proceso de participación comunitaria que incorpora y aprecia la visión de los residentes y miembros de los vecindarios adyacentes durante el desarrollo del plan.

La empresa Solomon Cordwell Buenz está dirigiendo el plan y han formado un equipo fuerte y diverso, incluyendo empresas experimentadas de planeamiento y arquitectura y varias Empresas en Desventaja (DBEs).

Para aprender más acerca del plan TSD, visite: Transitchicago.com/RLE/TSD

RLE avanza en los estudios ambientales e ingeniería preliminar

CTA sigue avanzando en los estudios ambientales y preparando los documentos preliminares de ingeniería para completar la Última Declaración de Impacto Ambiental (EIS). Desde anunciar la Alineación Preferida del proyecto, se ha presentado una oportunidad para potencialmente mover la estación propuesta en 130th Street desde el lado norte de 130th Street – cerca de Metropolitan Water Reclamation District (MWRD) – al lado sur de 130th Street adyacente a Altgeld Gardens.

Como resultado, una Evaluación Ambiental Suplementaria está siendo realizada que se enfocará en investigar los impactos de este potencial cambio al proyecto. Estudios están siendo completados sobre el ruido y la

A ya ha discutido este cambio con varios grupos representando a los residentes en el área inmediata y han recibido comentarios positivos porque el nuevo sitio de la estación posicionaría a los viajeros de la Línea Roja más cerca de los hogares, escuelas y oportunidades

MWRD. CTA aprecia las opiniones adicionales sobre el cambio de la ubicación de la estación 130th durante las próximas reuniones comunitarias.



¡Reunión comunitaria pública virtual en diciembre!

¡Acompáñenos para una reunión comunitaria virtual el martes, 8 de diciembre (6-7:30 p.m.) y miércoles, 9 de diciembre (1:30-3 p.m.)! Estaremos compartiendo actualizaciones sobre el proyecto y discutiendo maneras en las que se puede involucrar en 2021, incluyendo futuras reuniones comunitarias que discutirán el Plan TSD.

Lea más acerca de esta reunión y cómo unirse visitando a Transitchicago.com/RLE/whats-new

Beneficios de la expansión de la Línea Roja



Equidad



Conectividad y acceso



Oportunidad económica



Servicio ferroviario frecuente



Transporte sostenible

Resumen del proyecto de expansión de la Línea Roja

CTA está proponiendo extender la Línea Roja desde la terminal existente en 95th/Dan Ryan a 130th Street, sujeto a la disponibilidad de fondos. La extensión propuesta de 5.6 millas incluiría cuatro estaciones nuevas cerca de 103rd Street, 111th Street, Michigan Avenue y 130th Street. Cada estación nueva incluiría instalaciones de estacionamiento y autobús. En 2018, CTA eligió la Alineación Preferida ilustrada en el mapa.

Información de contacto

¿Preguntas? Quisiera ser agregado/a a nuestra lista para futuras actualizaciones de la expansión de la Línea Roja? Contáctenos en: RedExtension@transitchicago.com o en

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



www.facebook.com/CTARedExt

¡Página de Facebook y video de la expansión de la Línea Roja!

¡Vea el video de CTA acerca del Proyecto de Expansión de la Línea Roja y nuestro compromiso a mejorar la movilidad y acceso al tránsito visitando

tiny.cc/RLEvid! Recuerde

de compartir sus opiniones y seguir la página de Facebook del proyecto en facebook.com/CTARedExt para actualizaciones del proyecto y anuncios. ¡Estamos listos para RLE!



Gráfica de alineación preferida de la expansión de la Línea Roja



Transitchicago.com/RLE/



Lowest COVID-19 positivity rate in weeks, but Pritzker and Ezike worry about holiday 'super-spreader events'

BY RACHEL HINTON, POLITICAL REPORTER
rhinton@suntimes.com | @rrhinton

State public health officials reported 8,322 new confirmed and probable cases of COVID-19 Monday as well as 47 additional deaths.

As of Sunday night, 6,171 people with the virus were reported to be in the hospital, 1,206 patients were in intensive care units, and 635 patients with COVID-19 were on ventilators.

The 8,322-daily caseload, while still higher than in previous months, was the lowest since Nov. 4 and only the seventh time this month that the daily figure was below 10,000.

And the latest cases were detected among almost 91,562 tests, lowering the statewide average testing positivity rate to 10.9%, the lowest it's been since Nov. 8.

As part of the state's tier three resurgence mitigations, Gov. J.B. Pritzker asked people who work in office settings to work from home if possible, and he followed his own

guidance Monday, allowing his employees to work from home and appearing virtually for his daily briefing on the virus.

Pritzker said he is "concerned" people aren't following the mitigations he put in place last week and worried that could lead to an uptick in coronavirus cases after the Thanksgiving holiday in Illinois, which is already seeing rising numbers of infections, people in intensive care units and on ventilators.

Dr. Ngozi Ezike said it wasn't too late for state residents to change their minds about their plans.

"Thanksgiving hasn't happened yet, people can still change their plans and change the outcome," Ezike, the head of the state's public health department, said. "We don't have to have super-spreader events at homes. ... Please reconsider your plans and see if we can be part of the solution to decrease infections, instead of part of the plan to increase them."

RED AHEAD
Moving Ahead to a Better Ride



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To join by phone, dial: 1-312-626-6799; Webinar ID: 856 0888 2260

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Granderson and Mariano's Give Away One Thousand Bags of Food

By J. Coyden Palmer

If you were out shopping last Sunday at the Mariano's in Bronzeville, your eyes were not deceiving you. That was former Major League Baseball player and Chicago native Curtis Granderson handing out free food.

Granderson was at Mariano's as part of "Grand Giving," a partnership between the grocery store chain and Granderson's charity, "Grand Kids." Granderson said his organization and Mariano's handed out more than a thousand bags of food. He explained during these chaotic times, we must all remember those who are in the greatest need of basic necessities in life, like food.

"As everything continues to shut down, get closed, you still stay hungry," Granderson said. "That's something that doesn't go away."

According to Feeding America's Map the Meal Gap Study, one in seven people in Cook County will experience food insecurity this year. Food insecurity varies greatly across the county. In some communities, more than half of all residents are food insecure. Food insecurity is usually episodic and often cyclical.

Many food insecure households do not qualify for federal nutrition assistance programs. Making tradeoff decisions between paying for food and other basic needs such as medical bills and housing is also common, according to those who feed the hungry.

Granderson said we can all do something to help fight hunger in Chicago. He spoke of a program people can donate to that leads to actually putting

food on people's tables.

"Come to any Mariano's location when you're getting a chance to check-out. They say, 'Hey, would you like to donate a \$1, \$5, \$10, or any amount?' Those proceeds are going to Grand Giving which is then going to help the Chicago Greater Food Depository," Granderson said.

During the pandemic, officials say food requests from families are surging, just as the virus is in Chicago. Kelli O'Connell, CEO of the Lakeview Food Pantry, said there has been a 45 percent increase from this time last year on food requests. She noted that amounts to roughly 2,000 people a week her food pantry is feeding. She said there are a wide-range of people using the pantry but one demographic that is really concerning is that of those seeking her service for the first time.

"We have a lot of people who have lost their jobs and have never been in this situation before," O'Connell said. "They are understandably scared and uncertain about the future. Knowing they will have access to food helps to take away some of the anxiety."

And it's not just those who are unemployed who are struggling. Many people who are employed are also struggling, according to Lee Hodges Jr., who was at the event at Mariano's on Sunday.

"At my job they are cutting back hours big time," he began. "That is putting a dent in my wallet. And the reality is you have to keep a roof over your head, clothes on your back and food on your table. So, this giveaway for me is providing me with a lifeline."



CHICAGO NATIVE AND former MLB player Curtis Granderson teamed up with Mariano's on Nov. 15 to give away 1000 bags of food at the Mariano's store in Bronzeville. (photo courtesy of Mariano's)

DISTORTIONS, DISTRACTIONS AND ...

(Continued from page 6)

Joe Biden is about as moderate as they come. He has not yet said that he supports "Medicare for all," but he supports protections for those with pre-existing conditions, just like 70 percent of all Americans do.

VP-elect Harris has been so frequently mischaracterized that refuting baseless claims is futile. Here is what we know — she is a savvy attorney who has increasing responsibility in the Democratic Party. She brings enthusiasm and energy (not to mention diversity) to the ticket. The attempts to disparage her are at best mean-spirited and anti-Black (attack her on the issues, don't call her a "monster").

Warnock has described Loeffler's attacks on him as "division and distraction." I might add "delusional" to the alliteration. Extracting a passage from a sermon in which Warnock reminded us that God comes first, Loeffler attempted to spin his sermon into an attack on the military. The Bible verse Warnock was quoting, Matthew 6:24, reminds us that God comes first and should gain our allegiance above money or the military. This is basic Christian doctrine. Many of us believe in the omnipotence of God.


Warnock did not attack the military; he asserted that our primary obligation is to God.

But words like "socialist" and "left-wing radical" are inflammatory terms, even if those who use them don't know quite what they mean. If feeding the hungry is socialist, then so was Jesus. If clothing the naked is socialist, so is our Lord. If healing the ill is a socialist initiative, then, of course, Raphael Warnock seems like a socialist to the woman who is worth at least \$520 million and can afford all the health care she needs. Warnock advocates for expanding the Affordable Care Act, a move anathema to conservatives who want to maximize the profit they can extract from sick people.

Reverend Raphael Warnock, like Dr. Martin Luther King, Jr., is a Morehouse man. There is an adage — you can always tell a Morehouse man, but you can't tell him much. Warnock would like us to tell him that we have his back in a pivotal race that may determine how effective President-elect Biden can be. Ignore the racist rhetoric and check out this powerful preacher and civic leader.

Dr. Julianne Malveaux is an economist and author.

RED AHEAD
Moving Ahead to a Better Red



Red Line Extension

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A vital part of this plan will be a community engagement and ownership process that incorporates and appreciates the vision of residents and stakeholders from the surrounding neighborhoods throughout the development of the plan.

Join us to learn more about the RLE project and the TSD Plan. Community members are invited to ask questions and provide their feedback to CTA, while also learning about ongoing opportunities to stay involved. Due to COVID-19 restrictions, this community meeting will be conducted virtually on Zoom.

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NEWS



For K-12 educators who are designing instructional resources that align with the needs of today's remote- and hybrid-teaching realities, a new emergency fund can potentially aid their efforts.

Supporting Teachers on the Frontlines of COVID-19

StatePoint - Educators are among the many on the frontlines of COVID-19. During a time of immense disruption, they are quickly adapting their teaching methods, testing new skills, and discovering solutions to advance learning in profound new ways.

For K-12 educators who are designing instructional resources that align with the needs of today's remote- and hybrid-teaching realities, a new emergency fund can potentially aid their efforts. Launched by the National Geographic Society, the fund aims to directly support at least 50 teaching professionals, including formal and informal classroom educators, with grants ranging from \$1,000–8,000. In an effort to support as many teachers and students as possible, the resources created by grant recipients will become freely available on the National Geographic Society education website, and within the National Geographic education communities on Twitter and Facebook.

“The role of teachers has never been more important as they work tirelessly to engage and inspire their students in a socially distant world,” says Vicki Phillips, chief education officer at the National Geographic Society. “Our goal is to equip educators with the resources and support they need to continue creating, innovating and pioneering new ways of teaching so their peers and their students can continue growing.”

The fund places particular emphasis on remote- and hybrid-learning resources, methodologies and practices that use the power of science, social studies and geography to help students understand the significance of current and complex challenges, such as a global pandemic. Other priorities include instructional resources that help students bridge their personal experiences to a more global perspective on critical issues such as sustainability and social justice.

In an effort to identify, support and elevate a range of educator voices, perspectives and communities, priority will be given to those working in communities that have been particularly hard hit by the pandemic and who have not previously received National Geographic funding. Applicants can apply individually, in collaboration with other educators or with National Geographic Explorers. To learn more, visit NatGeoEd.org/covidgrants. To provide additional guidance during the application process, the Society is offering weekly virtual “Design Labs.” Educators can also ask questions by visiting [@NatGeoEducation](https://twitter.com/NatGeoEducation) on Twitter.

During an unusual school year, new avenues of support and funding are emerging. Leveraging these resources can help educators continue their mission of preparing young people to confront the challenges of a rapidly changing world.

RED AHEAD
Moving Ahead to a Better Red



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NEWS



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Supporting Teachers on the Frontlines of COVID-19

StatePoint - Educators are among the many on the frontlines of COVID-19. During a time of immense disruption, they are quickly adapting their teaching methods, testing new skills, and discovering solutions to advance learning in profound new ways.

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During an unusual school year, new avenues of support and funding are emerging. Leveraging these resources can help educators continue their mission of preparing young people to confront the challenges of a rapidly changing world.

RED AHEAD
Moving Ahead to a Better Red



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Wednesday, December 9 (1:30 p.m. - 3:00 p.m.)**

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A vital part of this plan will be a community engagement and ownership process that incorporates and appreciates the vision of residents and stakeholders from the surrounding neighborhoods throughout the development of the plan.

Join us to learn more about the RLE project and the TSD Plan. Community members are invited to ask questions and provide their feedback to CTA, while also learning about ongoing opportunities to stay involved. Due to COVID-19 restrictions, this community meeting will be conducted virtually on Zoom.

To join online, visit: tiny.cc/CTARLEMeeting

To join by phone, dial: 1-312-626-6799; Webinar ID: 856 0888 2260

You can also watch live on Facebook at www.Facebook.com/CTARedExt.

****Presentation audio available in Spanish if joining through Zoom. Closed captioning and sign language interpretation also available for the hearing impaired. ****

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HIV... *Continued from page 2*

new approaches that will address health disparities in priority populations – Black, Latinx, and low-income Chicagoans – including HIV and sexually transmitted infections (STI). Among all people in Chicago living with HIV in 2019, 66 percent accessed care and 42 percent were retained in medical care. Forty-nine percent of people living with HIV in Chicago achieved viral suppression in 2019, a slight decrease when compared to 2018 data (52%). HIV new diagnosis data has been calculated using a methodology that aligns with the National HIV/AIDS Strategy (NHAS).

This year proved quite a challenge under the COVID-19 pandemic, as such the CDPH increased funding to support the HIV Resource Coordination Hub, which is a one-of-a-kind program that is a single source of information, referrals, and linkages for

SIDA... *Viene de la página 3*

de Chicago que vivió con VIH en el 2019, 66 por ciento tuvieron acceso a cuidado y 42 por ciento fueron retenidos en cuidado médico. Cuarenta y nueve por ciento de la gente que vive con VIH en Chicago logró la supresión viral en el 2019, una ligera disminución comparada con los datos del 2018 (52%) Los datos de nuevos diagnósticos del VIH han sido calculados utilizando una metodología alineada con la Estrategia Nacional de VIH/SIDA (NHAS).

Este año resultó un verdadero reto bajo la pandemia del COVID-19 y como tal, el CDPH aumentó los fondos para apoyar el Centro de Coordinación de Recursos sobre el VIH, que es un programa único en su clase, y fuente única de información, referencias y enlaces para personas que viven con el VIH y son vulnerables a él y que lo necesitan; se amplió la asistencia financiera de emergencias, brindando más de \$600,000 a personas que viven y son vulnerables al VIH, lo que incluye fondos para apoyar las necesidades básicas/de alimentos, utilidades, internet/teléfonos celulares, gastos médicos y renta/hipoteca y lanzaron un nuevo proyecto de vivienda – Hotel to Home – para personas que viven con el VIH y experimentan desamparo.

persons living with HIV and vulnerable to HIV who are in need; expanded emergency financial assistance, providing more than \$600,000 to people living with and vulnerable to HIV, which included

funds to support food/basic needs, utilities, internet/cell phone, medical expenses, and rent/mortgage; launched a new housing project – Hotel to Home – for people living with HIV who are experiencing homelessness.

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Chicago Defender Digital Newspaper Ads

RED AHEAD
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Red Line Extension

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Digital Leaderboard Ad

RED AHEAD
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and Development

cta

Digital Sideboard Ad

The logo for 'Red Ahead' features the words 'RED' and 'AHEAD' in a bold, white, sans-serif font. 'RED' is positioned to the left of 'AHEAD', and they are separated by a stylized graphic of a red and white triangle pointing upwards and to the right. The background of the logo is a dark red gradient.

Hello Stakeholder,

You are receiving this email because CTA has contacted you in the past about your property near the proposed Red Line Extension (RLE) project area. The CTA will be hosting a virtual community meeting to share general updates about the RLE project and to introduce the new RLE Transit-Supportive Development (TSD) plan. Community members are invited to ask questions and provide their feedback to CTA, while also learning about ongoing opportunities to stay involved.

The virtual community meeting will have limited time to address land acquisition topics and questions about individual properties will not be addressed at the community meeting for privacy reasons. If you have questions about your property, please email us (redextension@transitchicago.com) with your address, name and contact information and a property specialist will

. You may also contact CTA's Customer Service hotline at: 1-888-968-7282, Hearing Impaired/TTY 1-888-282-8891, or 711 (relay).

Thank you,

Red Line Extension Project Team

Hola Interesado,

Usted está recibiendo este correo electrónico porque CTA le ha contactado en el pasado acerca de su propiedad cerca de la Extensión propuesta de la Línea Roja (RLE). La CTA estará patrocinando una reunión comunitaria virtual para compartir actualizaciones generales acerca del proyecto RLE y presentar el plan de Desarrollo de Apoyo al Tránsito RLE (TSD). Los miembros de la comunidad son invitados a hacer preguntas y proporcionar sus opiniones a CTA, mientras también aprenden de oportunidades en curso para mantenerse involucrado.

La reunión comunitaria virtual tendrá tiempo limitado para discutir temas de adquisición de terreno y preguntas acerca de propiedades individuales no serán discutidas en la reunión comunitaria por razones de privacidad. Si tiene preguntas acerca de su propiedad, favor de mandar un correo electrónico a redextension@transitchicago.com con su dirección, nombre e información de contacto y un especialista de propiedad le contactará individualmente para hablar de

También puede llamar

Servicio a Clientes de la CTA: 1-888-YOUR-CTA (1-888-968-7282) TTY: 1-888-CTA-TTY1.

Gracias,

El Equipo del Proyecto de la Expansión de la Línea Roja

Find out more about this meeting by visiting transitchicago.com/RLE





December Public Virtual Community Meeting!

**Tuesday, December 8 (6 p.m. - 7:30 p.m.)
and Wednesday, December 9 (1:30 p.m. - 3 p.m.)**

**To join online, visit tiny.cc/CTARLEMeeting
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*Presentation audio available in Spanish if joining online
through Zoom.*

¡Reunión comunitaria pública virtual en diciembre!

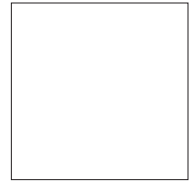
**El martes, 8 de diciembre (6 p.m. - 7:30 p.m.) y
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**Para asistir en línea, visite: tiny.cc/CTARLEMeeting
Para asistir por teléfono, marque: 1-312-626-6799;
Webinar ID: 856 0888 2260**

*Audio de la presentación disponible en español
solamente con asistencia por Zoom.*



17 N. State St
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Red Line Extension Virtual Community Meetings

The CTA is hosting **virtual community meetings** to share updates **on the Red Line Extension (RLE)** project and to introduce the RLE Transit-Supportive Development (TSD) Plan on:

**Tuesday, December 8, 2020 (6pm - 7:30pm) and
Wednesday, December 9 (1:30 pm - 3pm).**

A vital part of the TSD Plan will be a community engagement and ownership process that incorporates and appreciates the vision of residents and stakeholders from the surrounding neighborhoods along the RLE corridor throughout the development of the plan. It will also identify methods and resources needed to enable mixed-use development and enhance economic vitality, multimodal connectivity and the pedestrian environment. For more information about the TSD Plan, please visit transitchicago.com/RLE/TSD.

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- **TO JOIN ONLINE, VISIT: tiny.cc/CTARLEMeeting**

Note: *This will provide a direct link to the Zoom meetings. Presentation audio will be available in Spanish if joining through Zoom. Closed captioning and sign language interpretation will also be available for the hearing impaired.*

- **TO JOIN BY PHONE, DIAL:
1-312-626-6799; Webinar ID: 856 0888 2260**
- **TO WATCH ON FACEBOOK LIVE, VISIT:
Facebook.com/CTARedExt**

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Customer Information: 1-888-YOUR-CTA (1-888-968-7282); CTA TTY: 1-888-CTA-TTY1 (1-888-282-8891)
Transit Information: 312-836-7000



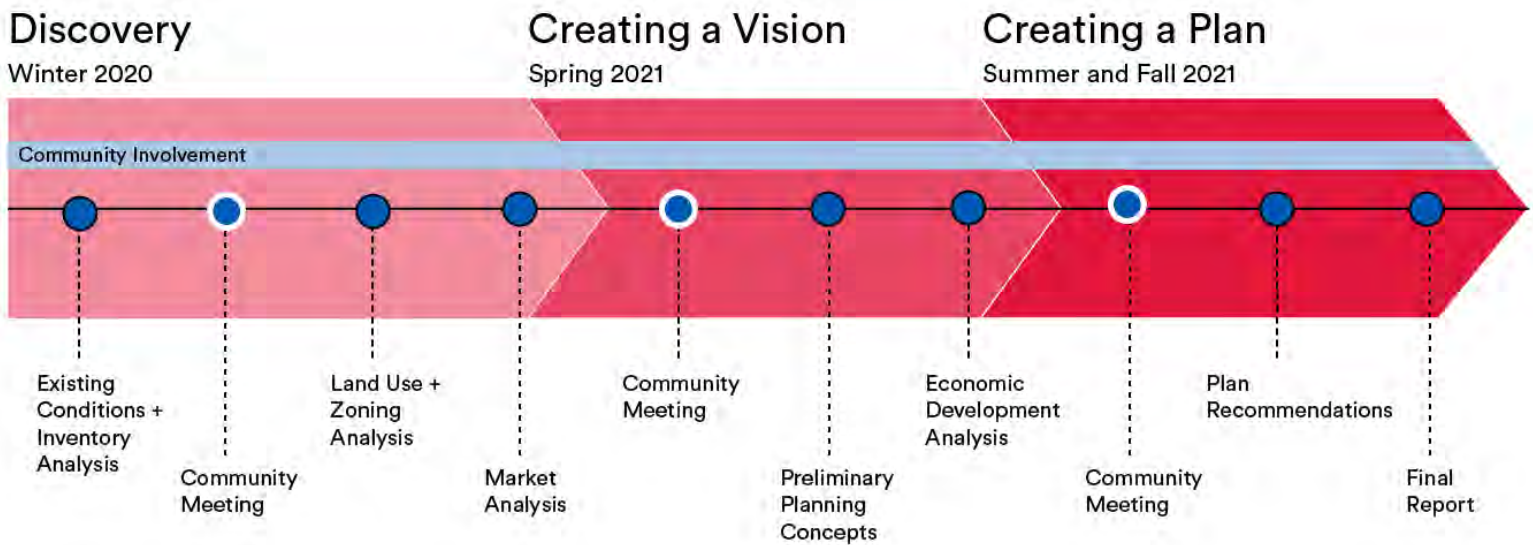
About the Transit-Supportive Development Plan



Overview

The RLE Transit-Supportive Development (TSD) Plan is a Chicago Transit Authority (CTA) led project in partnership with the City of Chicago's Department of Planning and Development and the Cook County Land Bank Authority. The Plan will act as a guide for future development in communities located near the RLE project area. Your participation and feedback as a community member are important to ensure that the voices of the community are heard and included in the plan.

We encourage you to **register for the community station-area meetings** in January & February 2021 and explore the website to provide feedback on the plan's development. The website will be updated throughout the plan's development over the next year, so be sure to visit again! Better yet, **create an account** to get updates about future engagement opportunities.



TSD Plan Timeline

At the heart of the TSD plan will be the community's vision for future development along the RLE corridor. The plan will identify the approach and resources needed to increase economic development and mobility in the project area. The project team is committed to a collaborative community engagement process that focuses on positive local development and does not result in displacement.

Information collected during the TSD plan will help the CTA secure funding for the RLE project through the federal New Starts program, which will help move the project forward into the next phase closer to implementation. More specifically, the plan will be used to provide information on future plans for the use of land and economic development

following the completion of project work to extend the Red Line.

Please visit www.transitchicago.com/RLE/TSD to learn more!



Create an account to stay involved!

REGISTER

Frequently Asked Questions

- Why is a Transit-Supportive Development (TSD) plan being created for the Red Line Extension Project?
- How is Transit-Supportive Development (TSD) different than Transit-Oriented Development (TOD)?
- Will the Red Line Extension Project include economic development near the stations?
- How can the community contribute to the Red Line Extension TSD plan?
- What is Equitable Transit Oriented Development (eTOD) planning?

Quick Poll

What do you think of this website?



- I like it!
- It's okay, but it could use some work.
- It's not my favorite.

View Results

Submit

Transit-Supportive Development Plan



Conceptual rendering of area redevelopment near 103rd Street station.

Transit-Supportive Development Plan Overview

The Red Line Extension is about much more than providing new access to transit – it's also about promoting opportunity and development for communities and residents along the extension.

The RLE Transit-Supportive Development (TSD) Plan is a proactive effort to create a guide for future development in communities located near the RLE project area. The TSD Plan is being led by the CTA and in partnership with the City of Chicago's Department of Planning and Development and the Cook County Land Bank Authority. Funding for this initiative comes from a grant the CTA received from the

Federal Transit Administration's (FTA) Pilot Program for Transit-Oriented Development (TOD) Planning. This program provides funding to FTA grantees to integrate land use and transportation planning with a new transit capital investment.

At the heart of the TSD Plan will be the community's vision for future development along the RLE corridor. This Plan will identify methods and resources needed to enable mixed-use development and enhance economic vitality, multimodal connectivity and the pedestrian environment.

Importantly, the TSD Plan will utilize an equitable Transit Oriented Development (eTOD) planning approach. In short, eTOD planning seeks to promote development without the displacement of existing residents and achieve community-focused benefits, such as affordable housing, local economic development and environmental sustainability. It can be a driver for more vibrant, prosperous, and resilient neighborhoods that put people of color and lower- and moderate-income residents at the center. In order to achieve this, a vital part of this plan will be a community engagement and ownership process that incorporates and appreciates the vision of residents and stakeholders from the surrounding neighborhoods throughout the development of the plan.

Information collected during the TSD Plan will help the CTA secure funding for the RLE project through the federal New Starts program. More specifically, the plan will be used to provide information on future plans for the use of land and economic development criteria following the completion of project work to extend the Red Line.

What will the Transit-Supportive Development Plan entail?

Creation of the TSD Plan will be a one year project that includes the following components: an Existing Conditions Report; an Inventory, Market Analysis, Land Use and Zoning Analysis; an Economic Development Plan; and a Final Report. Community outreach will occur throughout the project.

Discovery

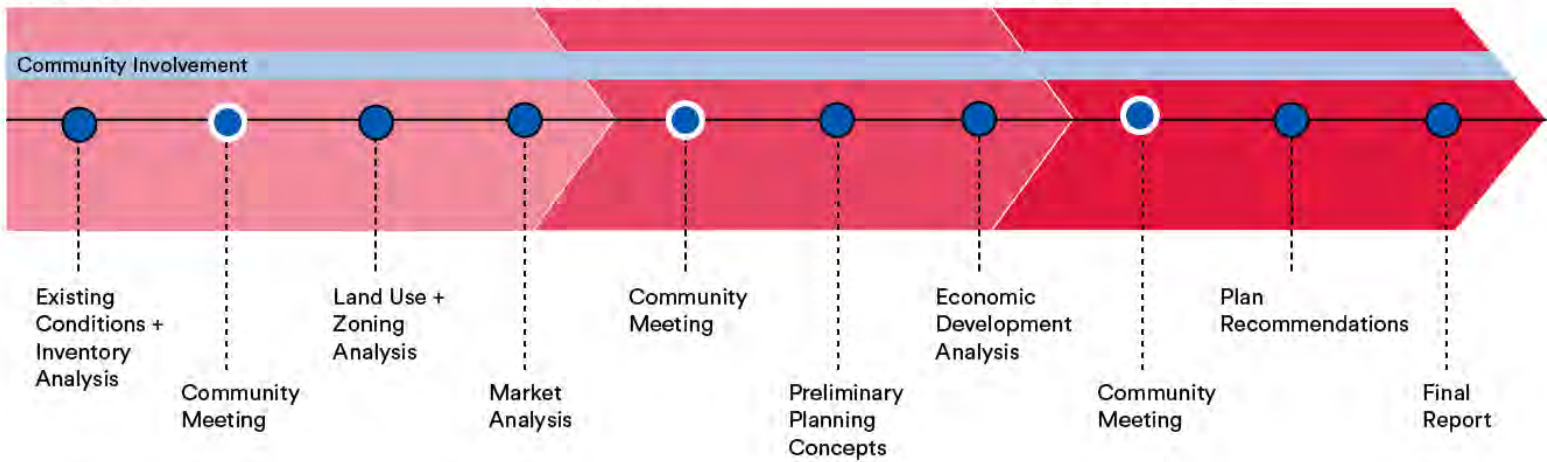
Winter 2020

Creating a Vision

Spring 2021

Creating a Plan

Summer and Fall 2021



Transit-Supportive Development Plan Frequently Asked Questions

For frequently asked questions about the TSD plan and RLE, visit our FAQ page [here](#).

Community Involvement

The CTA is involving local communities, elected officials and regional stakeholders to share information on the project and gather feedback and input for the plan. Visit this section in the future to learn more about past and upcoming meetings.

RLE Virtual Station Meetings

The CTA is hosting a series of virtual public meetings to discuss project progress and YOUR VISION for the area around the four proposed stations for the Red Line Extension (RLE) project. Your input as a community member will help determine the needs and priorities for future development around each station area.

130th Street | Wednesday, January 27 (6:00 p.m. – 7:30 p.m.)

111th Street | Tuesday, February 2 (6:00 p.m. – 7:30 p.m.)

103rd Street | Tuesday, February 9 (6:00 p.m. – 7:30 p.m.)

Michigan Avenue | Tuesday, February 16 (6:00 p.m. – 7:30 p.m.)

Due to COVID-19 restrictions, these meetings will be conducted virtually via Zoom and broadcasted on Facebook Live.

Registration is required to attend these meetings

Please register at: transitchicago.com/RLE/engage

Attendees will receive information to join via Zoom or telephone

If you require assistance to register, call us at 1-888-968-7282
at least three [3] days before the meeting you plan to attend

Each meeting will be broadcasted simultaneously on Facebook Live at [facebook.com/CTARedExt](https://www.facebook.com/CTARedExt)

*** Presentation audio in Spanish, American Sign Language interpretation and captioning
will be available at each meeting for those joining online through Zoom only ***

After each meeting, a recording and meeting materials will be posted on this page.

Meeting resources

- [View the announcement flyer](#) (.pdf)
- [Ver anuncio](#) (.pdf)
- [130th station meeting presentation slides](#) (.pdf)

Meeting 1: Goals, Objectives, and Vision - Winter 2020

The CTA hosted virtual community meetings on Tuesday, December 8, 2020, and Wednesday, December 9, 2020 for updates on the Red Line Extension (RLE) project and an introduction to the new TSD plan. Community members were able to participate in polling activities, provide comments, and ask questions.

New! RLE community engagement website

The CTA also announced its new RLE community engagement website, which can be accessed at transitchicago.com/RLE/engage. Using this new platform, community members can provide feedback, ask questions, and collaborate with others to help shape the TSD plan. A variety of interactive and easy to use activities are provided, such as the ideas wall, the mapping tool, and a short survey.

December 2020 meeting resources

- Meeting recordings
 - [12/8/2020 \(English\)](#)
 - [12/8/2020 \(Español\)](#)
 - [12/9/2020 \(English\)](#)
- [Presentation slides](#) (.pdf)

- [Announcement flyer](#) (.pdf)
- [Anuncio](#) (.pdf)

Who is leading the transit-supportive development plan effort?

The CTA is leading this effort in partnership with the City of Chicago's Department of Planning and Development and the Cook County Land Bank Authority. Solomon Cordwell Buenz was selected as the prime consultant for the TSD Plan. The TSD consultant team also includes six disadvantaged business enterprises (DBEs), comprising 40.11% of the overall contract value.

To receive updates on the Red Line Extension Project and the TSD Plan, please contact us at:


RedExtension@transitchicago.com

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

©2021 Chicago Transit Authority
Phone: 1-888-YOUR-CTA
TTY: 1-888-CTA-TTY1 or 711 (relay)
Email: feedback@transitchicago.com

CTA Red Line Extension Facebook Page Promotion

 **CTA Red Line Extension** added an event.
December 3, 2020 · 🌐



Red Line Extension Virtual Community Meeting:
Tuesday, December 8
(6:00 p.m. - 7:30 p.m.)

transitchicago.com/RLE

TUE, DEC 8, 2020

Red Line Extension Virtual Community Meeting (Evening) ☆ Interested

Other · 119 people

👍 7

👍 Like 💬 Comment ➦ Share

December 8, 2020 – Virtual Community Meeting Facebook Event



CTA Red Line Extension added an event.

December 3, 2020 · 🌐



WED, DEC 9, 2020

Red Line Extension Virtual Community Meeting (Afternoon)

☆ Interested

59 people interested

👍 3

👍 Like

💬 Comment

➦ Share



Write a comment...



December 9, 2020 – Virtual Community Meeting Facebook Event



CTA Red Line Extension was live.

December 8, 2020 · 🌐



The CTA is hosting virtual community meetings to share updates on the Red Line Extension (RLE) project and to introduce the RLE Transit Supportive Development (TSD) Plan. A vital part of this plan will be a community engagement and ownership process that incorporates and appreciates the vision of residents and stakeholders from the surrounding neighborhoods throughout the development of the plan.

Join us to learn more about the RLE project and the TSD Plan!

12

4 Comments 3 Shares

Like

Comment

Share

December 8, 2020 – Facebook Live Virtual Community Meeting



CTA Red Line Extension was live.

December 9, 2020 · 🌐



The CTA is hosting virtual community meetings to share updates on the Red Line Extension (RLE) project and to introduce the RLE Transit Supportive Development (TSD) Plan. A vital part of this plan will be a community engagement and ownership process that incorporates and appreciates the vision of residents and stakeholders from the surrounding neighborhoods throughout the development of the plan. Join us to learn more about the RLE project and the TSD Plan!

RED AHEAD Red Line Extension

**Red Line Extension Virtual Community Meeting
December 2020**

Thank you for joining us! The meeting will begin promptly at 1:30 pm.

This meeting will be recorded and available online after the meeting at www.transitchicago.com/RLE and www.Facebook.com/CTARedExt

To switch to Spanish Audio, you must join the webinar through Zoom. Look for the interpretation icon in the toolbar.



Audio de la presentación disponible en español solamente con asistencia por Zoom. Busque el icono de interpretación.




👍❤️ 6

1 Comment 5 Shares

👍 Like

💬 Comment

➦ Share

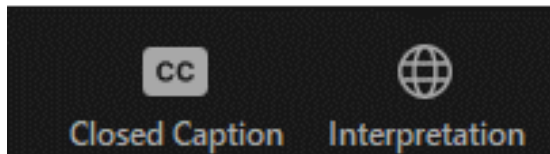
December 9, 2020 – Facebook Live Virtual Community Meeting

Red Line Extension Virtual Community Meeting December 2020

Thank you for joining us! The meeting will begin promptly at 6 pm.

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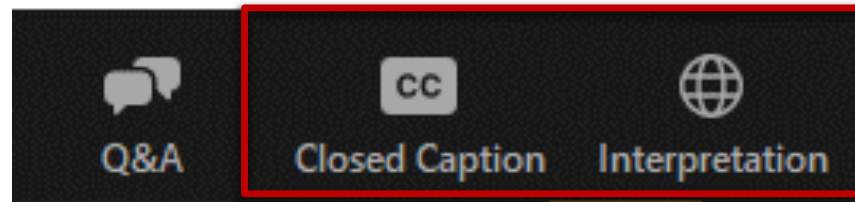


Red Line Extension

Community Meeting
December 2020



To turn on captioning, click the icon in the Zoom toolbar



Audio de la presentación disponible en español

1. Busque el icono de interpretación en la barra de webinar de Zoom. Le mostramos el icono en esta diapositiva para ayudar a reconocerlo.
2. Haga clic en el icono y seleccione “Spanish” para escuchar al intérprete en la reunión.

Para escuchar al intérprete en español usted debe ingresar a la reunión a través del webinar de Zoom, no a través de Facebook o por teléfono.

Our Presenters



Barbara Stubblefield
Red Line Outreach



Lilliane Webb
Red Line Outreach



Marlise Fratinardo
CTA Planning



Sonali Tandon
CTA Planning



Melody Carvajal
Red Line Outreach



Ammar Elmajdoub
CTA Planning



Jasmine Gunn
Department of Planning and Development



Teresa Fourcher
Transit Supportive Development Plan



Mark Payne
Transit Supportive Development Plan



- **Virtual Meeting Format** ←
- Project Overview and Benefits
- Recent Progress
- Federal Environmental Process
- Community Touchpoints
- Transit Supportive Development (TSD) Plan
- Engagement Website
- Questions & Answers

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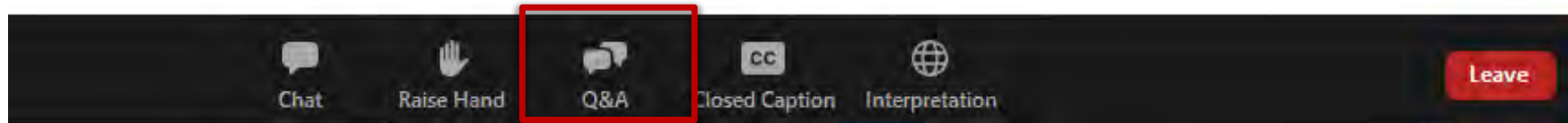
Michigan & 116th Station Conceptual Rendering

Over Email:

- RedExtension@transitchicago.com

If Joining by Zoom, use Q&A:

- At the bottom of the window, click **Q&A**.
- When you click on Q&A, a window will appear where you can type a question and see others' questions. A response will also be provided in the Q&A.



Questions left on Facebook or in the Zoom chat will **NOT** be responded to directly. CTA will view them but if you want an official response, **please use the project email or Q&A function.**

Answers will be posted to www.transitchicago.com/RLE/whats-new by the end of next week.



- Virtual Meeting Format
- **Project Overview and Benefits** ←
- Recent Progress
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Michigan & 116th Station Conceptual Rendering

Red Line Extension

- 5.6-mile extension
- Four new stations :
 - 103rd Street (near Eggleston)
 - 111th Street (near Eggleston)
 - Michigan Avenue (near 116th Street), and
 - 130th Street
- Park & Ride and bus connections at each new station
- Elevated tracks from 95th Street to 119th Street, then tracks run along the ground from 119th Street to 130th Street



Red Line Extension Preferred Alignment

Equity by providing affordable rapid transit to historically underserved communities and improving mobility for transit-dependent residents and people with disabilities.

Connectivity and access to the entire city via the CTA network.



Conceptual rendering of what a Red Line Extension elevated station could look like.



Graphic of CTA's existing rail network along with four new proposed stations



Conceptual renderings of what the new elevated station could look like.

Economic opportunity through connections to jobs, educational opportunities, housing and other services, as well as economic development on the City's Far South Side.

Frequent rail service will reduce commute times.

Sustainable transportation that helps contribute to improved air quality, reduces greenhouse gas emissions, and saves energy.

- Virtual Meeting Format
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Michigan & 116th Station Conceptual Rendering

Recent Progress

President Dorval R. Carter, Jr. Appointed to lead CTA in 2015

CTA commits \$75M for RLE engineering and design work

Consultant team hired to help expand CTA's ability to advance the project

Request Entry into Project Development, a critical step to secure federal funding

2016

2017

2018

2019

2020



Draft Environmental Impact Statement published

Preferred Alignment selected & Public Open House

CTA commits \$310M for RLE Preliminary Engineering and Design

Additional Environmental Analysis begins (Supplemental Environmental Assessment)



- Initiated project design and continued inter-agency and railroad coordination.
- Field survey work began along the proposed alignment in the fall of 2019 and will continue through late fall of 2020.
- Includes traffic counts, boundary surveys, noise/vibration measurements, archeological and historical surveying, and traffic observations.



Pictured: Field survey work near the Historic Roseland Pumping Station.

- Virtual Meeting Format
- Project Overview and Benefits
- Recent Progress
- **Federal Environmental Process** ←
- Community Touchpoints
- Transit Supportive Development (TSD) Plan
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Michigan & 116th Station Conceptual Rendering

130th Station Update

RED AHEAD



- 130th station proposed for north of 130th Street in 2016
- In 2017, a Chicago Housing Authority (CHA) demolition resulted in a new opportunity to locate the station south of 130th Street



- Prior to pursuing the south location, CTA met with several partner agencies and community and resident stakeholder groups for input
- All were supportive of studying the location south of 130th Street



Forest Preserves of Cook County Beaubien Woods



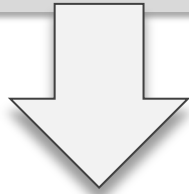
Altgeld Gardens



Carver Military Academy

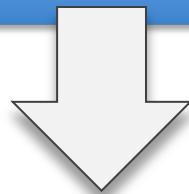
Supplemental Environmental Assessment (EA)

- Began in April 2020 to study new south location of the 130th station
- Completing additional data collection and environmental analysis
- Designing concepts and preliminary plans
- Assessing potential impacts and required mitigation measures



Public Hearing to present Supplemental EA

- Anticipated Fall 2021
- 30-day comment period



Final Environmental Impact Statement (EIS) and Record of Decision (ROD)

130th Station South Location



Traffic and Access Analysis

- 130th Street and Ellis Avenue intersection study
- Internal Altgeld Gardens roadways



Historic and Cultural Resources

- Altgeld Gardens Historic District
- Archaeological Reconnaissance Survey



Public Parks and Recreational Areas

- Beaubien Woods (Forest Preserves of Cook County)



Noise and Vibration

- Detailed analysis with field measurements

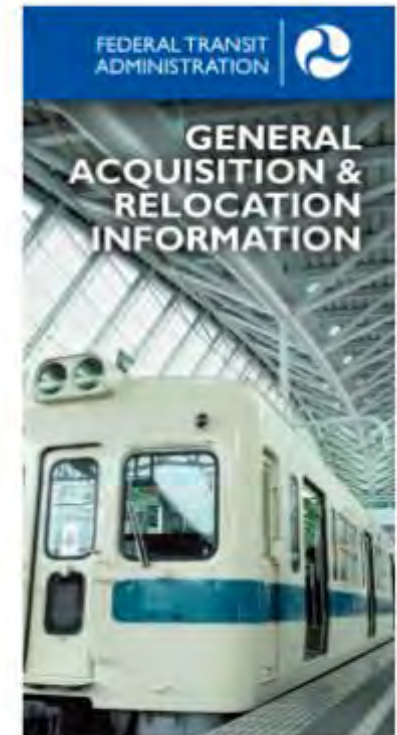
Environmental studies will determine the potential impacts and facilitate consideration of measures to mitigate those impacts

- Virtual Meeting Format
- Project Overview and Benefits
- Recent Progress
- Federal Environmental Process
- **Community Touchpoints** ←
- Transit Supportive Development (TSD) Plan
- Engagement Website
- Questions & Answers



Michigan & 116th Station Conceptual Rendering

- Potentially impacted renters and property owners have already been contacted
 - Impacted people can email RedExtension@transitchicago.com with name, address and phone number for individual follow up
 - CTA does not plan to pursue acquisition of private property for the RLE Project until the environmental review is complete and project funding is secured
 - Information and resources at www.transitchicago.com/RLE/potential-property-displacements/
 - Customer service hotline: 1-888-YOUR-CTA
Hearing Impaired/TTY: 1-888-CTATTY1 or 711 (relay)



SEE THE BACK PANEL OF THIS BROCHURE FOR INFORMATION ON CONTACTING YOUR LOCAL AGENCY.

Brochure for General Acquisition and Relocation Information



CTA staff sharing information at INVEST South/West kickoff event



An image from the Red Line Extension Project video released in August



An RLE Newsletter



The Red Line Extension Project Facebook page





RLE will bring access, equity, and economic opportunity to the Far South Side by connecting people to direct and sustainable rail transit.



Welcome to CTA's Red Line Extension (RLE) community engagement site!

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Now through summer 2021, we're developing a Comprehensive Plan to help guide future development around the four new RLE rail stations. The Plan's development will rely on **YOUR** input as a community member to help determine the needs and priorities of the project area.

Not familiar with the plan? [Click here](#) to learn more. Share your thoughts and ideas on the TSD Plan using any of the feedback options listed below.

Environmental Analysis

At the same time, we're also completing the next phase of the RLE environmental review process, a Supplemental Environmental Assessment (EA). To learn more about the environmental review process and Supplemental EA, [click here](#).

You can learn about both of these initiatives during our upcoming **station area meetings in January & February 2021**. Be sure to sign up by clicking on the meeting date links on this page! If you have a comment or question regarding the Supplemental EA, please submit using *only* the [Send Us A Message](#) or [Ask Us A Question](#) options below.

Your voice is important, and we look forward to hearing from you!

[REGISTER](#)

Create an account to stay involved!

Sign up for upcoming meetings!

Jan 27 [130th Station Meeting](#)

Feb xx [111th Station Meeting](#)

Feb xx [103rd Station Meeting](#)

Feb xx [Michigan Station Meeting](#)

TSD Plan Timeline

● **Winter 2020** CURRENT

Discovery

- 1st Community Meeting



- CTA is proactively engaging in how the project will support training and career opportunities
- Currently reviewing a comprehensive written workforce plan
- Planning future workforce outreach events:
 - career readiness
 - trades workshops
 - career information

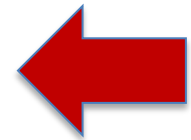


Pictured: Workers in hard hats



Pictured: Workers preparing drawings

- Virtual Meeting Format
- Project Overview and Benefits
- Recent Progress
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- Community Touchpoints
- **Transit Supportive Development (TSD) Plan**
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This meeting will be recorded and available online after the meeting at www.transitchicago.com/RLE and www.Facebook.com/CTARedExt



Michigan & 116th Station Conceptual Rendering

- CTA working collaboratively with:



- With funding from the Federal Transit Administration (FTA)





Transit-Oriented Development

- TOD places housing, businesses, and amenities, close to transit to create walkable communities and reduce reliance on cars.

What is *equitable* Transit-Oriented Development

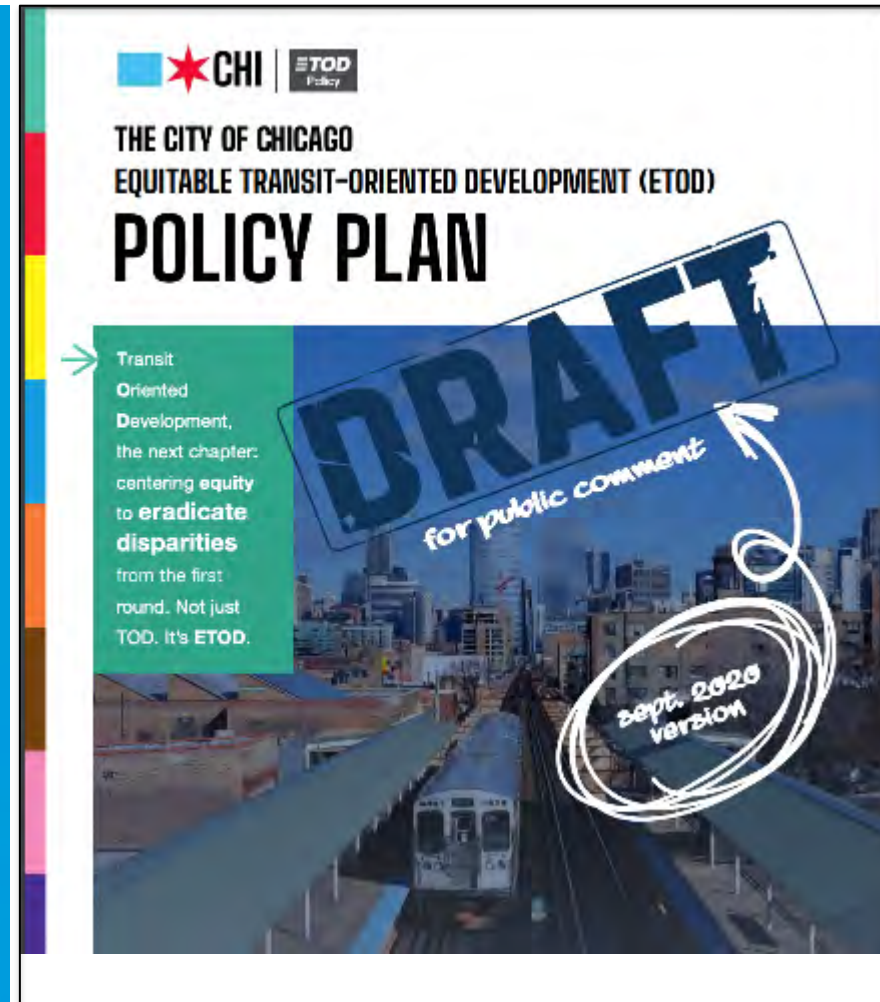
- Ensures that a more vibrant, prosperous, healthy, and resilient community may be enjoyed by all residents, and in particular, those in disinvested communities.

Transit-Supportive Development

- Broader in scope and geographic area than TOD. Includes developing a vision for the whole project area to encourage development as part of a transit investment.

“Every Chicagoan, no matter what side of the City they reside on, should have access to both our world-class transportation system and the recreational, housing, and environmental benefits that come with it. ...”

—Mayor Lori E. Lightfoot, City of Chicago

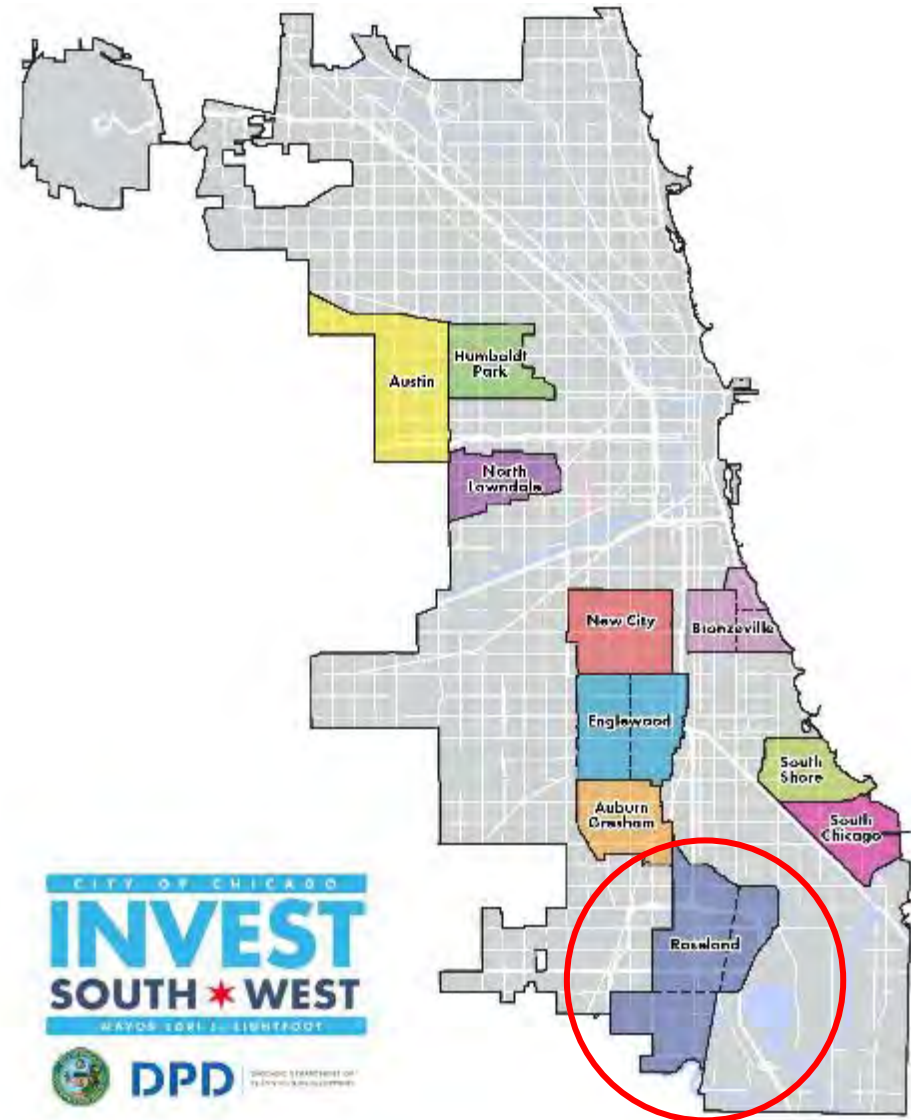


Plan can be found at:
chi.gov/etod.

\$750 million in public funding over three years, seeking to leverage funding for new investment

Focus on **12 key commercial corridors** in 10 communities on the South and West Sides including the Greater Roseland and Pullman Neighborhoods

ISW supports infrastructure development, improved programming for residents and businesses, and policies that impact each of the community areas surrounding these corridors to create **lasting impact.**



RLE Transit-Supportive Development Plan**

INVEST South/West **

Riverdale CA Multimodal Transportation

Roseland LISC Quality-of-Life Planning

Roseland Medical District Planning**

Historic Preservation Study (Michigan Ave)**

Illinois Port District Master Plan

Metra Electric Station Upgrades

**South Halsted Bus Corridor
Enhancement Project**

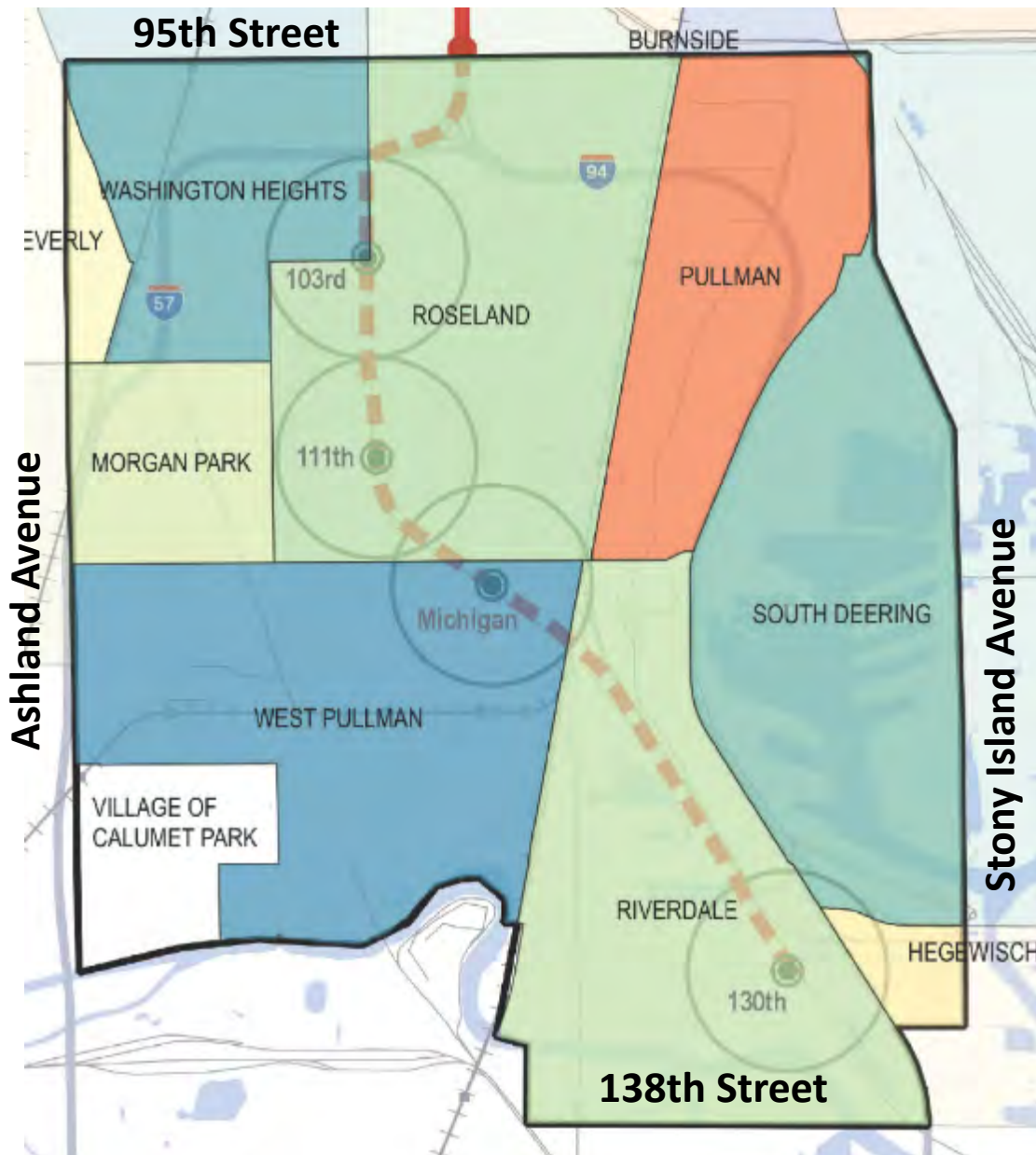
**** Department of Planning & Development Involvement**





Transit-Supportive Development Plan Mini-Agenda

- Plan's goals and objectives
- Interactive polling questions.
- Four question on strengths, weakness, opportunities and constraints.
- Four questions on housing, commercial, retail, and jobs.
- Introduce the four "station areas"



The Plan will identify opportunities to:

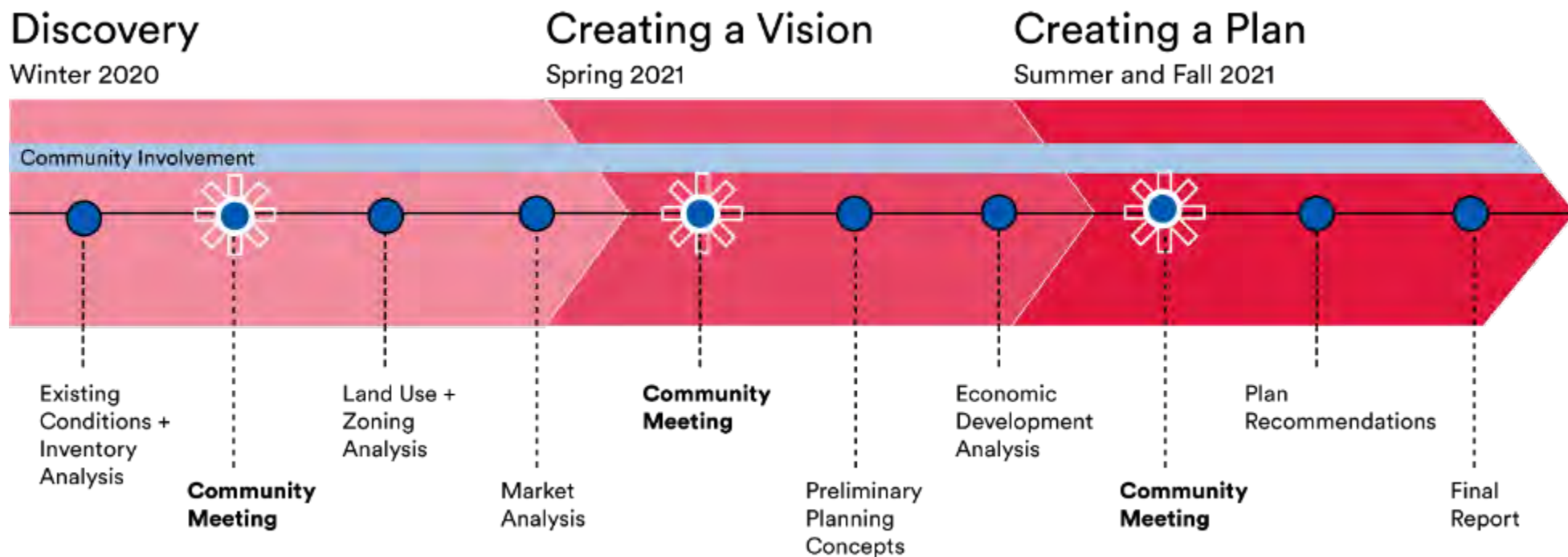
- Encourage economic development
- Ensure continued affordability
- Engage private sector investment
- Foster multimodal connectivity and bike/pedestrian access



Outcomes of the Plan

- Create a community vision for redevelopment
- Identify potential funding sources and tools for future development
- Develop policy recommendations in collaboration with City of Chicago agencies (Planning and Development, Housing, Transportation, and others)
- Support a stronger ask for federal funding for the transit project

The planning process will include significant and continuous stakeholder engagement and public outreach in partnership with Department of Planning and Development



NOW: We want to hear from **you**.



What are the community's
greatest strengths / mayores fortalezas
from a development perspective?

Pick up to 3.



What are the community's
greatest needs / mayores necesidades
from a development perspective?

Pick up to 3.



What discourages development/ desanima el desarrollo in your community?

Pick up to 3.



What can **help attract new investment / atraer nuevas inversiones** and encourage development?

Pick up to 3.



Storefronts on South Michigan Avenue.



Tell us more!

The next four questions will ask about the types of housing, commercial, retail, jobs, you would like to see in your community?



Housing

43,700 housing units

- **89%** Single family homes and small multi-family buildings (up to 4 units)
- **11%** Buildings with 5+ units

Ownership

- **48%** Owner Occupied
- **35%** Renter Occupied
- **17%** Vacant

What type of **housing / vivienda** is most needed?

Pick up to 3.



Roseland Place Senior Living

What **scale of housing /**
tamaño de la vivienda is desired?

Pick up to 3.





Commercial Corridors

- 95th Street
- 103rd Street
- 111th Street
- 119th Street
- Michigan Avenue
- Halsted Street

Job Centers

- Manufacturing/Pullman Park
- Illinois International Port District

What types of **businesses / negocios** would you like to see?

Pick up to 3.



What types of **jobs / tabajos** are needed?

Pick up to 3.





Station Areas

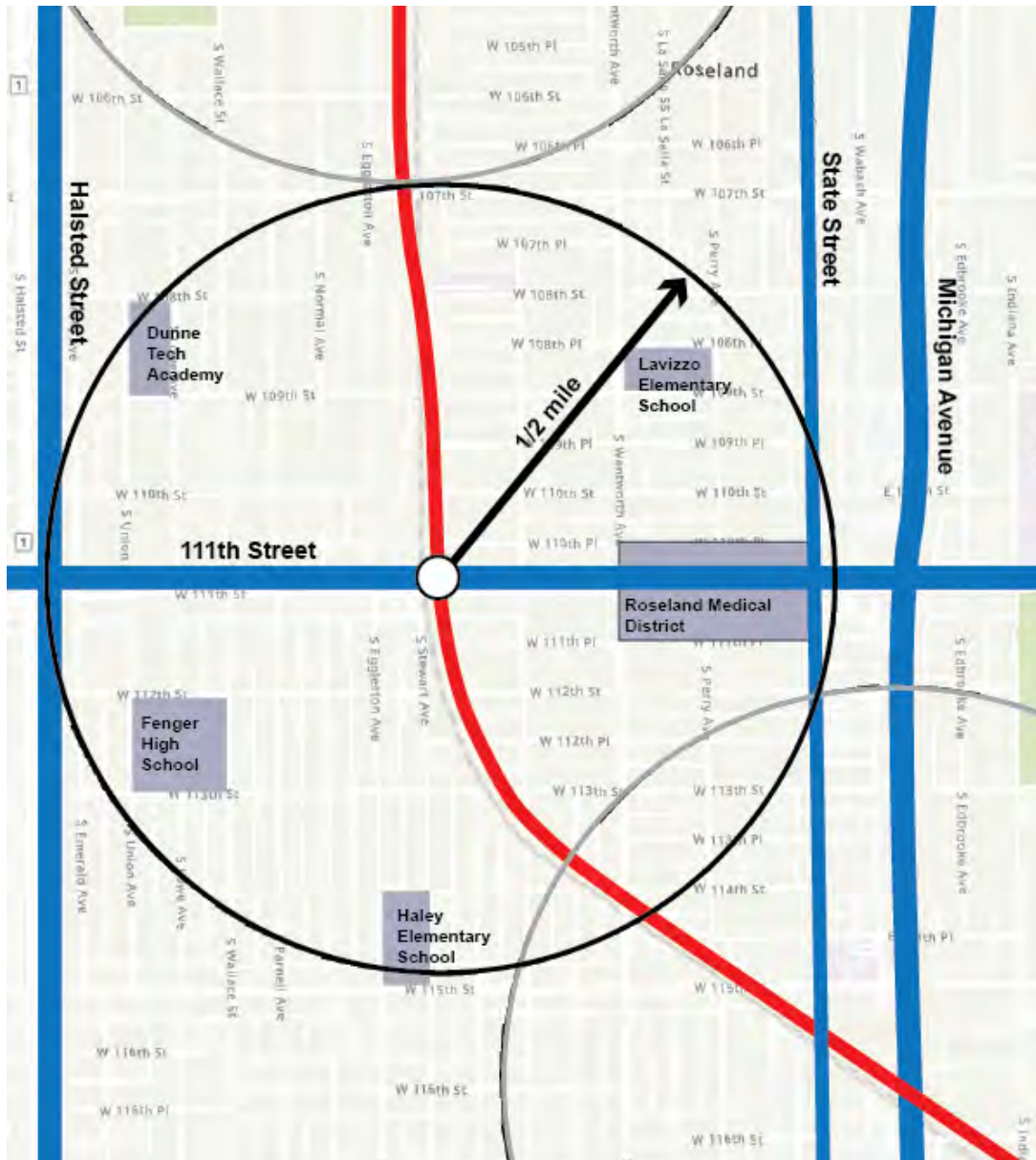
In mid to late January the CTA will host individual public meetings for each station area. These meetings will be open to the public. Individuals with vested interest in the areas will be strongly encouraged to attend and agenda for each meeting will be clear, that topics will focus on the specific station area.



103rd Street Station Area

- Commercial Corridors
 - Halsted Avenue
 - Michigan Avenue
 - 103rd Street
- Land Uses
 - Mostly Single-Family Homes
- Amenities
 - Langston Hughes Elementary School
 - Fernwood Park





111th Street Station Area

- Commercial Corridors
 - Halsted Avenue
 - Michigan Avenue
 - 111th Street
 - Connections to Pullman Park and Pullman National Monument
- Land Uses
 - Mostly Single-Family Homes with a mix of light industrial and institutional
- Amenities
 - Roseland Medical District
 - Fenger High School
 - Several elementary schools





Michigan Avenue Station Area

- Commercial Corridors
 - Michigan Avenue
 - 115th Street
 - 119th Street
- Land Uses
 - Commercial and civic corridors and nodes
- Amenities
 - Palmer Park
 - Roseland Health Center
 - Curtis Elementary School
 - Senior Housing



Michigan Avenue





130th Street Station Area

- Land Uses
 - Multi-family Housing
 - Forest Preserve
 - Industrial and Metropolitan Water Reclamation District
- Amenities
 - Beaubien Woods
 - Washington Carver Park
 - Carver Military Academy
 - Altgeld Gardens and new Family Resource Center
 - TCA Health Clinic

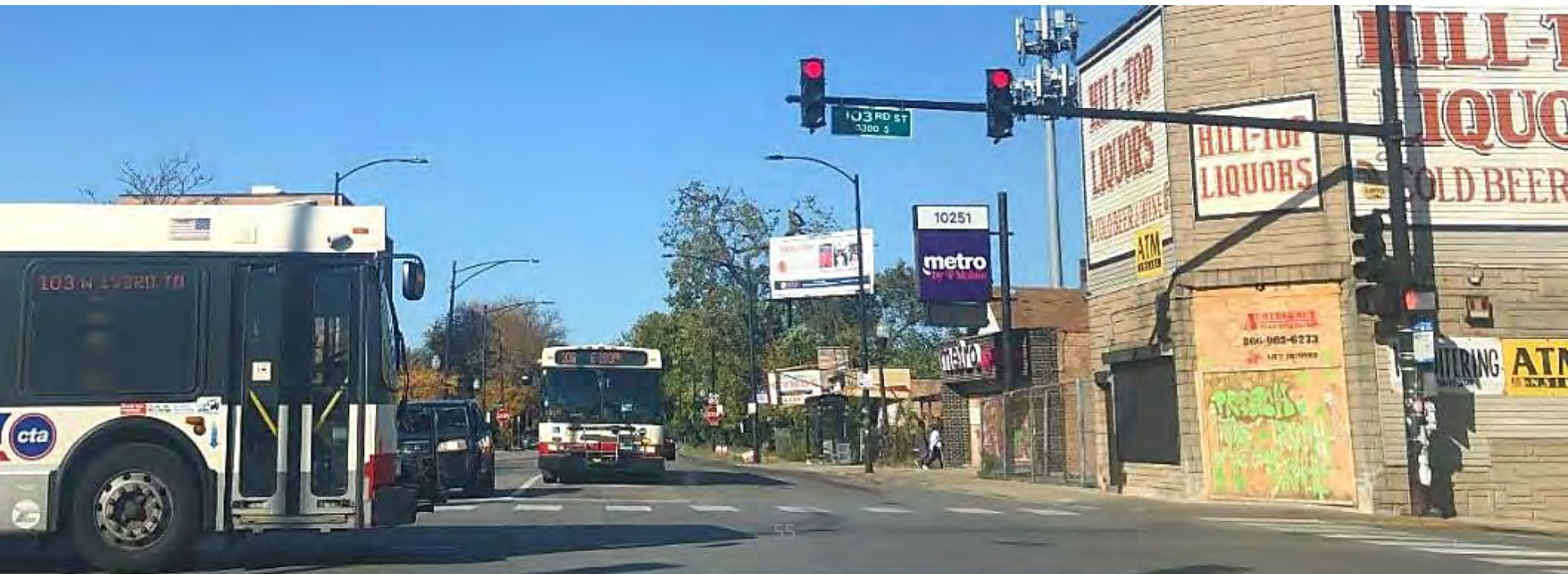


What is your **vision** for Transit-Supportive Development in your community?

Please type your response in the chat box.

*¿Cuál es su **visión** para el desarrollo de apoyo al tránsito en su comunidad?*

Escriba su respuesta en la sección de comentarios.



- Virtual Meeting Format
- Project Overview and Benefits
- Recent Progress
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Michigan & 116th Station Conceptual Rendering



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Jan 27 130th Station Meeting

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TSD Plan Timeline

- Winter 2020** CURRENT
Discovery
 - 1st Community Meeting





 Search the Web

 **You're in a Private Window**

Firefox clears your search and browsing history when you quit the app or close all Private Browsing tabs and windows. While this doesn't make you anonymous to websites or your internet service provider, it makes it easier to keep what you do online private from anyone else who uses this computer.

[Common myths about private browsing](#)

[Need more privacy?](#)

[Try Mozilla VPN](#)



New Engagement Site

RED AHEAD



New Engagement Site

How to access:

- RLE webpage on CTA website:
transitchicago.com/RLE
- Directly:
transitchicago.com/RLE/engage

Contact us:

RedExtension@transitchicago.com



- 130th Station: January 27, 2021
- 111th Station: February 2, 2021
- 103rd Station: February 8, 2021
- Michigan Avenue Station: February 16, 2021

*All meetings will be held from 6:00 pm – 7:30 pm

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- Engagement Website
- **Questions & Answers** ←

This meeting will be recorded and available online after the meeting at www.transitchicago.com/RLE and www.Facebook.com/CTARedExt



Michigan & 116th Station Conceptual Rendering



Thank you!

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BUSINESS (/BUSINESS)

CTA Awaiting Federal Approval for Next Phase of Red Line Extension

Nick Blumberg (/stories-by-author/Nick Blumberg) | December 8, 2020 12:20 pm



(WTTW News)

The Chicago Transit Authority hopes to learn in the coming weeks whether it's received federal approval to move into the next phase of its massive Red Line Extension project (<https://www.transitchicago.com/rle/>), which would extend the city's busiest train line to Chicago's southern border.

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The \$2.3 billion project would be the largest in the agency's history (<https://news.wttw.com/2020/11/09/cta-hopes-start-next-phase-red-line-extension-planning-very-soon>). The CTA hopes to secure about 50% of the funding from a Federal Transit Administration grant program (<https://www.transit.dot.gov/CIG>). In order to get that money, transit agencies must go through a two-year project development phase as part of the grant process. CTA requested entry into that phase in November, and anticipates learning this month or next whether it can move forward.

By the end of the two-year project development phase, the CTA has to identify the local funding sources that will make up the other half of the cost. Project development is followed by an engineering process the CTA says could take one to two years, meaning the Red Line Extension is still several years from federal funding approval and construction. But CTA leaders and staff say the project is one of the agency's top priorities and are excited about the significant progress made to date.

The CTA is hosting virtual community meetings Tuesday evening and Wednesday afternoon (<https://www.transitchicago.com/rle/whats-new/>) to give an update on the project and to kick off community engagement for its Transit-Supportive Development (<https://www.transitchicago.com/redext/tsd/>) (TSD) plan tied to the extension. It's a broader effort than Transit-Oriented Development, which encourages homes and businesses near transit. The CTA says its TSD plan will cover a broad swath of the Far South Side rather than just the immediate area around the four proposed stations that make up the Red Line Extension – from 95th Street to 138th Street, and from Ashland Avenue to Stony Island Avenue.

The effort is meant to boost economic development, keep the area affordable, attract private sector money, and make it easier for people to get around using many forms of transportation, including walking and biking.

Community engagement is critical to the plan, the CTA says. In addition to this week’s meetings, the agency is planning to hold a series of public meetings early next year focused on the areas near each of the four proposed stations. And it’s launching a new engagement website for people to stay up to date on the project and offer their feedback.

The development plan is being created with the help of a \$1.48 million federal grant. The goal is to have a final report on the Transit-Supportive Development plan by late 2021. In addition to benefiting the Far South Side, the CTA also hopes the development plan will boost its odds of securing federal money.

Find out how you can join the virtual public meetings here.
(<https://www.transitchicago.com/rle/whats-new/>)

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Altgeld Temporary Advisory Committee

Meeting Minutes

Monday, January 25, 2021

10:00 AM – 11:30 AM

via Teams Meeting

Summary

The Chicago Housing Authority (CHA) convened its Altgeld Temporary Advisory Committee (TAC), which typically meets on a monthly basis, to discuss a variety of topics on January 25, 2021. Following introductions and a short CHA update, the Chicago Transit Authority’s (CTA) presented information to the TAC relative to the 130th Street station and solicited their input.

Ms. Stubblefield started off the presentation by covering the agenda and presenters. Ms. Fratinardo led the group through the project overview, benefits, progress in 2020, and recent public outreach efforts, including the availability of the interactive project website transitchicago.com/RLE/engage, specifically for engaging the community. Ms. Tandon presented Environmental Review process updates and shared details regarding the Supplemental Environmental Assessment (EA). Ms. Tandon described some of the resource analyses underway for the Supplemental EA (traffic and access, historic and cultural resources, noise and vibration, visual and aesthetics, and public parks and recreation area) for which impacts may be of particular interest in relation to the 130th Street station.

Next, Ms. Fourcher presented on the Red Line Extension (RLE) Transit-Supportive Development (TSD) Plan, covering the definition of the TSD Plan, timeline, and recent planning efforts. Ms. Fourcher led a series of interactive polling questions to gauge participants’ ideas and recommendations for future development along the RLE corridor (polling questions and results are documented on pages 3-5 of this summary). Finally, Ms. Stubblefield concluded the presentation by opening up the meeting for discussion; discussion talking points are documented on pages 5-6. Ms. Mooney and Ms. Littrell addressed participants’ comments and questions to wrap up the meeting.

TAC Attendance

- | | |
|--|--|
| 1. Kevin Hall, CHA | 12. Elizabeth Silas, CHA |
| 2. Carlos Campos, CHA | 13. Veronica Clarke, CEO TCA Health Center |
| 3. Julie Brown, BPI | 14. Samantha Mitchell, TCA |
| 4. Bryan Bradley, Chicago Park District | 15. Crystal Palmer, CHA |
| 5. Synetta Brown, Altgeld Gardens | 16. Bernadette Williams, LAC for CHA |
| 6. Carrie Pullie, Metropolitan Family Services | 17. Eric Garrett, CHA |
| 7. Cheryl Johnson, People for Community Recovery | 18. Betty Laws |
| 8. Nichelle Glover, CHA | 19. Brenda Gibson, CHA |
| 9. Lakisha Hanson, Altgeld Gardens | 20. Denise Saunders, LAC for CHA |
| 10. Ryan Ross, CHA | 21. Nekisha Battie, CHA |
| 11. Tracy Sanchez, CHA | 22. Deloris Lucas, Golden Gate |

Project Team Attendance

- | | |
|--|---|
| <ol style="list-style-type: none"> 1. Marlise Fratinardo, CTA 2. Ammar Elmajdoub, CTA 3. Sonali Tandon, CTA 4. Leah Mooney, CTA 5. Jasmine Gunn, <i>Department of Planning and Development</i> 6. Teresa Fourcher, <i>TSD Plan</i> 7. Jenn Pisano, <i>TSD Plan</i> 8. Mark Payne, <i>TSD Plan</i> 9. Christine Carlyle, <i>TSD Plan</i> 10. Grace Dysico, <i>NEPA/PEC</i> 11. Barbara Frost, <i>NEPA/PEC</i> 12. John Wolf, <i>NEPA/PEC</i> 13. Jay Peters, <i>TSD Plan</i> | <ol style="list-style-type: none"> 14. Barbara Stubblefield, <i>RLE Program Management Team</i> 15. Joanna Littrell, <i>RLE Program Management Team</i> 16. Patrick Dunn, <i>RLE Program Management Team</i> 17. Mandi Jennings, <i>RLE Program Management Team</i> 18. Keith Spencer, <i>RLE Program Management Team</i> 19. Lilliane Webb, <i>RLE Program Management Team</i> 20. Kristen Robinson, <i>RLE Program Management Team</i> |
|--|---|

TAC Members’ Questions & Comments – Teams Chat Feedback

Unless otherwise noted, the following questions, comments, and responses reflect the meeting chat transcription with minor grammatical and spelling corrections. Verbal responses are paraphrased by the meeting note taker. Responses were provided in the chat by the RLE Project team for all attendees who joined the meeting via Zoom to see. Attendees who joined via phone did not have visibility of the Teams chat questions, comments, and responses.

Development Near 130th Station

- Cheryl Johnson: We are a completely deserted area on 130th. What transit-supportive development outside the new station construction, will be developed in this area? Is CTA creating space within this development area for sustainable business opportunities?
 - Leah Mooney (verbal response): From a high-level perspective, the TSD Plan is that analysis – really to gauge public temperature on initiatives and begin to incorporate them into plan. Putting the station in this area does create development for new markets which is part of the thinking here.

Environmental Review Process

- Cheryl Johnson: How much construction costs were reduced from the 1st development and now what is the new costs for the 2nd development in Altgeld?
 - Leah Mooney: Ms. Johnson, can you please clarify what you mean by the question above, "How much construction costs were reduced from the 1st development and now what is the new costs for the 2nd development in Altgeld Gardens. Which developments do you mean? Or are you talking about change in construction costs from the new station location?"
 - Leah Mooney: Regarding change in cost from moving station location, we are still analyzing. Additional track footage increases costs, but marginally. The scope is generally consistent with the earlier concept. The parking garage will be smaller than what was forecast in the Draft Environmental Impact Statement (EIS).
- Cheryl Johnson: Will buses be electrified and if not, how are you going to manage diesel fuels and emissions?

- Leah Mooney (verbal response): CTA is currently conducting an electric bus study. Both CTA and Pace buses are included, but we are not sure which routes will overlap and will require additional analysis. Newer fleets for CTA do have regenerative braking. Sustainable design concepts are on the table and we will address renewable options once further into the design process.
- Cheryl Johnson: If federal funds are supported for this project, is CTA required to conduct an Environmental Justice Impact Statement under USEPA policy?
 - Patrick Dunn (verbal response): The NEPA environmental umbrella will be included in that process.
- Cheryl Johnson: Is this report published? (*in reference to Environmental Review Process*)
- Cheryl Johnson: Has CTA taken into consideration the deep tunnel mining that is constant further east on 130th by the Metropolitan Water Reclamation District (MWRD)?

Description of Favorite CTA Station

- Ann McKenzie: Wilson. It is large and modern.
- Tracy Sanchez: State of IL Boulevard; underground and warm in the winter.
- Julie Brown: I like the indoor lobby at Western on the Brown Line that allows people to wait indoors for buses and trains in bad weather.

Polling Questions & Responses

Responses in italics are additional comments beyond the direct responses to the polling choices.

1. What kinds of open spaces or public spaces would you like more of?

Total Attendees Responding to Questions: 6

Top Results: Farmers market/local kiosk (6 votes), Walking/biking trails (3 votes), Plazas and other gathering spaces (2 votes)

- Synetta Brown: Farmers market/local food kiosk
- Bryan Bradley: Farmers market/local food kiosk and walking/biking trails
- Tracy Sanchez: Farmers market/local food kiosk
- Veronica Clarke: Farmers market/local food kiosk, plazas and other gathering spaces, walking/biking trails
- Carrie Pullie: Farmers market/local food kiosk, plazas and other gathering spaces, walking/biking trails
- Denise Saunders: Local food kiosk, performance/public art, fishing

2. What are the community's greatest strengths from a development perspective?

Total Attendees Responding to Questions: 4

Top Results: Affordable housing (3 votes), Schools (2 votes), Parks and open space (2 votes)

- Synetta Brown: Parks and open space, schools, affordable housing
- Cheryl Johnson: Affordable housing, shopping, transit
- Veronica Clarke: Schools – the rest are aspirational
- Denise Saunders: Affordable housing, parks and open space, historic buildings

3. What are the community's greatest needs from a development perspective?

Total Attendees Responding to Questions: 7

Top Results: Shopping (5 votes), Transit (3 votes), Affordable housing (2 votes)

- Synetta Brown: Shopping
- Ann McKenzie: Shopping
- Carrie Pullie: High school, shopping, transit
- Tracy Sanchez: Shopping, transit
- Denise Saunders: High school, shopping, senior housing
- Bryan Bradley: Affordable housing
- Cheryl Johnson: Affordable housing, shopping, transit
- Cheryl Johnson: *Having jobs on here should not be an item, any developments in this area are going to create jobs and access to jobs.*

4. What types of businesses would you like to see?

Total Attendees Responding to Questions: 8

Top Results: Grocery stores (6 votes), Locally owned boutique (3 votes), Locally owned café/professional services/ pharmacy (2 votes)

- Ann McKenzie: Grocery store
- Cheryl Johnson: Locally owned café, locally owned boutique, professional services
- Denise Saunders: Grocery store
- Tracy Sanchez: Grocery store, pharmacy
- Synetta Brown: National chain restaurants, grocery store, personal services
- Carrie Pullie: Grocery store, locally owned boutique, pharmacy
- Veronica Clarke: Locally owned café, locally owned boutique, professional services
- Nichelle Glover: Grocery store

5. What types of jobs are needed nearby?

Total Attendees Responding to Questions: 4

**Top Results: Office and administrative support/ Retail and restaurants (3 votes)
Healthcare works (2 votes)**

- Cheryl Johnson: Maintenance and utilities, office and administrative support, professional
- Tracy Sanchez: Retail and restaurants, transportation and warehousing
- Veronica Clarke: Healthcare workers, office and administrative support, retail and restaurants
- Carrie Pullie: Healthcare workers, office and administrative support, retail and restaurants
- Synetta Brown: *That's a tough one as I would like to see all the choices offered to the residents.*

6. What type of housing is most needed?

Total Attendees Responding to Questions: 7

Top Results: Senior housing (4 votes), All the above (3 votes), Home ownership (2 votes)

- Carrie Pullie: Senior housing
- Denise Saunders: All the above
- Tracy Sanchez: Home ownership, senior housing

- Veronica Clarke: All the above
- Synetta Brown: Home ownership, senior housing
- Julie Brown: Senior housing, mixed income
- Cheryl Johnson: *Affordable housing can be all the above.*

7. What scale of housing is desired?

Total Attendees Responding to Questions: 5

Top Results: Single-family (5 votes), Townhomes/Multi-family housing with ground floor commercial (3 votes)

- Cheryl Johnson: Single-family, townhomes, two-flats and three-flats
- Synetta Brown: Single-family, townhomes, multi-family housing with ground floor commercial
- Denise Saunders: Single-family, multi-housing with ground floor commercial
- Veronica Clarke: Single-family, townhomes, small four-to-six-unit buildings
- Carrie Pullie: Single-family, multi-housing with ground floor commercial
- Julie Brown: *Why are these housing questions part of this, given the context?*

Additional Discussion

The following documents a combination of attendees' responses verbatim and paraphrased responses provided by the meeting note taker.

- Cheryl Johnson: It would be great if CTA can use Jamboard as it is interactive.
- Cheryl Johnson: We need to do presentations with the schools. They need some sort of buy in.
 - Leah Mooney: We agree and are looking into initiatives for youth engagement.
- Tracy Sanchez: Can you put up a site plan during the discussion?
 - *The project team returned the presentation to slide 34, the draft station concept for the duration of the discussion following this request.*
- Veronica Clarke: I agree with Cheryl about having more community residents participate in these discussions.
- Julie Brown: Will Pace stop at the terminal? Will there be bicycle parking at the terminal?
 - Sonali Tandon: We are looking at an updated bus service plan for RLE so proposed stations feed into them. It is very likely that some of the Pace bus routes will be routed to the 130th terminal.
 - Sonali Tandon: Bicycle parking will likely be part of the station design; we are considering multi-modal options.
- Tracy Sanchez: Will the station be open 24 hours a day and will security be on site 24 hours a day?
 - Sonali Tandon: We are looking at safety and security measures for all stations which will be further defined as we move forward with preliminary engineering. Stations will be open 24 hours.

Presentation Chat Box Accessibility

Some participants had issues accessing the Zoom chat feature throughout the presentation – the project team included an email address for participants who could not access the feature to send questions directly to project team following the meeting. Barbara Stubblefield added comments



to the chat with the RLE email address, redextension@transitchicago.com, project Facebook page, [Facebook.com/CTARedExt](https://www.facebook.com/CTARedExt), and project engagement website, transitchicago.com/RLE/engage.

Committee members were instructed to reach out to Ms. Stubblefield or Ms. Mooney if they had further inquiries. The CTA RLE Project team left the meeting around 11:30 AM as the committee proceeded to other business on their agenda.



Red Line Extension 130th Street Station Virtual Meeting Minutes

Wednesday, January 27, 2021

6:00 PM – 7:30 PM

via Zoom & Facebook Live

Meeting Presenters

Marlise Fratinardo, *Chicago Transit Authority (CTA) Planning*

Ammar Elmajdoub, *Chicago Transit Authority (CTA) Planning*

Sonali Tandon, *Chicago Transit Authority (CTA) Planning*

Barbara Stubblefield, *Red Line Extension Program Management Team*

Teresa Fourcher, *Transit-Supportive Development (TSD) Plan*

Mark Payne, *Transit-Supportive Development (TSD) Plan*

Attendees

Public via Zoom: 68

CTA staff, support and consultants via Zoom: 52

Facebook Live: 12 (20 at peak viewing time)

Total public: ~80

Meeting Materials

Presentation is attached.

Summary

CTA hosted the 130th Street Station virtual community meeting on Wednesday, January 27, 2021. The 130th Street Station meeting was the first of a series of meetings for the four proposed station areas along the Red Line Extension corridor. The meeting was held through Zoom and also broadcast simultaneously on the project’s Facebook page. Captioning as well as American Sign Language and Spanish interpretation were available for meeting attendees, including during breakout rooms. Attendees were asked to register in advance and were provided with the link and meeting ID to join via Zoom. Registration was available on the project’s interactive engagement website, transitchicago.com/RLE/engage, which is hosted on the Bang the Table (BTT) platform. The engagement website provides general information about the RLE Project and Transit-Supportive Development (TSD) Plan plus interactive tools such as an Ideas Wall, project survey, and project map to engage the public and solicit their feedback regarding the project.

Ms. Stubblefield started off the presentation by covering the agenda and presenters. Ms. Stubblefield also covered how attendees can ask questions throughout the meeting. Questions and comments submitted during the meeting are documented on page 3. Ms. Fratinardo led the group through the RLE Project overview, benefits, and recent progress. Mr. Elmajdoub then presented engagement opportunities, including the engagement website transitchicago.com/RLE/engage and recent public outreach efforts. Ms. Tandon

presented Environmental Review process updates and shared details regarding the Supplemental Environmental Assessment (EA). Ms. Tandon explained that the project team is studying the implications of locating the station south of 130th Street and working through potential plan development for station layout, parking, and bus facilities. Ms. Tandon described some of the resource analyses underway for the Supplemental EA (traffic and access, historic and cultural resources, noise and vibration, visual and aesthetics, and public parks and recreation area) for which impacts may be of particular interest in relation to the 130th Street station. These presenters asked attendees to respond to two direct questions via chat; responses to these questions are documented on page 4.

Next, Ms. Fourcher presented on the TSD Plan, covering the overview, timeline, and current, as well as past aligned planning efforts. After, Mr. Payne led a series of interactive polling questions to gauge participants' ideas and recommendations for future development along the Red Line Extension corridor (questions and polling results are documented on pages 5-6 of this summary). Mr. Payne read the polling questions and answers out loud and they were also displayed on individual presentation slides for attendees who had joined online to see. Following the interactive polling questions, attendees were separated into small groups for a breakout session led by a moderator and one to two other project team members. On average, there were five to six attendees in each breakout group. A set of general questions were displayed on a presentation slide to solicit input and encourage discussions. Community members were offered the opportunity to share their ideas on the vision for the community to inform the TSD effort. Breakout summaries were compiled for each group and the compilations of comments received are documented on pages 7-13.

After approximately 25 minutes, the breakout session concluded and attendees were brought back from individual breakout groups into one large group to finish the meeting. Each breakout group moderator presented a brief summary of their group's discussion and common ideas that were shared among group participants. Mr. Elmajdoub then presented information regarding the RLE engagement website transitchicago.com/RLE/engage, opportunities to stay involved/receive project updates, ways to contact the project team and details regarding how to be entered into the engagement site Visa gift card sweepstakes. The sweepstakes was implemented to encourage community members to provide feedback and promoted by the project team separate from the station meetings. Ms. Stubblefield then concluded the meeting by thanking all attendees for their participation, providing dates for the upcoming three station virtual meetings and methods, both digital and non-digital, to contact the project team with questions.

Attendee Questions & Comments – Zoom Chat Feedback

Unless otherwise noted, the following questions, comments, and responses documents the direct meeting chat transcription. Responses were provided in the chat by the RLE

Project team for all attendees who joined the meeting via Zoom to see. Attendees who joined via Facebook Live or phone did not have visibility of the Zoom chat questions, comments, and responses.

- **Question 1: Did she say that 30 percent of the CTA riders board the system at 95th?**
 - **Response 1:** Hi Robert – Marlise [Fratinaro] pointed out that fewer than 30 percent of riders who board at the 95th/Dan Ryan station end their trips in the Loop. Most riders (more than 70 percent) are going other places throughout the city, including other South Side destinations.
- **Q2: This has been very engaging so far, thanks so much for the questions!**
 - **R2:** Thanks for your input, Louie!
- **Q3: In a short, timed survey, respondents might feel pressured and might be more inclined to select options in the order they appear. You might consider leaving the surveys for after the meeting to allow adequate time for consideration without the few second response time as a restraint.**
 - **R3:** Thank you for this suggestion, Mr. Garner! If anyone wants to provide this input with a little more time to think, they can go to transitchicago.com/RLE/engage. Click on, Take Our Survey and you'll find all of these questions (and more).
- **Q4: Got to check out for another meeting. I would love to be considered to join the team. afgarner@theblackinkgroup.com.**
- **Q5: How can the 19-year-olds to 30 of age join the landscape?**
 - **R5:** Hi Ms. Jacobs - We recognize the importance of youth and young adults from the RLE footprint. CTA will be looking at ways to engage and inform this population through targeted outreach such as hosting construction careers seminars, creating an internship program, and the possibility of creating a youth advisory committee. We are open to any suggestions you may have!
- **Q6: How is the feedback given in the survey?**
 - **R6:** Hi Ms. Deloris - The survey asks a variety of questions, including the ones you saw today. Most are multiple choice; some are open ended.
- **Q7: While this is going on, PLEASE let the community join the jobs.**
 - **R7:** Thanks Ms. Jacobs - As a part of the RLE Project, the CTA is seeking to address barriers to sustainable employment for residents within the project area and people from economically disadvantaged zip codes. The 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. As always, we're open to your suggestions!
- **Q8: Do not forgot the Riverdale Multimodal Transportation Plan through CDOT & CMAP**

Presentation Engagement Questions – Zoom Chat Feedback

These questions were posed by the presenters during the large group presentation. The following documents the attendee responses that were typed in the Zoom chat.

- **Question 1: How will the Red Line Extension benefit you and your neighborhood?**
 - **Responses 1:**
 - Hopeful
 - Love the idea
 - Benefit Hegewisch more with a bus connection
 - Better transit options
 - Long overdue
 - Jobs
 - Number of Divvys increasing
 - Faster access to communities far south
 - Economic development opportunities
 - Economic/neighborhood vitality
 - TOD
 - Better chance for seating
 - Less travel time to train
 - Uplifting the community while redevelopment of the neighborhood
 - The road repairs

- **Q2: What is your favorite CTA Station and what about that station do you like most?**
 - **R2:**
 - A Pink Line stop near Pilsen. Plenty of artwork along the walls.
 - 95th Street
 - Windows/glass to make less dark (Morgan Street) OR the historic ones like Quincy
 - Vendor opportunities at all stops is good
 - 95th Street – is outside of neighborhood and therefore does not impact residents negatively
 - The Amazon boxes on 95th Street
 - Cameras
 - The electronic charging stations
 - The retail at Roosevelt (e.g., Dunkin Donuts)
 - High visibility, clean, art, landscape vegetation, lighting, seating, safety measures, some business life... in stations with a specific touch of creative design to the surrounding neighborhood

5. What are the community's greatest needs from a development perspective? (Pick up to 3)	
<i>Total Attendees Responding to Question: 28</i>	
Jobs	21
Shopping	18
Transit	15
Affordable housing	6
Historic preservation	6
Single-family housing	5
Parks	3
Schools	3
Senior housing	3
Civic and religious institutions	1
6. What types of businesses would you like to see? (Pick up to 3)	
<i>Total Attendees Responding to Question: 30</i>	
Grocery stores	24
Locally owned cafés	18
Medical, health & wellness services	10
Pharmacy	9
National chain restaurants	7
Locally owned boutiques	6
Professional services	5
Personal services	4
Home improvement stores	3
National brand clothing stores	2
7. What types of jobs are needed nearby? (Pick up to 3)	
<i>Total Attendees Responding to Question: 24</i>	
Healthcare workers	12
Retail and restaurants	11
Transportation or warehousing	10
Construction	8
Maintenance and utilities	7
Professional services	7
Manufacturing	6
Office and administrative support	5
Public Sector	5
8. What type of housing is most needed? (Pick up to 3)	
<i>Total Attendees Responding to Question: 27</i>	
Home ownership	20
Affordable housing	19
Senior housing	15
Mixed-income	14
Veterans housing	6
Rental	5
9. What scale of housing is desired? (Pick up to 3)	
<i>Total Attendees Responding to Question: 23</i>	
Single-family	19
Townhomes	14
Two-flats and three-flats	12
Multi-family housing with ground floor commercial	6
Small four-to-six-unit building	5
Mid-rise multi-family (up to 8 stories)	3



Breakout Session Groups

Group 1

Moderator: Erin Cabonargi (*TSD Plan*)

RLE Project Members: Marlise Fratinardo (*CTA Planning*) & Mandi Jennings (*RLE Program Management Team*)

Group 2

Moderator: Mark Payne (*TSD Plan*)

RLE Project Members: Sonali Tandon (*CTA Planning*) & Michael Schuch (*RLE Program Management Team*)

Group 3

Moderator: Teresa Fourcher (*TSD Plan*)

RLE Project Members: Ammar Elmajdoub (*CTA Planning*) & David Warren (*RLE Program Management Team*)

Group 4

Moderator: Christine Carlyle (*TSD Plan*)

RLE Project Members: Jasmine Gunn (*Chicago Department of Planning and Development*) & Lilliane Webb (*RLE Program Management Team*)

Group 5

Moderator: Sarah Ware (*TSD Plan*)

RLE Project Members: Barbara Stubblefield (*RLE Program Management Team*) & Kristen Robinson (*RLE Program Management Team*)

Group 6 – Non-RLE Consultants

Moderator: Cindy Fish (*TSD Plan*)

RLE Project Members: Keith Spencer (*RLE Program Management Team*) & Joanna Littrell (*CTA Planning*)

Breakout Session Questions & Group Responses

The following section documents a combination of attendees' verbatim and paraphrased responses provided by the breakout group moderators. Individual breakout groups may not have responses listed for each question due to groups spending more time discussing other questions or moderators not receiving any feedback from attendees on those prompts. Moderators for Group 6 had an alternate prompt for Question 3 because the participants in this group were mainly industry professionals rather than community stakeholders; the alternate question is noted as such.

Question 1: What do you imagine for the future of your neighborhood?

- **Group 1 Responses:**
 - Transportation will be a wonderful link for individuals by creating new and more accessible modes of travel to get to jobs and visit family using the CTA network
 - I admire the 95th station at the end of the line because it has its own energy. Things that work there that could be applied to 130th are art from Theater Gates and live music (pre-COVID-19).
 - More horticulture and lush greenery with a two-year maintenance plan for upkeep would help address all the psychological effects/air quality issues.
 - Continuing design efforts of stations' uniqueness to the neighborhood they are located in. Whether using a local artist or muralist to incorporate some of those touches into the design.
 - Transition from elderly population to retaining new young families for the future of Altgeld by having amenities that make Altgeld a desirable Chicago Housing Authority (CHA) destination despite distance from downtown.
 - Station as a garden to buffer from surrounding industrial uses to north and east
- **Group 2 Response:**
 - It's important for community to feel safe. Hopefully, this project does not turn back on the community. Hopeful for opportunities like boutique stores. Access to the Red Line and to other parts of community will be available. Really assessing true needs of the community. Would like to see everything coming into the community that is walkable (e.g., big box grocery stores, financial institutions like a bank or credit union).
- **Group 3 Response:**
 - Highly visible notification boards are key! Next train/bus departures and system updates/outages. Having these outside of the station would be great.
- **Group 4 Responses:**
 - One of the things I really want to see is the revitalization of the area. It has been so forgotten for so many decades that the only way that the community can go now is up. What I imagine the future to be is totally revitalized with a lot of new amenities and structures to sustain itself. I'd like to see new businesses created in the area. We have a lot of open space and land. I want to one day be able to dock my boat off of Beaubien Woods. That's what I look forward to.
 - The most important thing is transportation in this area and I want it to be safe. I don't want any new entity to come into the area and continue to pollute and degrade the area. I'd like to see green technology and development in this area because we've borne the burden for so long and we need to shift the paradigm when it comes to that now.

- I agree we don't need anything else toxic out here. Hopefully there will be better schools for the kids and a grocery store. We need a grocery store badly. We need transportation, as well.
- I'm as far from Altgeld Gardens as one can get, living in Evanston so, I will defer to other people to talk about this.
- In addition to new development that is needed, a grocery store is clearly a need. I'd like to see aesthetics, flowers, shrubbery, a nice environment to drive down and view. Will improve morale of neighborhood and new development would be a big plus.
- Not from the area but, if you ask everyone, needing a grocery store as number one is very telling. If you are going to develop the area and not provide that, that's unacceptable. Adding to what was previously said, landscaping and there are lots of spaces throughout that are open and there's an opportunity to bring nature in and improve the overall feel of the area.
- **Group 5 Responses:**
 - More than anything, transportation is a make or break for the opportunities available to people. From a personal experience I've been riding the CTA bus as a kid and my mom and grandma took the bus from Roseland to downtown. My vision around Altgeld is to provide access opportunities for Black Chicago – the same experiences that are available to the suburbs and other areas of the city should be extended the same to communities everywhere in the city.
 - I hope it's not a setback but an opportunity for our community. Will the people in Altgeld Gardens be in jeopardy of losing some of the housing?
- **Group 6 Responses:**
 - Accessibility for those in the community to the greater Chicagoland area through the CTA lines is monumental. To be able to extend the lines further south into the South Side communities is long overdue.
 - I am very interested in mega developments by CTA. For example, how these projects are looking at the overall impact on the community and the people that live there now and in the next decade to ensure they're accounting for their needs and making sure they can take advantage of the robust construction developments to hopefully improve their lives and attract others to allow the community to continue to thrive and thrive even more.

Q2: Based on what you heard today, what else do you think is important for CTA to understand this station location?

- **Group 1 Responses:**
 - The current issue at 130th Street with the smell of garbage from the water plant.

- It's great that along the Red Line there are educational institutions where people can actually go all the way from kindergarten to PhD, like I did. This will only help that.
- It needs more landscaping along the drive to provide views. This would help morale in the community.
- There are concerns about diesel bus fumes.
- I live by the 95th Street station and worked at Carver High School for some time in the past and I worked on projects throughout the city. So, this is a long time coming and an interesting and exciting opportunity.
- **Group 2 Response:**
 - The community has majority of seniors and those that are less able to get around. Make sure everything is easily accessible (for those with wheelchairs, etc.).
- **Group 3 Responses:**
 - Lots of concerns. One is that impact statement has very little commercial development in the plan.
- **Group 4 Responses:**
 - I'm not from Altgeld and live in the east side neighborhood. I know about a group member and the EJ movement. I agree with other group members that there should not be more pollution. Also like the question earlier in the meeting that noted better access to the river and ecological restoration. I would like to see more of that in this part of the city. We can't get enough of that.
 - I'm from the 9th ward service office and live in Pullman area, so I've spoken to a lot of people in this breakout room when answering the phones at the service office. I want to piggyback off what was said already of neighbors knowing each other. It's nice to come out and say hello, not being afraid of your neighbors. People come together, seniors, and youth. Most of the complaints I hear are referencing the grocery store, so this will help with that development coming to that area. As well as pride with the community, cleaning up, and other group efforts. Bring more access to that area.
 - It would be great to see a larger uptick of people from the area participating in these sessions but understand it's difficult due to COVID-19 restrictions.
- **Group 6 Response:**
 - Maintaining the integrity and strength of diversity within the community and having the project benefit the community as a whole. Bring in more opportunities like jobs, healthcare/wellness services to surrounding communities with the prospect of bringing 130th Street station to the area.
 - The project needs to be a "boots on the ground," approach and conducting more of these meetings would be helpful. I like the Visa gift card incentive for participating. Those things ultimately do help, in addition to painting the picture for the public. At the end of the day, you're trying to figure out

what's the best approach, what to incorporate in the design, and what's ultimately going to help members in the community by finding out exactly what the community needs.

Q3: What are your community's greatest assets? What is missing?

- **Group 1 Response:**
 - Envision 130th Street station as a new future hub along that corridor like the INVEST South/West project.
- **Group 2 Response:**
 - Assets are the community schools (elementary). What is missing is concentration to GED and special trainings. Opportunity for adult education is needed. Altgeld Gardens has a large population of children. Engaging the youth is key. What is also missing is service opportunities for teens in that area (as well as job opportunity for teens). Also, more job training and internships for teens.
- **Group 4 Response:**
 - Our greatest asset, and I think a lot of people don't talk about it, is the people in the community – to be comfortable and able to walk out the door and say, “how are you doing,” to my neighbor. I would like to see better housing and safer houses.

Alternate Q3: Are there any programs or initiatives that you are working on in the area that the TSD team should be aware of?

- **Group 6 Response:**
 - In relation to this station area, not so much. In the past, I've been involved with INVEST South/West. As the project comes together, it's important to consider how everything synergizes together. How are we looking at it holistically from quality-of-life perspective, from an education perspective, a health perspective? Black Chicago should be at the forefront like I mentioned earlier and promote job opportunities. Lakeside Alliance from the Obama Foundation is an initiative that should be considered for this project or initiatives to encourage people to get into the trades.

Q4: How do you see the new station being integrated into the community?

- **Group 2 Response:**
 - Integration of this station will be unique. To be part of this community is hard to grasp. How can CTA welcome the community? Does CTA have anything special for the community? How will the community feel a part of this project? Economic development will help to a certain extent. Good to know that community will be directly affected by this project. Having this station could act as a hub that will bring better access to busing, better roads for walking and biking. How do we make people from all walks of life

feel a part of this process? How do we get the neighborhoods to get to the station (i.e., those at Indiana Avenue)?

Q5: Do you have any specific thoughts or ideas about economic development in the area?

• **Group 1 Responses:**

- Food access is of the highest priority, higher than jobs once RLE is finished because the nearest Red Line adjacent grocery store is at 87th Street.
- A grocery store is the number one priority and agree that more nature should be brought in.
- There's a need for more trades jobs and career path opportunities.
- Desire for a local coffee shop and jobs incubator
- Incorporation of some amenities like coffee shops or restaurants or some type of life that can activate this space and give a sense of safety and security too. Also respite. Something people need to refresh themselves on the journey and now this being an end of the trip, if you will with the Red Line on that end.
- Connecting to the bike trails. One of my colleagues works with the Metropolitan Development Corporation and worked on that prong and others in the community too have done so. Those things will be nice and be able to be highlighted and look at healthy modes of transportation, even though that's still challenging in the city to stress bikes and cars together. I'm still adjusting to that.

• **Group 3 Responses:**

- Needs commercial development, especially for food. What plans are there for 130th?
- No Ventra machines in Altgeld Gardens and have to visit another stop for Ventra card. Maybe something at the library.
- Areas for green and sustainable development

• **Group 4 Responses:**

- I'm part of RLE Coalition Board (RLEC) and moved into the Roseland area in 1972. In terms of having investment in the community, I've seen the transition. When I moved here, it was the beginning of the integration of Roseland. So, I've seen the community transition and being a part of RLEC we are advocates for RLE Project and for TOD for the Greater Roseland community, which includes the 130th Street terminal. My position is for the entire project because I've seen the change and disinvestment that has occurred throughout the years. Whereas it once was thriving and now there is blight. Basically, neighborhood vitality, economic vitality and TOD around all the development.
- Everyone is not college bound. One concern is that I saw construction as an employment category but not trades. In the future, I plan to recruit and expose people in the community to trades and alternatives to college.

- **Group 5 Response:**
 - The food/grocery/medical desert is a top priority. I would love to see a shopping center or family center with amenities like food, medical services, and educational opportunities. For education opportunities, not necessarily a college but a trade school or offering trainings to community members such as home remodeling or how to start a business—things of that nature. The ‘triangle around the airport,’ for example, it would be great if some of that development came out to the South Side of Chicago.
- **Group 6 Responses:**
 - Integrate the historical aspects of the community into the station design
 - Incorporating nature, more trails, and promoting healthy lifestyles in the community whether it’s integrating some type of park or recreational space, in addition to enhancing the nature already in the area.
 - For the area to feel like a step away or escape from the city hub, more local businesses and open areas would draw me into the area. Not big chain businesses, similar to the polling answers, a lot of preference towards local entities and programs available to families.



Red Line Extension 111th Street Station Virtual Meeting Minutes

Tuesday, February 2, 2021

6:00 PM – 7:30 PM

via Zoom & Facebook Live

Meeting Presenters

Marlise Fratinardo, *Chicago Transit Authority (CTA) Planning*

Ammar Elmajdoub, *Chicago Transit Authority (CTA) Planning*

Sonali Tandon, *Chicago Transit Authority (CTA) Planning*

Barbara Stubblefield, *Red Line Extension Program Management Team*

Melody Carvajal, *Red Line Extension Program Management Team*

Teresa Fourcher, *Transit-Supportive Development (TSD) Plan*

Mark Payne, *Transit-Supportive Development (TSD) Plan*

Attendees

Public via Zoom: 65

CTA staff, support and consultants via Zoom: 48

Facebook Live: 14

Total public: ~78

Meeting Materials

Presentation is attached.

Summary

CTA hosted the 111th Street Station virtual community meeting on Tuesday, February 2, 2021. The 111th Street Station meeting was the second of a series of meetings for the four proposed station areas along the Red Line Extension corridor. The meeting was held through Zoom and also broadcast on the project's Facebook page. Captioning as well as American Sign Language (ASL) and Spanish interpretation were available for meeting attendees, including during breakout rooms. A comment with the Zoom meeting information was also posted on the Facebook Live stream so individuals could join to participate in the interactive presentation portions and receive any required accommodations. Attendees were asked to register in advance and were provided with the link and meeting ID to join via Zoom. Registration was available on the project's interactive engagement website, transitchicago.com/RLE/engage, which is hosted on the Bang the Table (BTT) platform. The engagement website provides general information about the RLE Project and Transit-Supportive Development (TSD) Plan plus interactive tools such as an Ideas Wall, project survey, and project map to engage the public and solicit their feedback regarding the project.

Ms. Stubblefield started off the presentation by covering the agenda and presenters. Ms. Stubblefield also covered how attendees can ask questions throughout the meeting. Questions and comments submitted during the meeting are documented on pages 3-6.

Ms. Fratinardo led the group through the RLE Project overview, benefits, and recent progress. Ms. Stubblefield and Ms. Fratinardo asked attendees to respond to three direct questions via chat; responses to these questions are documented on pages 6-7. Next, Ms. Carvajal shared information regarding potential property impacts and provided a variety of contact methods and resources for additional information and follow up. Mr. Elmajdoub then presented engagement opportunities, including the website transitchicago.com/RLE/engage and recent public outreach efforts. Ms. Tandon then presented Environmental Review process updates and described some of the resource analyses being undertaken (traffic and access, noise and vibration, visual and aesthetics, and community resources) for which impacts may be of particular interest in relation to the 111th Street station. Ms. Tandon also shared specific details regarding the Supplemental Environmental Assessment (EA), including the cross-over located at approximately 108th Place which was not disclosed in the Draft Environmental Impact Statement (EIS). The 108th Place cross-over is where the Preferred Alignment crosses-over from the west side to the east side of the Union Pacific Railroad (UPRR).

Next, Ms. Fourcher presented on the TSD Plan, covering the overview, timeline, and current as well as past aligned planning efforts. Ms. Fourcher also shared information regarding community assets/resources and the 111th Street station corridor existing land use in relation to the TSD Plan. After, Mr. Payne led a series of interactive polling questions to gauge participants' ideas and recommendations for future development along the Red Line Extension corridor (questions and polling results are documented on pages 7-9 of this summary). Mr. Payne read the polling questions and answers out loud and they were also displayed on individual presentation slides for attendees to see. Following the interactive polling questions, attendees were separated into small groups for a breakout session led by a moderator and one to two other project team members. On average, there were five to six attendees in each breakout group. A set of general questions were displayed on a presentation slide to solicit input and encourage discussions. Community members were offered the opportunity to share their ideas on the vision for the community to inform the TSD effort. Breakout summaries were compiled for each group and the compilations of comments received are documented on pages 10-16.

After approximately 25 minutes, the breakout session concluded and attendees were brought back from individual breakout groups into one large group to finish the meeting. Each breakout group moderator presented a brief summary of their group's discussion and common ideas that were shared among group participants. Next, Mr. Elmajdoub presented information regarding the RLE interactive engagement website, opportunities to stay involved, how to receive project updates, ways to contact the project team and details regarding entry for the engagement site Visa gift card sweepstakes. Ms. Stubblefield then concluded the meeting by thanking all attendees for their participation, providing dates for the two upcoming station virtual meetings and methods, both digital and non-digital, to contact the project team with questions.

Attendee Questions & Comments – Zoom Chat Feedback

Unless otherwise noted, the following questions, comments, and responses documents the direct meeting chat transcription. Responses were provided in the chat by the RLE project team for all attendees who joined the meeting via Zoom to see. Attendees who joined via Facebook Live or phone did not have visibility of the Zoom chat questions, comments, and responses.

- **Question 1: Elevated trains in our neighborhood is a horrible idea and it will hurt our property values.**
 - **Response 1:** Thanks for your question, Mosea. You may want to check out "*Transit Means Business*", a study by the Metropolitan Planning Council: chi.streetsblog.org/2018/11/12/mpc-study-highlights-importance-of-transit-for-attracting-businesses-employees/.
- **Q2: Why isn't the 111th Street station--named or called the Medical District station/stop? This would bring more value to the station & what the community can best recognize.**
 - **R2:** Thank you for your suggestion on the station name, Ms. Deloris! CTA has not selected names for the RLE stations, but we would love to hear your ideas! The best way to do that would be to head to our engagement website at transitchicago.com/RLE/engage.
- **Q3: Will there be space for parking at the stations?**
 - **R3:** Thanks for your question, Monique! Yes, park & ride facilities are planned at each of the four RLE stations. Using travel demand modeling, the CTA has estimates of the parking demand needed along the Preferred Alignment. The CTA is currently conducting additional analysis and review of parking needs near stations and as part of the ongoing project development and engineering studies.
- **Q4: I [am] happy to see it coming into being I hope very soon. What is the timeline?**
 - **R4:** Thank you for your question regarding the timeline, Pat. With the RLE Project's acceptance into the Federal Transit Administration's (FTA) Project Development phase in December 2020, CTA now estimates the start of construction in 2025 and service beginning in 2029. However, the timing of construction and start of service is dependent on federal approvals and securing project funding.
- **Q5: Is it possible that the start of construction can start much earlier than 2025?**
 - Thanks for your question, Jocilyn. The anticipated construction date is dependent on a number of factors, including federal funding and approvals, further engineering and design, completion of environmental review, and

procurement of construction contracts. We believe that 2025 is a realistic timeline based on the steps involved with delivering a mega-project like the Red Line Extension. We know the community is anxious to see this project happen - we are too and we're working hard to make sure it does!

- **Q6: 2025? We have been waiting to make it happen for years.**
- **Q7: Closed deck structure works best.**
- **Q8: How will you maintain safety within the residential area and how can residents maintain parking near their homes? I.e., how will the traffic be controlled around our houses?**
 - **R8:** Thank you, Reverend Calloway. A project-specific safety and security plan for the Red Line Extension is being developed during Preliminary Engineering and security measures will be consistent with that of the entire CTA system. A number of steps have been taken to improve your safety and security while on CTA. To learn more about these steps, please visit: transitchicago.com/security. Park & ride facilities are planned at each of the four RLE stations. Using travel demand modeling, the CTA has estimates of the parking demand needed along the Preferred Alignment. The CTA is currently conducting additional analysis and review of parking needs near stations and as part of the ongoing project development and engineering studies. Rev. Calloway, we are also studying traffic impacts as part of the environmental analysis.
- **Q9: Regarding Workforce and Economic Development Potential – What are the opportunities for potential employment during the planning and construction phases? How can local candidates access training that will prepare them for potential employment in all phases of this project? Will there be a jobs pipeline for those from the impacted community to access employment?**
 - **R9:** Good questions, Dallas! As a part of the RLE Project, the CTA is seeking to address barriers to sustainable employment for residents within the project area and people from economically disadvantaged zip codes. The 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.
- **Q10: Will a portion of the cost of RLE be absorbed by increasing property taxes?**
 - **R10:** Hi Cynthia - The CTA is pursuing a wide range of federal, state, and local funding sources, including the FTA's Capital Investment Grant (CIG) Program. A category of CIG funds known as, New Starts, is available for projects that expand rail service into an area that is not within the current transit footprint and therefore entail a relatively longer environmental and

planning process. The CTA must compete with other New Starts projects across the country that are also seeking funding from the program. Once the Project Development phase is complete, CTA will have a more precise understanding of the overall timeline of receiving federal New Starts funding. Local funds are also needed to “match” the federal New Starts funds and local funds demonstrate the commitment to the project. The CTA is considering a number of options at this time for this that include a special transit-only tax-increment financing district, authorized by the General Assembly in June 2016, which could provide a portion of the local funding needed for the RLE Project.

- **Q11: Stop blocking the terp**
 - *This comment was made with regard to ASL interpretation. Project team members checked that interpreters remained visible and no technical issues were found.*
- **Q12: The proposed station will eliminate all parking for the Agape Center.**
 - **R12:** Thank you for your comment, Brad. CTA would like to continue the conversations we have had with the Agape Center about how to minimize impacts to your organization.
 - **Brad** – We would appreciate that direct, intentional conversation from the RLE.
- **Q13: Roseland LISC is inclusive of the Far South Chicago Coalition. Please allow more input from the Coalition which has a Workforce Development Committee and Economic Development Committee.**
 - **R13:** Thank you for the suggestion, Rev. Calloway!
- **Q14: Had RLE work with various disabilities especially deaf and hard of hearing seeking feedback? organization?**
 - **Participant Response (R14):** Mr. Woodson, you can learn more about the Agape Center at chicago.cru.org/innercity.
- **Q15: The problem is most the single-family housing needs to be seriously remodeled or replaced.**
 - **R15:** Thanks for that point, Brad. We are also looking into the condition of housing stock as part of the TSD Plan.
- **Q16: No Little Calumet near 111th**
 - *Comment in reference to an error on one of the polling questions carried over from the 130th meeting.*
- **Q17: When we say shopping, more for daily necessities not leisure/grocery stores.**
 - *In reference to polling question 4.*
- **Q18: Speak for yourself... no one knows what one desires in terms of shopping...**

- In reference to above comment on polling question 4.
- **Q19: Keep in mind, Greater Roseland represents the Chicago city limits. It offers the opportunity to represent the City of Chicago as a city that works for every community from the Far South Side to the Far North Side; from I-57 on the west to Bishop Ford on the east!**
 - **Participant Response (R19):** Yes, it does Pat. It is also the area that the Far South Chicago Coalition (FSCC) is working in for the Quality-of-Life Plan with Local Initiatives Support Corporation (LISC)!
- **Q20: As president of Chicagoland Black Deaf Advocates, I would love to work with many people in community.**

Presentation Engagement Questions – Zoom Chat Feedback

These questions were posed by the presenters during the large group presentation. The following documents the attendee responses that were typed in the Zoom chat.

- **Question 1: What neighborhood do you reside in? (Responses listed in order of most common to least)**
 - **Responses 1:**
 - Roseland
 - Roseland Heights
 - Washington Heights
 - Cal City
 - Chatham
 - West Chesterfield
 - Riverdale/Golden Gate
 - West Pullman
 - Pullman
 - Hyde Park
 - Hazel Crest
- **Q2: What is your favorite CTA Station and what about that station do you like most?**
 - **R2:**
 - Art in the stations
 - Updated technology
 - Glad you mentioned medical district/111th Street
 - It will bring economic growth for small businesses
 - I like the 95th Street station. Also, art and info screens should be included.
 - 35th Street because the tunnel keeps the noise down. Also 95th because it does not impede the residents.
 - Safety when you get on and off

- Security, please
 - Access to elevators
 - Staffing plans to ensure quality station and grounds' cleanliness
 - Transit turnaround with shuttle to and from Roseland Hospital
- **Q3: How will the Red Line Extension benefit you and your neighborhood?**
 - **R3:**
 - Hoping it will give our neighbors access to downtown
 - Jobs
 - Hoping it will lead to economic development in our community
 - Benefits
 - Creates TOD, economic and neighborhood vitality
 - Access to employment opportunities in other areas
 - Potential opportunities immediately in the area for local community
 - Construction jobs for the same!
 - It definitely will put ease to mobility for those who rely solely on public (train) transportation.
 - Concerned about the extra unwanted traffic it will bring to my neighborhood
 - I agree with person that is happy to see the service coming to our area
 - Chicago's public transportation system is a benchmark. It is inevitable that routes will come to or near your neighborhood.

Presentation Polling Results

Attendees joining the meeting through Zoom could answer the poll in real time. Polling was not available to attendees who joined the meeting through Facebook Live or by phone. Those attendees were informed that polling questions were available on the RLE engagement website as an alternate way to participate and provide their responses. Polling questions were typically open for more than 45 seconds.

Response Options

Votes Received

1. What would be your mode of transportation to the 111th Street station?	
<i>Total Attendees Responding to Question: 30</i>	
Drive	12
Walk	8
Bus	7
Other	2
Bike	1
2. What kinds of open space or public places would you like more of? (Pick up to 3)	
<i>Total Attendees Responding to Question: 32</i>	
Farmers market or local food kiosk	19
Walking and biking trails	14
Plazas and other gathering spaces	13
Performance or public art spaces	12

Spaces dedicated to nature and ecological restoration	11
Places for exercise	7
Sports and active recreation	6
3. What are the community's greatest strengths from a development perspective? (Pick up to 3)	
<i>Total Attendees Responding to Question: 34</i>	
Single-family housing	17
Transit	12
Civic and religious institutions	11
Historic preservation	11
Schools	10
Affordable housing	9
Senior housing	8
Jobs	6
Parks	6
Shopping	6
4. What are the community's greatest needs from a development perspective? (Pick up to 3)	
<i>Total Attendees Responding to Question: 33</i>	
Shopping	23
Jobs	20
Transit	15
Affordable housing	12
Single-family housing	8
Schools	7
Senior housing	6
Historic preservation	3
Parks	3
Civic and religious institutions	2
5. What types of businesses would you like to see? (Pick up to 3)	
<i>Total Attendees Responding to Question: 33</i>	
Grocery stores	24
Locally owned cafés	21
Medical, health & wellness services	12
Professional services	11
Home improvement stores	10
National chain restaurants	9
National brand clothing stores	6
Pharmacy	6
Locally owned boutiques	4
Personal services	2
6. What types of jobs are needed nearby? (Pick up to 3)	
<i>Total Attendees Responding to Question: 30</i>	
Construction	14
Public sector	13
Manufacturing	13
Retail and restaurants	12
Healthcare workers	10
Transportation and warehousing	9
Maintenance and utilities	8
Professional services	8
Office and administrative support	3

7. What type of housing is most needed? (Pick up to 3) <i>Total Attendees Responding to Question: 30</i>	
Home ownership	23
Affordable housing	17
Mixed-income	17
Senior housing	15
Veterans housing	11
Rental	3
8. What scale of housing is desired? (Pick up to 3) <i>Total Attendees Responding to Question: 32</i>	
Single-family	30
Two-flats and three-flats	24
Townhomes	21
Small four-to-six-unit building	7
Multi-family housing with ground floor commercial	4

Breakout Session Groups

Group 1

Moderator: Erin Cabonargi (*TSD Plan*)

RLE Project Members: Marlise Fratinardo (*CTA Planning*), Leah Mooney (*CTA Planning*), & Mandi Jennings (*RLE Program Management Team*)

Group 2

Moderator: Mark Payne (*TSD Plan*)

RLE Project Members: Sonali Tandon (*CTA Planning*) & Michael Schuch (*RLE Program Management Team*)

Group 3

Moderator: Teresa Fourcher (*TSD Plan*)

RLE Project Members: Ammar Elmajdoub (*CTA Planning*) & Jenn Pisano (*TSD Plan*)

Group 4

Moderator: Christine Carlyle (*TSD Plan*)

RLE Project Members: Jasmine Gunn (*Chicago Department of Planning and Development*) & Jackie Davis (*TSD Plan*)

Group 5

Moderator: Barbara Stubblefield (*RLE Program Management Team*)

RLE Project Members: Drew Williams-Clark (*TSD Plan*) & Kristen Robinson (*RLE Program Management Team*)

Group 6

Moderator: Jacob Peters (*TSD Plan*)

RLE Project Members: Patrick Dunn (*RLE Program Management Team*) & Elbert Whitfield (*TSD Plan*)

Breakout Session Questions & Group Responses

The following documents a combination of attendees' verbatim and paraphrased responses provided by the breakout group moderators. Individual breakout groups may not have responses listed for each question due to groups spending more time discussing other questions or moderators not receiving any feedback from attendees on those prompts.

Question 1: What are three words you would use to describe your vision for the neighborhood?

- **Group 1 Responses:**
 - Access to jobs
 - Positive economic impact
 - Positive identity for the neighborhood
- **Group 2 Responses:**
 - Comparable to north side
 - Economic vitality
 - Revitalization of greater Roseland community
 - Vibrancy
 - Community feeling
 - Families
- **Group 4 Responses:**
 - Vibrant, community, family
 - Aesthetically pleasing and economically productive
 - Layered, hidden, connected
 - Safe, family-oriented, vibrant
- **Group 5 Responses:**
 - Food desert, greater access to quality food, grocery shopping, and safe/quality recreational activities for children
 - Quality education, bike trails, senior housing—we have a lot of seniors in the community
 - Lively, growth-oriented, diverse
 - Safe, vibrant, walkable
- **Group 6 Responses:**
 - Need employment opportunities
 - Growth, restoration, access
 - Healthy, safe, prosperous

Q2: What is important for us to understand about your community?

- **Group 1 Response:**
 - The new stop may bring safety and security concerns to the neighborhood. I would like to have more intentional conversations with CTA about Agape

parking concerns. Agape Center would be happy to be involved and to be a resource within the community.

- **Group 2 Responses:**

- Greater Roseland was once a thriving community. Hopefully, TSD will bring the community beyond where it was.
- A lot of seniors in this community
- A lot of younger people living here due to the lack of affordable rentals.

- **Group 3 Responses:**

- Safety is a major concern, especially around the medical district.
- Safety concerns, due to vacant buildings, is a deterrent.
- There are too many vacant lots and vacant houses which can be used as an opportunity for redevelopment.
- New development and renovations should not meet code minimums but should be developed to a higher standard.
- The community is supportive of development and there needs to be more community vision integrated into the plans. As a matter of fact, the 2001 TIF was a result of a community led initiative that started in 1997.
- The goal is to bring people back to the community and provide them with the amenities they need so they don't have to go outside of it to access basic services and shopping.
- Property lots are larger than average and provide an opportunity for developing larger homes.
- The community does not need any more standalone subsidized housing; however mixed-income development would be welcomed.
- 103rd and 111th Streets used to be strong commercial corridors

- **Group 4 Responses:**

- Lots of seniors in the neighborhood and young families with nothing for them to do
- They have good educational institutions that need to be promoted by the city to attract more students.
- 111th Street is a major corridor that can link to Pullman Monument.
- Has seen the deterioration of the neighborhood over time
- Lots of seniors – need outreach for programming given that they don't have all the technology and resources for information if they don't have young people in their lives to show them (especially since they are scared to come out of their houses).
- Nothing to do in the community
- Roseland had its own theater 20-30 years ago.

- **Group 5 Responses:**

- It's important for the team to understand we need jobs and economic development. There are businesses here, but only fast food and we need healthier food options, to that point. We have a lot of young people who

aren't working due to the lack of jobs. Safety is also a big concern; I don't feel safe walking in my community.

- A lot of the small businesses are owned by foreigners who don't have an investment in our community so there's no economic responsibility within our community.
- There has been historic disparity that's continuous and is common to other inner-city communities. There's also historic pride for those families who purchased their first homes in this community. Roseland means a community of hope for those to come back. People need to understand we've been overlooked and cast in a negative shadow.
- Safety is a concern, there are a lot of people who hang around the corners and it's not safe for seniors to walk alone or kids going to school. We're not able to enjoy the community because of this concern and need more protective services.
- **Group 6 Responses:**
 - A lot of returning citizens (formerly incarcerated individuals), single parents, homeless, and others that are looking for employment opportunities.
 - Residents are worried about not being able to park right outside their homes due to concerns about walking home at night.
 - This area has some of the highest rates of unemployment and returning citizens of any zip code. Workforce development and job growth have to go hand in hand.
 - Safety improvements have to precede the start of RLE service, otherwise ridership will be depressed by those who don't feel comfortable walking to the station. Safety improvements are tied to economic opportunities for young residents.

Q3: What are your community's greatest assets? What is missing?

- **Group 1 Responses:**
 - Missing workforce plans – the community could get training to qualify our residents for the jobs (Union training)
 - The neighborhood is unique and those raised in the area claim their elementary school not their high schools as their geography.
 - Generational ownership in the area (“lifers”) and the unique history of a formerly Dutch neighborhood.
 - CTA should consider making the stations more accessible for the deaf/hard of hearing. If there is a re-route or a train is delayed, they often do not hear the messages that are being broadcast over the intercom. CTA should consider having visuals available for re-route maps and any announcements.

- **Group 2 Responses:**
 - Missing is that young people do not know what resources to utilize to establish income or what resources are available to them. The opportunities are so spread out, and transportation costs have gone up so much it may be hard to access all of those opportunities.
 - The people are the greatest assets. Responsibility and sense of community is not translated to the next generation.
 - What is missing is the community's involvement. People hope that during this transition that there is a way to educate young people on how to participate economically in this transition. There may be a level of dissatisfaction without this.
- **Group 3 Responses:**
 - The medical district is an asset.
 - There is a desire for more commercial development on Michigan Avenue.
 - Small clinics could be moved off Michigan Avenue and into the medical district.
 - New restaurants and grocery stores are needed.
 - Schools need the newer technology and resources that are missing in Roseland but are in other communities.
 - New construction is welcome
 - Multi-unit building development and single-family homes are both needed.
 - There is enough senior housing
 - Pullman and Halsted have national retailers, Michigan Avenue retail development is different – desire to retain the existing small businesses and to bring more local business, such as men's clothing stores and restaurants.
- **Group 4 Responses:**
 - Need a Boys & Girls Club
 - Would love activities like arts & crafts and provide transit to those activities
 - Need a Department of Aging for the community
 - Need affordable activities for young people like the Kroc Center in Morgan Park on 115th Street which is hard to get to from Roseland.
 - Desire for mom-and-pop stores, grocery stores, affordable housing, and single-family homes
 - Only positive assets are the Major Taylor Bike Trail and Monument Park
 - Want walkable mom-and-pop stores
 - An asset is we have lots of riders
 - Missing reliable, efficient, and quick transportation to cut commute time
 - Assets are people and potential for growth
- **Group 5 Responses:**
 - Our individual homeowners take a lot of pride in the neighborhood. We're missing block clubs; some areas have them but not all. They act as a resource to be able to come together and help residents in need.

- We have lots of homes in the community as opposed to multi-residential buildings. We're missing recreational opportunities and walking trails. I see trails on the north side but not the south. There are a lot of health issues such as obesity due to the lack of resources. Economic development is also missing.
- Diversity of people within the neighborhood, ranging in ages. Different demographics of people allow for us to come together and develop great ideas. To echo other's thoughts, we need economic development and jobs that are sustainable for all class/community groups, with or without degrees, such as jobs in the trades because a lot of people aren't working.
- An asset is our civic and religious institutions. People should have institution options in the neighborhood where they live and serve. Concerned there's been trades missing for some time in our community. Not everyone is cut out to be behind a desk. There are a lot of businesses in the neighborhood that don't last long. People need plumbers, electricians, etc. and I shouldn't have to go outside of my community to hire those services.
- **Group 6 Responses:**
 - Need permit parking as part of station implementation
 - Safe street design and safety personnel on main streets for pedestrians traveling to/from transit
 - Jobs pipeline is needed for non-union jobs as well as integration into the US Employment Plan and existing regional workforce development initiatives. Like those that Rev. Calloway and Dallas Gordon are involved with for T.R.E.A.D., Washington Heights Workforce Center, and Members of Far South Chicago Coalition. As well as the asset of the Rock Enterprises Development Corporation.
 - Food, transit, and jobs desert. The other two deserts need to be addressed for this to be as successful as possible.
 - Greatest asset are the people in the community, especially unlocked potential of the youth.
 - Need the reduce commute times this project will bring but also need to start work before the service starts so that community is prepared for and engaged in change rather than displaced by it. Especially related to safety and employment.
 - Missing greater access to education and entertainment that exists in other communities, as well as increased spending within Roseland by visitors from other communities that could restore retail corridors.
 - Biggest assets are young people and young leaders in additional to the rich spiritual heritage and one of the highest concentrations of houses of worship in the city.
 - The Rock Enterprises and Development (T.R.E.A.D) Corporation is an asset.

Q4: How do you see the new station benefitting your community?

• **Group 1 Responses:**

- Bringing more positive identity for the neighborhood because today it is not all positive as there are issues like rioting and looting
- Having better access will help those without a car
- Would the 111th bus become a 24-hour bus?
 - *Project team response:* CTA is looking at bus service plans but not at that level of detail yet

• **Group 2 Responses:**

- It will give people better opportunities.
- Development. National brand developers will note this is a major transit spot and will likely open up a business here. Entire corridor can attest national brand stores again, which used to be on Michigan Avenue. The whole project (all 5.6 miles) will transform greater Roseland area and help revitalize other areas.
- It will get people back into the community via home ownership. This will also enable people to buy property and eventually increase property values.
- Would like to see the neighborhood voted dry and get rid of liquor stores and have landlords maintain quality of tenets.

• **Group 3 Responses:**

- New job development
- Increased safety
- Opportunity for access to jobs outside of the community to earn a living wage
- Access to transportation, the hospital, and shopping
- The community can look to the changes made in Bronzeville as an example for the Far South Side community – bringing new homes and education opportunities within their own neighborhoods.
- Goal to save this district because it is the only commercial/shopping district in the community from 111th to 115th Streets, as well as on 111th Street.

• **Group 4 Responses:**

- Ultimately want to walk in freedom
- Halsted (from 110th – 199th) is a major corridor with lots of economic resources and we need to connect it to the station.
- Adding this station will allow for other stops along people's commutes as well as shopping.
- Not sure, concerned about safety and believe adding more jobs and education could help with that.
- New station will bring new people to the neighborhood and more home ownership.
- Desire it to be a safe space, like a village

- **Group 5 Responses:**

- All analysis that has been said about transit station – I’ve lived in the neighborhood for 40 years and we’ve been waiting for this to happen. Eminent domain is going to affect people which scares me, and some people will miss out so to speak.
- Aesthetically. Allowing job training and opportunities for people to be trained and things that they’re going to be utilizing in the new station. I would love to see those jobs made available with priority to community residents.
- Young urban professionals will want to move out this way because it’s easy access to city jobs which would allow the community to become mixed-income and businesses would want to develop/be established in our community. Almost a Soho economic development if you will, because our area has been so overlooked (between Halsted and Michigan).
- Save money for peoples’ commutes, won’t have to take cars to 95th and then the subway. It would be more convenient.
- Strong emphasis on economic development. More diverse and options for economic development. That the project will produce what they’re saying it will.

- **Group 6 Responses:**

- Greater connection to jobs not just downtown but throughout the city.
- Each station can be the economic engine and cultural node expressing the soul of the neighborhood through jobs, as well as art.
- If the 111 & 111A buses were merged then 111th could be a healthcare node along a corridor between the Blue Cross Blue Shield locations at Pullman & Marshfield Plaza, as well as the Roseland Medical District.
- Provide greater access to the east/west bus routes on main streets in the area
- This project can create a healthier community if it means growth in food access, a safer neighborhood through more eyes on the street, and a more prosperous community not only through increased access to jobs but also jobs here that can be accessed from other neighborhoods.
- Greater access to educational services and entertainment amenities. It can also increase visitation to Roseland from other Chicago community areas that currently don’t have easy access. Improvements in crime mitigation will also hopefully precede the start of RLE service.



Red Line Extension 103rd Street Station Virtual Meeting Minutes

Tuesday, February 9, 2021

6:00 PM – 7:30 PM

via Zoom & Facebook Live

Meeting Presenters

Marlise Fratinardo, *Chicago Transit Authority (CTA) Planning*

Ammar Elmajdoub, *Chicago Transit Authority (CTA) Planning*

Sonali Tandon, *Chicago Transit Authority (CTA) Planning*

Barbara Stubblefield, *Red Line Extension Program Management Team*

Melody Carvajal, *Red Line Extension Program Management Team*

Teresa Fourcher, *Transit-Supportive Development (TSD) Plan*

Mark Payne, *Transit-Supportive Development (TSD) Plan*

Attendees

Public via Zoom: 68

CTA staff, support and consultants via Zoom: 44

Facebook Live: 8

Total public: ~76

Meeting Materials

Presentation is attached.

Summary

CTA hosted the 103rd Street Station virtual community meeting on Tuesday, February 9, 2021. The 103rd Street Station meeting was the third of a series of meetings for the four proposed station areas along the Red Line Extension corridor. The meeting was held through Zoom and also broadcast on the project's Facebook page. Captioning as well as American Sign Language and Spanish interpretation were available for meeting attendees, including during breakout rooms. A comment with the Zoom meeting information was also posted on the Facebook Live stream so individuals could join to participate in the interactive presentation portions and receive any required accommodations. Attendees were asked to register in advance and were provided with the link and meeting ID to join via Zoom. Registration was available on the project's interactive engagement website, transitchicago.com/RLE/engage, which is hosted on the Bang the Table (BTT) platform. The engagement website provides general information about the RLE Project and Transit-Supportive Development (TSD) Plan plus interactive tools such as an Ideas Wall, project survey, and project map to engage the public and solicit their feedback regarding the project.

Ms. Stubblefield started off the presentation by covering the agenda and presenters. Ms. Stubblefield also covered how attendees can ask questions throughout the meeting. Questions and comments submitted during the meeting are documented on pages 3-6.

Ms. Fratinardo led the group through the RLE Project overview, benefits, and recent progress. Ms. Stubblefield and Ms. Fratinardo asked attendees to respond to three direct questions via chat; responses to these questions are documented on pages 6-7. Next, Mr. Elmajdoub presented engagement opportunities, including the engagement website, transitchicago.com/RLE/engage and recent public outreach efforts. Ms. Carvajal then shared information regarding potential property impacts and provided a variety of contact methods and resources for additional information and follow up. Ms. Tandon explained that there have been no major changes to the 103rd Street station since the Draft Environmental Impact Statement (EIS). Ms. Tandon described some of the resource analyses underway for the Supplemental Environmental Assessment (EA) (traffic and access, historic and cultural resources, noise and vibration, visual and aesthetics, and public parks and recreation area) for which impacts may be of particular interest in relation to the 103rd Street station.

Next, Ms. Fourcher presented on the TSD Plan, covering the overview, timeline, and current as well as past aligned planning efforts. Ms. Fourcher also shared information regarding community assets/resources and the 103rd Street station corridor existing land use areas in relation to the TSD Plan. After, Mr. Payne led a series of interactive polling questions to gauge participants' ideas and recommendations for future development along the Red Line Extension corridor (questions and polling results are documented on pages 7-9 of this summary). Mr. Payne read the polling questions and answers out loud and they were also displayed on individual presentation slides for attendees to see. Following the interactive polling questions, attendees were separated into small groups for a breakout session led by one to two other project team members. On average, there were five to six attendees in each breakout group. A set of general questions were displayed on a presentation slide to solicit input and encourage discussions. Community members were offered the opportunity to share their ideas on the vision for the community to inform the TSD effort. Breakout summaries were compiled for each group and the compilations of comments received are documented on pages 10-17.

After approximately 20 minutes, the breakout session concluded and attendees were brought back from individual breakout groups into one large group to finish the meeting. Each breakout group moderator presented a brief summary of their group's discussion and common ideas that were shared among group participants. Next, Mr. Elmajdoub presented information regarding the RLE interactive engagement website, opportunities to stay involved, how to receive project updates, ways to contact the project team, and details regarding entry for the engagement site Visa gift card sweepstakes. Ms. Stubblefield then concluded the meeting by thanking all attendees for their participation, providing information for the final upcoming station virtual meeting and methods, both digital and non-digital, to contact the project team with questions.

Attendee Questions & Comments – Zoom Chat Feedback

Unless otherwise noted, the following questions, comments, and responses documents the direct meeting chat transcription. Responses were provided in the chat by the RLE Project team for all attendees who joined the meeting via Zoom to see. Attendees who joined via Facebook Live or phone did not have visibility of the Zoom chat questions, comments, and responses.

- **Question 1: Will all the new stations be able to handle 10 car trains?**
 - **Response 1:** Thank you for your question, Allan! Yes, all four proposed RLE stations will be designed to accommodate 10-car trains.
- **Q2: Will the 103rd Street bus still terminate at 95th Street after the new station opens?**
 - **R2:** Thanks for the question, Michael! Since the CTA is building stations and tracks that have never existed previously, CTA will need to determine how different bus routes and transportation details would be coordinated and enhanced to meet the needs that would arise with the new station locations. CTA is in the process of developing a service plan for the RLE Project, which may include adjustments to existing bus routes to complement the new high-capacity transit service.
- **Q3: Related to Michael's question, it would be great if the 103rd Street bus was one continuous route after 103rd Street station is open.**
 - **R3:** Thanks for your suggestion, Anne! We will consider that when developing the service plan.
- **Q4: So, the track is going to cross above the Wentworth bridge at 99th? How high up is that?**
 - **R4:** Hi Hillary - Yes, the RLE track would cross over Wentworth Avenue north of 99th Street. The project is currently being designed and we do not have an exact structure height defined quite yet.
- **Q5: Will the project be built in phases?**
 - Thanks for the question, Allan. CTA is planning to build the RLE as one project.
- **Q6: What will happen to the trees and park area along Eggleston, between the road and the current freight tracks? Are you going to tear it all out?**
 - **R6:** Thanks for your question, Hillary! CTA does anticipate needing to remove some trees to make room for the RLE Project. A tree survey is being conducted that will give us a better idea of the impacts to trees along Eggleston Avenue, as well as other areas of the project.
 - **Follow up comment from same attendee:** But it will not be "some" trees, you will take out the entire historical avenue of trees.
- **Q7: Will construction of the extension begin on 95th? Are there any plans to improve conditions at the 95th station and its surroundings? (Question 7 and**

responses were communicated in Spanish during the meeting; this description is an English translation of that exchange)

- **R7a:** Thank you for your question, Roberto. Please accept our apologies but we are unable to answer questions in Spanish during this live meeting, however, please email us at RedExtension@transitchicago.com and we will respond to you as soon as possible.
 - **Follow up comment from same attendee:** Thanks for answering. I will use the email. I invite you to continue working so that Spanish speakers can fully participate and interact in real time.
- **R7b:** Roberto, thanks for the invitation! We continue to make efforts to better serve all communities. For the 95th station area, CTA is currently involved in several preliminary discussions about how to best support development in that area.
- **Q8: Will there be permit parking in the area?**
 - **R8:** Thank you for your question, Cheena. Per Chicago Municipal Code, residential parking zones are introduced by Aldermen and established by City Council. To be eligible, the proposed parking zone must meet certain requirements including demonstration of need as determined by a parking study, among other things. CTA will be coordinating with the Chicago Department of Transportation (CDOT) on issues related to parking availability.
- **Q9: How much will the project cost and what will be the federal share?**
 - **R9:** Hi Allan - CTA estimates that the RLE Project will cost approximately \$2.3 billion. We anticipate a Federal share of approximately 49 percent.
- **Q10: How does permit parking work for our family members? There are a lot of seniors whose children visit regularly to check on parents.**
 - **R10:** Park & ride facilities are planned at each of the four RLE stations. Using travel demand modeling, the CTA has estimates of the parking demand needed along the Preferred Alignment. The CTA is currently conducting additional analysis and review of parking needs near stations and as part of the ongoing project development and engineering studies.
- **Q11: Awesome! Transportation should be affordable, accessible, equitable and seamless. Rapid transit provides an opportunity for people to get to work and return home in a timely fashion allowing families to have more time to spend with their children/family.**
- **Q12: Can this be done in tangent with the project or will we have to wait?**
 - *No response provided during the meeting.*
- **Q13: Will the extension lead to more frequent train service south of the loop? It was a common joke with my peers as we watched a ratio of almost 3:1 trains from the north to the loop in the morning and the reverse in the evenings at Lawrence and Wilson stations. In other words, we waited three times as long as commuters travelling in the opposite direction from us.**

The lack of equity was very apparent, especially when we looked at the racial demographic difference seen with the service.

- **R13:** Thanks for your comment, Dallas. The RLE service plan is still under development. CTA is committed to promoting equity and environmental justice throughout our service area and the RLE Project is a major component of CTA's efforts to improve transit service on the South Side of Chicago.
- **Q14: Will the trains be cleaner and safer than they are now? I am a shift worker, commuting at 5:30am, and I honestly cannot remember the last time I rode a train that was not dirty and full of people smoking. It has gotten a lot worse since the pandemic, nobody seems to care.**
 - **R14:** Thank you for your comment, Hillary. The project-specific safety and security plan for the Red Line Extension is being developed during Preliminary Engineering, and security measures will be consistent with that of the entire CTA system. A number of steps have been taken to improve your safety and security while on CTA. To learn more about these steps, please visit: transitchicago.com/security.
- **Q15: I understand about direct property impact, what about surrounding area... within a one or two block radius?**
- **Q16: Agree with Cheena about the property impact. Instead of a park full of trees. Eggleston residents will have noise and vibration every 10 minutes or so, and the trees will be replaced by a metal structure.**
 - **R15 & 16:** Thanks for your questions and comments, Cheena and Hillary. You may want to check out "Transit Means Business", a study by the Metropolitan Planning Council about the impacts of transit on properties in the surrounding areas: chi.streetsblog.org/2018/11/12/mpc-study-highlights-importance-of-transit-for-attracting-businesses-employees.
- **Q17: What are the right now economic and employment opportunities for those that live in the impacted areas?**
 - **R17:** Hi Dallas - The RLE workforce development plan is under development and will be coordinated with CTA-wide plans to increase workforce and career opportunities. In the meantime, please check out CTA's Workforce Opportunities page to see what's available now: transitchicago.com/rpm/workforce-opportunities/.
 - **Follow up comment from same attendee:** Thank you for your response. I am pleased to see the Workforce Innovation and Opportunity Act (WIOA) reference. We are one of the local WIOA locations in the community. Even with all of our partners, there is a tremendous need to be able to provide our services. Hopefully, this will lead to increased capacity to serve.
- **Q18: Top was local food source (in reference to an accidental omission in reporting the top polling results for polling question 3)**

- **Q19: By a lot! Makes me think of possible food deserts in the area** (in reference to above correction regarding the top polling results for polling question 3)
- **Q20: Agreed, the food kiosk and farmers market were 82 percent. Why did they ignore that?**(in reference to an accidental omission in reporting the top polling results for polling question 3)
 - **R18-20:** Thank you for catching that, Rev. Calloway. We caught that as well! Mark [Payne] must have forgotten to scroll all the way through the options as he was reading. The actual response rates will be reflected in our summary of the meeting.
- **Q21: I did not see STEM or tech on that list** (in reference to response options for question polling question 7)
- **Q22: Re: Ask Sign Language Interpreter [to] remove label -- the interpreter's hands are blocked. I have sign language skills. Thank you. D. L. Truss. Red Line Extension Coalition.**
 - **R22:** Thanks, D.L.! We will work on that for our next meetings!
- **Q23: On 100th Street [where] is the train tracks? Will [it] be in the park?**
 - Question identified after the meeting (without question marks) upon review of the transcript. Question was asked and addressed verbally in a breakout group and commenter planned to send email to RedExtension@transitchicago.com to ensure it was received.

Presentation Engagement Questions – Zoom Chat Feedback

These questions were posed by the presenters during the large group presentation. The following documents the attendee responses that were typed in the Zoom chat.

- **Question 1: What neighborhood do you reside in?** (Responses listed in order of most common to least)
 - **Responses 1:**
 - Roseland
 - Rosemoor
 - Washington Heights
 - Fernwood
 - West Pullman
 - Beverly
 - West Chesterfield
- **Q2: What is your favorite CTA Station and what about that station do you like most?**
 - **R2:**
 - Cermak to 22nd Street is well lit
 - It is a tie between Morgan (Pink and Green lines) and Cermak (Green Line). I appreciate the accessibility and views.
 - No real favorite. The Wilson station redesign was done nicely.

- I am near 95th station, it is convenient
 - I like area by IIT, the covered dome
 - Easy accessibility, protection from the weather, good wayfinding at Washington/Wabash
 - Jackson Red Line because there are always musicians (*This comment is an English translation of a response that was communicated in Spanish*)
 - The new Belmont Blue Line, cool design
 - Lake, very airy and big
 - I do not have a favorite as I only use the Red Line from Roosevelt to 95th and they are not nice. I think there are some nicer stations on the other lines, but these are all dirty and lacking security.
- **Q3: How will the Red Line Extension benefit you and your neighborhood?**
 - **R3:**
 - Easier access for bike/train combo trips
 - More access to jobs
 - Equity and connection with the whole city (*This comment is an English translation of a response that was communicated in Spanish*)
 - Building a wonderful workforce from the communities
 - Jobs
 - Faster to get downtown and other connecting CTA services
 - Quicker access than going to 95th via bus
 - Honestly, not seeing it as a benefit. Property value and safety concerns
 - I live at 102nd, so it would be super easy to go north to south for baseball games and downtown using one train
 - Access to jobs and the loop. I used to work on the northside but live in the south suburbs. I had to take both Metra and CTA to get to work. Extending to 130th would change that commute.
 - I live right by the 103rd site, so it would reduce the need to get to 95th.

Presentation Polling Results

Attendees joining the meeting through Zoom could answer the poll in real time. Polling was not available to attendees who joined the meeting through Facebook Live or by phone. Those attendees were informed that polling questions were available on the RLE engagement website as an alternate way to participate and provide their responses. Polling questions were typically open for more than 45 seconds.

Response Options	Votes Received
1. How did you learn about tonight's meeting?	
<i>Total Attendees Responding to Question: 23</i>	
Email from CTA	14
Facebook, Twitter or Instagram	3
Postcard in the mail	3
Word of mouth	2
Flyer	1
2. What would be your mode of transportation to the 103rd Street station?	
<i>Total Attendees Responding to Question: 26</i>	
Drive	11
Walk	8
Bike	3
Bus	2
Other	2
3. What kinds of open space or public places would you like more of? (Pick up to 3)	
<i>Total Attendees Responding to Question: 28</i>	
Farmers market or local food kiosk	23
Walking and biking trails	13
Performance or public art spaces	11
Increased access and recreational opportunities	11
Plazas and other gathering spaces	10
Spaces dedicated to nature and ecological restoration	10
Places for exercise	5
Sports and active recreation	4
4. What are the community's greatest strengths from a development perspective? (Pick up to 3)	
<i>Total Attendees Responding to Question: 27</i>	
Single-family housing	17
Affordable housing	12
Parks	10
Schools	7
Shopping	7
Civic and religious institutions	6
Historic preservation	6
Senior housing	6
Jobs	4
Transit	2
5. What are the community's greatest needs from a development perspective? (Pick up to 3)	
<i>Total Attendees Responding to Question: 29</i>	
Jobs	22
Shopping	18
Affordable housing	13
Transit	11
Single-family housing	8
Senior housing	6
Historic preservation	3
Schools	3
Parks	2

Civic and religious institutions	1
6. What types of businesses would you like to see? (Pick up to 3)	
<i>Total Attendees Responding to Question: 28</i>	
Grocery stores	22
Locally owned cafés	16
Medical, health & wellness services	14
Pharmacy	8
Locally owned boutiques	7
National chain restaurants	6
Professional services	4
Clothing	2
Home improvement stores	2
Personal services	1
7. What types of jobs are needed nearby? (Pick up to 3)	
<i>Total Attendees Responding to Question: 28</i>	
Healthcare	14
Manufacturing	12
Construction	11
Office and administrative support	9
Professional services	9
Maintenance and utilities	9
Retail and restaurants	9
Public sector	7
Transportation and warehousing	4
8. What type of housing is most needed? (Pick up to 3)	
<i>Total Attendees Responding to Question: 29</i>	
Affordable housing	22
Home ownership	20
Mixed-Income	18
Senior housing	12
Rental	8
Veterans housing	7
9. What scale of housing is desired? (Pick up to 3)	
<i>Total Attendees Responding to Question: 28</i>	
Single-family	20
Two-flats and three-flats	20
Townhomes	17
Small four-to-six-unit building	11
Multi-family housing with ground floor commercial	11
Mid-rise multi-family (up to 8 stories)	4

Breakout Session Groups

Group 1

Moderator: Teresa Fourcher (*TSD Plan*)

RLE Project Members: Marlise Fratinardo (*CTA Planning*) & Sarah Wilson (*TSD Plan*)

Group 2

Moderator: Mark Payne (*TSD Plan*)

RLE Project Members: Sonali Tandon (*CTA Planning*) & Michael Schuch (*RLE Program Management Team*)

Group 3

Moderator: Erin Cabonargi (*TSD Plan*)

RLE Project Members: Ammar Elmajdoub (*CTA Planning*), Jenn Pisano (*TSD Plan*), & Leah Mooney (*CTA Planning*)

Group 4

Moderator: Christine Carlyle (*TSD Plan*)

RLE Project Members: Jasmine Gunn (*Chicago Department of Planning and Development*) & Christen Hayes (*TSD Plan*)

Group 5

Moderator: Sarah Ware (*TSD Plan*)

RLE Project Members: Barbara Stubblefield (*RLE Program Management Team*) & Kristen Robinson (*RLE Program Management Team*)

Group 6

Moderator: Jacob Peters (*TSD Plan*)

RLE Project Members: Patrick Dunn (*RLE Program Management Team*) & Elbert Whitfield (*TSD Plan*)

Breakout Session Questions & Group Responses

The following documents a combination of attendees' responses verbatim and paraphrased responses provided by the breakout group moderators. Individual breakout groups may not have responses listed for each question due to groups spending more time discussing other questions or moderators not receiving any feedback from attendees on those prompts.

Question 1: What are three words you would use to describe your vision for the neighborhood?

• **Group 1 Responses:**

- Robust, vibrant, transformed
- Transformed is a good word. Beauty. Excitement. Envision it with stores, jobs, right now everything looks ugly and closed. There's lots of vacant lots and want to see more development, more beautiful and aesthetically pleasing amenities.
- Roseland was considered a jewel at one time, everyone wanted to be in Roseland. It can be that again. Just need to clean up a little bit. A group member highlighted a new campaign/effort, Roses for Roseland. Conversations with an artist sparked an idea about transforming vacant lots and creating an environment that would

create positive loitering for the community. Imagine a rose garden where people could sit and have a smoothie, a pop-up kiosk, fresh produce, sip-and-savor type of environment. Just enjoy the ambiance of the rose garden.

- **Group 2 Responses:**

- Progressive
- Energized
- Engaging
- Maintained
- Growth
- Universal (development without displacement)
- Job opportunities
- Renewal of greatness of Greater Roseland area

- **Group 3 Responses:**

- Energetic, active, cohesive
- Placemaking by way of activities - having a central place, like a plaza for example that everyone knows exists and it fosters community interaction and connections.

- **Group 4 Responses:**

- Family-friendly community, used to have lots of activities for families and children, with decent schools and parent participation. I would like to see those things come back!
- 103rd Street corridor, especially in Eggleston area, is mostly private single-family homes. When envisioning what to go around 103rd Street, not sure what considered enhancements would include besides being more accessible to nearby residents to get around in the city.

- **Group 5 Responses:**

- Safe, beautiful, friendly
- Safety is a top concern. 103rd needs a lot of regeneration. Riots took out local businesses, many of which haven't recovered. The area needs confidence, investment, support, and jobs.

- **Group 6 Responses:**

- Developed, safe, nurturing
- Better transportation, easier access
- True community input (on development). It would be great if through the TSD Study engagement process we can reach an agreement between community stakeholders and their municipal representatives/aldermen.
- Economic development, new business (especially along 103rd Street).

Q2: What is important for us to understand about your community?

- **Group 1 Responses:**

- I do know that the center would be closer to 11th street and would be nice to have some jobs closer to the area. We need a lot to make 103rd and 11th Streets better.

- In relation to the density of the residential area, the preference is to keep it small, two to three flats. I don't want to see any real large buildings, unless they're more senior-oriented. I'm more comfortable with smaller size properties since it is already residential.
- **Group 2 Responses:**
 - A lot of strong hard-working people in this community. With new amenities coming into the area, would like to take advantage for those in this area (prop up the areas) with those already in the community (maintaining).
 - A lot of mixed generations in this area. Remember the economic development in the community will be something that keeps people engaged, but make sure seniors' lives are still relevant/engaging. Engage the entire community.
 - So much has been taken out of the community in regard to economic development. Instead, look to have locally owned business drive economy rather than outside (keep the flow of money in the community).
 - This project is a lot about the City of Chicago, not just the surrounding neighborhoods.
- **Group 3 Responses:**
 - COVID-19 has brought to light the disparities of the South Side neighborhoods. It has interrupted our lives forever. CTA stations can be used as leverage to help the South Side neighborhoods rebound from COVID-19.
 - Desires for growth and investments. This community has been denied resources to grow historically, such as economic and education resources. The community needs to see the changes coming so they can adapt properly and prepare for the development.
- **Group 4 Responses:**
 - Family-friendly! Long term residents now are older with children that have grown up and not returned. There are not many young families with children and would like to see more children and young families. Looking to bring the next generation of families to the area. Can raise a family here.
 - Roses for Roseland: I talked to an artist about a project which she put together a video for video to turn some of the vacant lots in Roseland into a rose and flower garden. The project aims to create community spaces with benches and pop-up kiosks with fresh food, produce and sip-and-savor amenities to enjoy the ambience of a rose garden in empty lot and strengthen the community.
 - Concerned about the location of the track and that parking space will be taken away and not be replaced.
 - Concerns about displacement from construction at the station

- **Group 5 Responses:**
 - Safety. I want to know the stations are safe. I'm a shift worker who regularly commutes at 5:30am and I wouldn't walk alone along that area right now (top end of 103rd Street). Will the stations be staffed? Will there be better lighting? It's a desert. There's a dollar store on one corner and a Hines on the other and then it's a desert.
 - I see the station bringing new jobs, but the area lacks guidance and a sense of security. We want to feel safe. The area has a lot of potential, but the lack of security and bad reputation scares people away.
- **Group 6 Responses:**
 - There is a lot of development needed on 103rd, particularly places for seniors, among others, to buy medical supplies along the corridor. There are very few lucrative businesses along the 103rd Street corridor.
 - Few communities of color have necessary and desired commercial establishments or cultural institutions within walking distance.
 - This is a food desert. There is no full-service grocery store in the area.

Q3: What are your community's greatest assets? What is missing?

- **Group 1 Responses:**
 - Greatest assets would be Gwendolyn Brooks [College Prep Academy] along 111th Street corridor and Palmer Park, which is a beautiful park. There are lots of historic buildings along Michigan Avenue. Preservation Chicago did a study and identified over 100 buildings that have historical significance. Placing historical markers that speak to the history of the properties. For example, even though Gately's department store is no longer there, a marker could be placed to detail its' story. We should draw tourists from Pullman who would find Michigan Avenue as a destination place.
 - We need more stores that you can go shopping at when you get off at the station. If you were to get off on 103rd right now, you'd have to go quite far to get to another store.
- **Group 2 Responses:**
 - The people are the greatest asset. There are a lot of skilled and talented individuals who are marginalized because of things that have happened in past.
 - What's missing is challenging employers to give these people a greater opportunity.
 - Faith-based churches are a great asset. Create comfort in community. I would like to see more economic development. Current options for businesses are not meeting people's needs. Establishments (like coffee shops) for people in the community to meet and converse.
- **Group 3 Responses:**
 - Public resources need to be deployed, such as INVEST South/West, to jumpstart the process of development. Overall, the community is not

prepared for growth due to lack of existing resources for the community and small business owners.

- Education system needs to be strengthened on the South Side.
- Job creation for working class people in this community is needed. Services and jobs for the CTA stations themselves are desired. This is an opportunity for business development and individuals re-entering to the workforce. Livable wages are necessary. Long term careers are desired.
- Spread the wealth and spread the risk within the community. RFP programs from CTA should break down the work into smaller workloads so that many community residents can participate in the work. For example, diverse prime consultants to help grow their businesses.
- Education needs to be brought up to par. Eliminate disparities that exist; community kids on the South Side do not have the same quality of education as there are in other communities.
- **Group 4 Responses:**
 - Many of the storefronts near 103rd are churches now, not much retail, shops, or cafés.
 - Main issue in Roseland is the vacant lots. The greatest asset is the people.
 - Strong block clubs in greater Roseland area and strong communities are an asset. Another asset is great educational opportunities, students can go from kindergarten to Ph.D. due to the good schools in the area.
 - Not as friendly to retail or shopping centers due to it being a mostly residential area. The parking at station is a great asset.
 - Gwendolyn Brooks [College Prep Academy] at 111th Street corridor and Palmer Park and many historic properties on Michigan Avenue corridor are assets.
- **Group 5 Responses:**
 - There's nothing here. No grocery store or retail. I have to go to 115th to get groceries. It comes down to confidence and investment in our community. If there was a grocery store or maybe a library for kids, entities like that would help bring people to the area.
 - Our community area lacks places for children to be kids. It's also missing something as simple as neighborly bonds and knowing who belongs where. An asset is quick access to the major highways going in all different directions.
- **Group 6 Responses:**
 - The people are the greatest asset. Also, Langston Hughes Elementary School and the accessible park/field that allows for special needs programming. There are lots of unused or underused buildings along the corridor like the CVS near Halsted Street that could be assets. Metropolitan Family Services is also a great community asset, though it is not within walking distance of the proposed station.

- There are a few good small businesses located east of Michigan Avenue that are assets, but there is almost nothing in the way of successful commercial development west of the Michigan Avenue corridor. Prior to the COVID-19 pandemic, there had been mention of some progress in the way of economic development at aldermanic meetings. That needs to continue and resume.

Q4: How do you see the new station benefitting your community?

- **Group 1 Responses:**

- It'll be a faster commute with faster transit time and that's really important. Also, better connection to services. It takes such a long time to get to 95th Street.
- Right on 103rd Street is a great opportunity for more mixed-use buildings, retail on the bottom level with affordable dwellings on the top level. Something where people, especially families, can get off the bus or train and go right into their buildings. A group member discussed the importance of people having access to fresh produce. For example, to potentially stop in the lobby of their building and get fresh produce and meat without having to go to a large grocery store or even a coffee shop. To have that amenity in the building where residents could sit and read the paper or meet with members of the community would be invaluable. Right now, the older men in the community sit at McDonald's, "kicking the breeze." The community needs a place where you can engage in conversation with your neighbor.
- Importance of job readiness. People in the community need to know what types of jobs and skillsets CTA is going to require for this project. Programs that address this will transform the community.

- **Group 2 Responses:**

- People getting off the train and using local parking spaces. Will locals feel as safe as they do now with larger influx of people coming through the community?
- How will this affect local property value?
- How will this impact individuals in the community?

- **Group 3 Responses:**

- How can we leverage the real estate at these stations to educate and promote technology and learning? For example, at each new station, create a smaller scale 1871 type of space with technology training to promote STEM education. Younger community members can come to this staffed hub to learn programming and real skills. It could be a satellite of the City Colleges or Chicago State University. Virtual STEM learning could be used in parallel with this also.
- Similar to Amazon Future Engineers Program (referenced commercial).
- Ignite Technologies are doing a similar program.

- Google' has a similar program as well.
- Challenge to think differently about what the stations can be. These stations should not be a repeat of the 95th/Dan Ryan station. They need to be using their real estate differently so it can have an impact over the next 20 years.
- **Group 4 Responses:**
 - Close proximity to where I live and travel to Wrigley. Would love to cut travel time in half and take one train instead of a bus. The conduct of people at the station and on trains is concerning, sometimes I will walk home instead of riding the bus.
 - Too far west for frequent use but believe it will improve the neighborhood and provide options for folks living further out to get back and forth to the city.
 - The new station should feel like a safe haven. It needs good business neighbors that participate in the community by keeping properties and windows clean, sufficient lighting, community-oriented surveillance system (that keeps whole street safe), safety kiosks, and security guards.
 - Beautification or utilization of vacant lots would be beneficial.
 - Pushing for historic landmarking of the corridor and to put plaques on historic buildings. Preservation Chicago completed a study on Michigan Avenue corridor and over 106 buildings had historic presence.
 - More than 300,000 tourists come to the area to see Pullman and I want them to be able to find Michigan Avenue to enjoy the rich history there, as well.
 - One important thing for each new station is how would you “brand” each station, for example around the 95th Street people want to call it “University Village /95th.” It would be beneficial if perception was strengthened by each station based on their assets and decided by the community how they want them to be branded, for example: 103rd – not sure yet what this station area would be; 111th – Roseland Medical District; Michigan Avenue – Magnificent Mile South; 130th Street – Culturally rich area, underground railroad, Beaubien Woods, port.
- **Group 5 Responses:**
 - Hard to picture. If there's no jobs, no one will live here. It would be nice to have a basic Aldi. Somewhere to buy fruits and vegetables. We only have a Walgreens, which lacks variety of fresh produce. A grocery store would work in favor of attracting new people to the area.
 - With jobs and shorter commutes. A small local grocery store would be great as long as it offers reasonable prices and a variety.
- **Group 6 Responses:**

- Anything that would provide financial impact to the community, especially in the form of development. This would aid longtime homeowners. Creating a farmers market (as a regular recurring activity or getting a quality grocery store as a permanent fixture) would be helpful. You could use Block Park for this function or for cultural activities every weekend. Having this in proximity to the station could draw people from other parts of the city.
- A benefit would be providing the neighborhood with a “shot in the arm,” as far as economic development is concerned. We want to see the kind of development you see around stations in further north neighborhoods (e.g., grocery stores, pharmacies, restaurants).
- A farmers market would be a great start.



Red Line Extension Michigan Avenue Station Virtual Meeting Minutes

Tuesday, February 16, 2021

6:00 PM – 7:30 PM

via Zoom & Facebook Live

Meeting Presenters

Marlise Fratinardo, *Chicago Transit Authority (CTA) Planning*

Ammar Elmajdoub, *Chicago Transit Authority (CTA) Planning*

Sonali Tandon, *Chicago Transit Authority (CTA) Planning*

Barbara Stubblefield, *Red Line Extension Program Management Team*

Melody Carvajal, *Red Line Extension Program Management Team*

Teresa Fourcher, *Transit-Supportive Development (TSD) Plan*

Mark Payne, *Transit-Supportive Development (TSD) Plan*

Attendees

Public via Zoom: 69

CTA staff, support and consultants via Zoom: 46

Facebook Live: 12

Total: ~81

Meeting Materials

Presentation is attached.

Summary

CTA hosted the Michigan Avenue Station virtual community meeting on Tuesday, February 16, 2021. The Michigan Avenue Station meeting was the final of a series of meetings for the four proposed station areas along the Red Line Extension corridor. The meeting was held through Zoom and also broadcast on the project’s Facebook page. Captioning as well as American Sign Language and Spanish interpretation were available for meeting attendees, including during breakout rooms. A comment with the Zoom meeting information was also posted on the Facebook Live stream so individuals could join to participate in the interactive presentation portions and receive any required accommodations. Attendees were asked to register in advance and were provided with the link and meeting ID to join via Zoom. Registration was available on the project’s interactive engagement website, transitchicago.com/RLE/engage, which is hosted on the Bang the Table (BTT) platform. The engagement website provides general information about the RLE Project and Transit-Supportive Development (TSD) Plan plus interactive tools such as an Ideas Wall, project survey, and project map to engage the public and solicit their feedback regarding the project.

Ms. Stubblefield started off the presentation by covering the agenda and presenters. Ms. Stubblefield also covered how attendees can ask questions throughout the meeting. Questions and comments submitted during the meeting are documented on pages 3-5.



Ms. Fratinardo led the group through the RLE Project overview, benefits, and recent progress. Ms. Fratinardo described the Michigan Avenue station concept plan. She explained that the development project that was planned for the vacant site north of Union Pacific tracks and Michigan Avenue station had not moved forward. Therefore, CTA has an opportunity to potentially locate the parking and bus facilities needed for the station to this northern site, which could attract more development in the future. Ms. Fratinardo stressed that CTA has not yet determined the final station layout and the location of parking and bus facilities. Ms. Stubblefield and Ms. Fratinardo asked attendees to respond to three direct questions via chat; responses to these questions are documented on pages 5-7.

Mr. Elmajdoub then presented engagement opportunities, including the engagement website transitchicago.com/RLE/engage and recent public outreach efforts. Next, Ms. Carvajal shared information regarding potential property impacts and provided a variety of contact methods and resources for additional information and follow up. Ms. Tandon then presented Environmental Review process updates and described some of the resource analyses being undertaken (traffic and access, noise and vibration, visual and aesthetics, and historic and cultural resources) for which impacts may be of particular interest in relation to the Michigan Avenue station. Ms. Tandon also reiterated CTA has not finalized the location of the parking structure as options are being considered for the north and the south side of the station. She also stated that there had been no other major changes to the Michigan Avenue station since the Draft Environmental Impact Statement (EIS).

Next, Ms. Fourcher presented on the TSD Plan, covering the overview, timeline, and current as well as past aligned planning efforts. Ms. Fourcher also shared information regarding community assets/resources and the Michigan Avenue corridor existing land use in relation to the TSD Plan. After, Mr. Payne led a series of interactive polling questions to gauge participants' ideas and recommendations for future development along the Red Line Extension corridor (questions and polling results are documented on pages 7-9 of this summary). Mr. Payne read the polling questions and answers out loud and they were also displayed on individual presentation slides for attendees to see. Following the interactive polling questions, attendees were separated into small groups for a breakout out session led by a moderator and one to two other project team members. On average, there were five to six attendees in each breakout group. A set of general questions were displayed on a presentation slide to solicit input and encourage discussions. Community members were offered the opportunity to share their ideas on the vision for the community to inform the TSD effort. Breakout summaries were compiled for each group and the compilations of comments received are documented on pages 10-17.

After approximately 20 minutes, the breakout session concluded and attendees were brought back from individual breakout groups into one large group to finish the meeting.

Each breakout group moderator presented a brief summary of their group’s discussion and common ideas that were shared among group participants. Next, Mr. Elmajdoub presented information regarding the RLE interactive engagement website, opportunities to stay involved, including the upcoming INVEST South/West visioning meeting scheduled for February 23, 2021, how to receive project updates, and details regarding entry for the engagement website Visa gift card sweepstakes. Ms. Stubblefield then concluded the meeting by thanking all attendees for their participation and providing methods, both digital and non-digital, to contact the project team with questions.

Attendee Questions & Comments – Zoom Chat Feedback

Unless otherwise noted, the following questions, comments, and responses documents the direct meeting chat transcription. Responses were provided in the chat by the RLE Project team for all attendees who joined the meeting via Zoom to see. Attendees who joined via Facebook Live or phone did not have visibility of the Zoom chat questions, comments, and responses.

- **Question 1: What is the unemployment rate east and west?**
 - **Response 1:** Hi Robert - thank you for your question about unemployment rates in the project area. CTA is including demographic analysis, including employment, in our environmental review process. The unemployment rate in Roseland, for example, is 22.4 percent as of the most recent Chicago Metropolitan Agency for Planning (CMAP) Community Area Planning Data Snapshots. Other communities and community areas are available on their website: cmap.illinois.gov/data/community-snapshots.
- **Q2: Will there be a new TIF like the RPM project?**
 - **R2:** Thanks for your question, Allan. The CTA is pursuing a wide range of federal, state and local funding sources, including the Federal Transit Administration’s (FTA) New Starts Capital Investment Grant (CIG) program. Local funds are also needed to “match” the federal New Starts funds as local funds demonstrate the commitment to the project. The CTA is considering a number of options at this time for this that include a special transit-only tax-increment financing district, authorized by the General Assembly in June 2016, which could provide a portion of the local funding needed for the RLE Project.
- **Q3: Was the 4-story parking building on the north or south side of the station?**
 - **R3:** Hi Rev. Calloway, thank you for your question. CTA has not yet determined the final location of the parking and bus facilities, whether north or south of the station. The identification of the preferred location for parking and bus facilities at Michigan Avenue station will depend on results from the environmental review process, as well as the Department of Planning and Development’s (DPD) process of reacquiring property on the northern site.

- **Q4: How many properties will have to be purchased and demolished for the extension? Are there any properties of historical value that could be saved/relocated?**
 - **R4:** Hi Butler, thanks for the question! Property impacts are based on conceptual engineering and represent the maximum impacts. As of Summer 2020, there may be up to 61 residential building displacements, 11 of which are unoccupied, and six businesses may be affected. 158 private parcels of land and 226 total parcels of land may be affected. Property impacts will be confirmed in the Final Environmental Impact Statement (EIS) after more detailed conceptual design.
 - And as Sonali is mentioning now, the Historic and Cultural Resources analysis is ongoing as part of our environmental review.
- **Q5: Intergovernmental collaborations sound good and community sound like an add on. #TransitEquity**
 - *In reference to slide 10, Project Overview.*
- **Q6: First floor of parking garages should be retail**
 - *In reference to slide 12, Michigan Avenue Station Concept Plan.*
- **Q7: New stations should have a WOW factor and be a unique architecturally interesting station**
 - *In reference to chat question 3, Favorite CTA Station.*
- **Q8: What about fuel emissions?**
- **Q9: Also consider policing and parking permits for residents within a 3-4 block radius**
 - **R8 & R9:** Thanks for your question and comments, Rev. Calloway. Air Quality is one of the environmental resource categories being assessed as part of the Final EIS. Regarding policing and parking permits, CTA will be coordinating with the Chicago Department of Transportation (CDOT) on issues related to parking availability and with the Chicago Police Department on issues related to public safety.
- **Q10: Please consider a mall connected with grocery store, small business, medical facilities, dental and eye care. As for all stations, security should be a big part of the facilities. This would add to the business district that Roseland was famous for.**
 - *In reference to polling question 6.*
- **Q11: I want you to remember diversity when evaluating these institutions as social vendors. We need to eat off the beginning as well: ipce.uic.edu/wp-content/uploads/sites/Roseland-Civic-Engagement-Study.pdf**
 - **R11:** Thank you for providing your study, Robert!
 - **Participant Response:** Thanks, Mr. Douglas for that link to the study.
- **Q12: Plaza Hardware/True Value moved to 118th Street and Michigan Avenue.**
 - *In response to polling question 6.*

- **Q13: We also need the types of jobs that are far west of the city in our community. We transport to those other areas, because of the opportunity those communities have for us. Retail and restaurant jobs are great, but we also need more professional careers/jobs to be attracted to the area.**
 - **R13:** Thank you for your comment, Marcus. Are there any particular types of jobs you have in mind that you find in the far west side?
 - **Follow up comment from same attendee:** Professional services, medical (which the medical district will be able to help), hospitality careers
- **Q14: Live work and play and LEARN how to craft each and every one's future**
- **Q15: Happy to contribute years of commitment to communities focused on redevelopment**
 - **R14 & R15:** Thank you for your input, Diane!
- **Q16: These stations will become the hubs of the community just as schools were. This understanding needs to be incorporated... growth, community connectivity, in addition to education expansion.**
 - **R16:** Good point, Kenneth, thank you!
- **Q17: As we clean up and restore our business community with better choices, crime will decrease. People are a product of their environment, when you change the environment, the riff raff will leave because it will no longer be attractive to them.**
- **Q18: At some point we need a percentage probability that the RLE will occur.**
 - **R18:** Hi Kenneth - we understand the community wants assurance that the RLE Project will be built. While we can't put a percentage on it, the project entered the Project Development phase in December 2020. This commits CTA to completing 30 percent design and finalizing the environmental analysis within two years. This phase is a key step in securing federal funding, which is one of the major milestones needed to make the RLE Project a reality.
- **Q19: How do we get involved in some of the other initiatives that were presented?**
 - **R19:** Hi Marcus - check out tinyurl.com/RoselandRFP for the INVEST South/West Visioning Meeting. You can email us at redextension@transitchicago.com to ask about any specific initiatives!

Presentation Engagement Questions – Zoom Chat Feedback

These questions were posed by the presenters during the large group presentation. The following documents the attendee responses that were typed in the Zoom chat.

- **Question 1: What neighborhood do you reside in? (Responses listed in order of most common to least)**
 - **Responses 1:**

- Roseland
 - Golden Gate
 - Washington Heights
 - West Pullman
 - Pullman
 - Morgan Park
 - South Shore
 - West Chesterfield
 - Scottsdale
 - Roseland Heights
-
- **Q2: How will the Red Line Extension benefit you and your neighborhood?**
 - **R2:**
 - Opportunities
 - Collaborative economics
 - Currently on Kensington there are a couple of family stores, we really hope that it will bring in more economy so other families can open more stores and boost economies.
 - Transportation brings more people to purchase housing, schools and need for more stores.
 - Economic/neighborhood vitality
 - Equitable TOD
 - Economic development, time savings in travel access to Chicago
 - Accessibility for all
 - Benefits/opportunities/upgrading the neighborhood
 - Employment and transportation
 - Chances to explore areas of Chicago without driving
 - It would allow everyone access to transportation and an investment in the community.
 - It will help develop Michigan Avenue retail.
 - Accessible jobs and central business districts and opportunities for economic development.
 - Rapid transit to resources
 - Transit access to downtown
 - Revitalization of Roseland
 - TOD possibilities
 - Renewal of Michigan Avenue
 - Amen! Renewal of south Michigan Avenue in Roseland! Let us reinvest in the historic buildings as part of these concepts and development!
 - More development in the NEAR future

- **Q3: What is your favorite CTA Station and what about that station do you like most?**
 - **R3:**
 - IIT station - unimposing, noise reducing tunnel
 - Morgan station - colors, non-concrete style, very modern
 - IIT station and 22nd Street station
 - Harold Washington Library
 - Garfield Park station
 - Merchandise Mart
 - Central Park on Pink Line
 - O'Hare- safety, warmth, ease, proximity
 - Ashland/Lake because of architecture
 - IIT station - great design and sound control
 - Logan Square station - so much to do once you emerge from the underground station! Parks, housing, retail and people!
 - I agree Merchandise Mart
 - Quincy through Wells, for its scale and historic qualities. Could some of the historic buildings be integrated into these plans?
 - O'Hare Terminal
 - Harold Washington. What I appreciate most is the accessibility and its' central location.
 - 35th and State Street station with the stores connected
 - My favorite station has been Fullerton for the helpful staff as well as having tier offices and people available for any assistance.

Presentation Polling Results

Attendees joining the meeting through Zoom could answer the poll in real time. Polling was not available to attendees who joined the meeting through Facebook Live or by phone. Those attendees were informed that polling questions were available on the RLE engagement website as an alternate way to participate and provide their responses. Polling questions were typically open for more than 45 seconds.

Response Options

Votes Received

1. How did you learn about tonight's meeting?	
<i>Total Attendees Responding to Question: 36</i>	
Email from CTA	21
Other	5 (1 stated "St. Anthony's Church pamphlet" in the chat)
Word of mouth	3
INVEST South/West roundtable	2
Facebook, Twitter or Instagram	1
Postcard in the mail	1 (plus two mail responses via chat)

2. What would be your mode of transportation to the Michigan Avenue station? <i>Total Attendees Responding to Question: 32</i>	
Drive	15
Walk	8
Bus	4
Train	3
Bike	2
3. What kinds of open space or public places would you like more of? (Pick up to 3) <i>Total Attendees Responding to Question: 35</i>	
Farmers market or local food kiosk	26
Plazas and other gathering spaces	20
Walking and biking trails	17
Performance or public art spaces	15
Spaces dedicated to nature and ecological restoration	12
Sports and active recreation	7
Places for exercise	5
Increased access and recreational opportunities	4
4. What are the community's greatest strengths from a development perspective? (Pick up to 3) <i>Total Attendees Responding to Question: 38</i>	
Single-family housing	19
Historic preservation	14
Shopping	12
Civic and religious institutions	10
Parks	10
Affordable housing	9
Jobs	9
Senior housing	8
Schools	7
Transit	4
5. What are the community's greatest needs from a development perspective? (Pick up to 3) <i>Total Attendees Responding to Question: 38</i>	
Jobs	25
Shopping	23
Affordable housing	15
Transit	15
Single-family housing	10
Historic preservation	6
Parks	5
Schools	5
Senior housing	2
Civic and religious institutions	1
6. What types of businesses would you like to see? (Pick up to 3) <i>Total Attendees Responding to Question: 37</i>	
Grocery stores	30
Locally owned cafés	27
Medical, health & wellness services	12
Locally owned boutiques	9

Home improvement stores	7
National chain restaurants	6
National brand clothing stores	5
Pharmacy	5
Professional services	5
Personal services	4
7. What types of jobs are needed nearby? (Pick up to 3)	
<i>Total Attendees Responding to Question: 37</i>	
Construction	19
Manufacturing	16
Retail and restaurants	15
Professional	13
Healthcare workers	12
Office and administrative support	11
Transportation and warehousing	11
Public sector	10
Maintenance and utilities	8
8. What type of housing is most needed? (Pick up to 3)	
<i>Total Attendees Responding to Question: 34</i>	
Home ownership	29
Affordable housing	17
Mixed-income	17
Senior housing	17
Veterans housing	13
Rental	6
9. What scale of housing is desired? (Pick up to 3)	
<i>Total Attendees Responding to Question: 34</i>	
Single-family	26
Townhomes	24
Two-flats and three-flats	20
Multi-family housing with ground floor commercial	12
Small four-to-six-unit building	10
Mid-rise multi-family (up to 8 stories)	4

Breakout Session Groups

Group 1

Moderator: Erin Cabonargi (*TSD Plan*)

RLE Project Members: Marlise Fratinardo (*CTA Planning*), Leah Mooney (*CTA Planning*), & Sarah Wilson (*TSD Plan*)

Group 2

Moderator: Mark Payne (*TSD Plan*)

RLE Project Members: Sonali Tandon (*CTA Planning*) & Michael Schuch (*RLE Program Management Team*)

Group 3

Moderator: Christine Carlyle (*TSD Plan*)

RLE Project Members: Ammar Elmajdoub (*CTA Planning*) & Jenn Pisano (*TSD Plan*)

Group 4

Moderator: Teresa Fourcher (*TSD Plan*)

RLE Project Members: Jasmine Gunn (*Chicago Department of Planning and Development*) & Christen Hayes (*TSD Plan*)

Group 5

Moderator: Sarah Ware (*TSD Plan*)

RLE Project Members: Barbara Stubblefield (*RLE Program Management Team*) & Kristen Robinson (*RLE Program Management Team*)

Group 6

Moderator: Jacob Peters (*TSD Plan*)

RLE Project Members: Patrick Dunn (*RLE Program Management Team*) & Jackie Davis (*TSD Plan*)

Breakout Session Questions & Group Responses

The following documents a combination of attendees' verbatim and paraphrased responses provided by the breakout group moderators. Individual breakout groups may not have responses listed for each question due to groups spending more time discussing other questions or moderators not receiving any feedback from attendees on those prompts.

Question 1: What are three words you would use to describe your vision for the neighborhood?

- **Group 2 Responses:**
 - Scenic
 - Resourceful
 - Thriving
 - Economically friendly
 - Jobs
 - Educational
 - Food opportunities
 - Community help and hope for youth
 - Education
- **Group 3 Responses:**
 - Ambience, security, helpful businesses (e.g., grocery, eye doctor, dentist)
 - Investment, beauty
 - Community, safety, innovation
- **Group 4 Responses:**
 - Economic equity, diversity, jobs, opportunities for all community members
- **Group 5 Responses:**

- Quiet, peaceful, clean
- Safe, settled, upcoming
- Progressive, economically sound, peaceful
- **Group 6 Reponses:**
 - Access, empowerment, investment
 - “Point of destination,” rebranded as “Magnificent Mile – South,” safety
 - Multi-generational

Q2: What is important for us to understand about your community?

- **Group 1 Responses:**
 - The area east of the proposed station is primarily Hispanic/Spanish speaking with locally, family-owned grocery stores and restaurants but people are leaving the neighborhood. I’m worried that people wouldn’t want to explore around the side streets.
 - The Pullman area north of Kensington is primarily home ownership and we want to see more of that.
 - Michigan Avenue was listed as one of Chicago’s most endangered areas in 2020.
 - The importance of the current architecture of the Roseland Theater further down Michigan Avenue. “Historic buildings are fabulous and need a shot in the arm.”
 - It’s important to not forget about Kensington to St. Anthony’s.
 - Roseland was once called the “Jewel of the South Side.”
 - Language is a potential barrier to making inroads with the businesses in the Kensington area.
 - A lot of the businesses around are family owned.
- **Group 2 Responses:**
 - Knowing the needs of the members in the community
 - To remember or know the history of Pullman area
- **Group 3 Responses:**
 - In its current state, Roseland is overlooked and underserved.
 - Michigan Avenue was a booming shopping corridor for South Side Chicago; clothes and food were available in Roseland, but it has declined over the past 30 years and stores have been destroyed in Roseland.
 - As a resident of the neighborhood since the 1970s, I want to bring back the “old” Roseland that had shopping, community services and energy.
 - The area around 115th/State to 115th/Kensington to Michigan Avenue used to be a mall with a grocery store, dry cleaners, drug store, ACE Hardware, Family Dollar, Church’s Chicken, a restaurant (called the Coffee Pot), and it was a one-stop shop. People came there and did all their errands and socialization without having to leave Roseland.
 - There used to be a movie theater in Roseland, bringing this back could bring back people.

- There needs to be initiatives to ensure the sustainability of the neighborhood.
- **Group 4 Responses:**
 - CTA needs to assure that there will be equity in this process that the community is involved and that economic development will occur in an equitable way. Possibly with a community benefits agreement, if not already in place.
 - Community members have been a part of this project since 2002 and want to be a part of continued development actions. Like being able to advise on best practices for design, development, and engagement.
 - Safety issues arise from the high unemployment rates so, there's a need to focus on job creation near the stations. CTA needs to be a more inclusive community partner that focuses on economic development and job creation.
 - Development activities should start now to prepare for the new stations and to set the foundation for future transit amenities. Many opportunities in the area, for example, the vacant school at 117th and Perry. Is a large building, no one so far has been able to utilize it since its closing, but see it as an opportunity with the RLE Project. I envision a workforce development center with a child day care or community center.
 - I'm skeptical that this project will become a reality.
 - Perhaps CTA should consider the model of the INVEST South/West in bringing forward more equitable development scenario.
 - Have a lot of work to do! Kudos to CTA and neighborhood participants to tackle issues important to the community.
- **Group 5 Responses:**
 - We are a historical community and I'd like that to be highlighted for people to understand we value our history and want to protect it.
 - It's a tale of two cities. It's about time we have the platform to enhance it from an equitable lens, one of which is long overdue. The talk of the RLE extends my life. So, with all the positivity and our hopes – the Captain Obvious are the disadvantages that we're stuck with and yet still overcome. Hardworking folks that contribute to the pot have not been recipients. It's long overdue.
 - Opportunities such as this and leadership. People can speak best if we have platforms that enable us to not only tell our stories but to fight for things that we desperately want, especially direct recipients to direct the economic impacts.
 - Some people like myself have lived in this community for 50+ years and have kept it maintained. People have planted themselves here. We want to be heard and understood. I never thought that we'd have a transit system. I came out to Roseland because it was open, it was like my suburban area, and is peaceful/pretty and now I'm going to be listening to trains going by

my house every 20 minutes. Older people on my block are scared because all types of people are going to be walking in our community and I won't be able to allow my grandkids to play outside. It's frightening for those who have lived here a long time.

- I've lived in Roseland since 1972 so I have seen the transformation of Roseland from when it was a little past the integration of the community. Roseland was a segregated community and desegregated about 1968-1969. When I moved there, I had white neighbors. Palmer Park used to have flowers and as the community transformed, they stopped putting flowers. We hold services to a standard. My mother would call and ask where the flowers are. Over the years they eventually disappeared. The community as a whole was a thriving community. King Drive had a reputation and it still does, but I think this project with the INVEST South/West collaboration and CTA will help the community to not only be restored to where it was, but to pass where it was to a greater extent. Property values are underwater and will help to restore property values and will also attract people to not be absent homeowners or landlords but to be occupied owners and landlords again. They will also attract better tenants who can just breathe. This entire project, being with the RLE and our entire mission is surrounding all of these stations that are involved.

- **Group 6 Responses:**

- Used to be a historic corridor with a variety of retail (e.g., JC Penny, Gately's, suits, cigars, and hobbies)
- Great housing stock (and a variety of housing types) to be admired.
- Bring back character, filling in the voids left by anchors.
- Urban, historic, and neighborhood feel, like the rebirth of Milwaukee Avenue.
- It's important to be good business neighbors by hiring from within the community, keeping streets clean, bright visible storefronts, preventing loitering outside on streets, and living within and giving back or investing in the community.
- Current issues relating to the maintenance and cleanliness of stations inside, out/land nearby (ex: at 95th Street station), especially concerning Illinois Department of Transportation (IDOT)/Chicago Department of Transportation (CDOT)/CTA jurisdiction disagreements. Same potential concerns with the adjacent rail corridor.

Q3: What are your community's greatest assets? What is missing?

- **Group 1 Responses:**

- Something that's missing is support and incentives for those businesses and families that want to run their own business to get people to go beyond Michigan Avenue. A lot of the families in that area own their homes. More family ownership of the properties is a goal.

- More locally owned restaurants, convenience stores, family-type establishments that people could visit are needed.
- We need more bookstores and technology in the community.
- What's missing is the need to support legacy businesses so they can be passed down in the family. "Give them all the tools they need to make it happen, make a sustainable business."
- There should be support to help small family-owned businesses adapt when the new station comes. Like providing technical assistance to connect small family-owned businesses with someone to assist in business ownership transfers.
- **Group 2 Responses:**
 - Public transportation that is available (i.e., Metra Electric and bus line) is the greatest asset.
 - Sit down restaurants (i.e., café kind) are missing.
 - Amtrak transfer; this location is currently a transit desert.
- **Group 3 Responses:**
 - Job training is missing and desired in the community.
 - Access to healthy food or a farmers market is a big need.
 - Security is needed 24 hours a day. People are 'hanging out' and the community is afraid to walk down the street sometimes. A police presence is needed as well as cameras near the stores. People are even crawling on top of buildings and breaking into stores. The police need to gain control over the neighborhood again.
 - Job opportunities are missing, especially in the construction industry. Inclusion is an issue; we need to diversify jobs.
 - Roseland needs revitalization of the Michigan Avenue corridor with development of retail and restaurants.
 - Neighborhood used to be safer. There was a police station that is no longer there. Security is missing and needed desperately.
 - Safety is needed. There is no enforcement by police on Michigan Avenue. Ordinances are not being followed currently. For example, Michigan Avenue trash receptacles were taken away because businesses were using them as their dumpsters.
 - Community and local businesses need to clean up the corridor/street and bring back planters, benches, awnings, and facade updates through City programs.
- **Group 4 Responses:**
 - Missing measures that address extreme personal safety and security near the station, as well as cleanliness.
 - Safety is missing as a priority and needs to be made a priority near the station areas, especially near the Michigan Avenue station. It's very dark due to the Union Pacific rail line and needs implementable safety measures from street lighting to increased patrols.

- We need the types of jobs that are far west of the City in our community. We transport to those other areas, because of the opportunity those communities have for us.
- Retail and restaurant jobs are great, but we need more professional careers and jobs to be attracted to the area such as professional services, medical, and hospitality.
- The greatest benefit for the area is the Michigan Avenue corridor. This area should be given landmark status because it is such a great asset that can benefit the whole area, including neighboring Pullman.
- **Group 5 Response:**
 - The community's greatest asset is the retail district, which is also our worst asset if that makes sense. We have this huge, massive space that once used to have vegetable markets, stores, bakeries, mom-and-pop shops, and pharmacies and we no longer have any of that.
- **Group 6 Responses:**
 - The great highway access is an asset.
 - People and block clubs are great assets.
 - There's lots of people who need help and resources.
 - Missing safety and ability to feel safe enough for our grandmothers to shop alone.
 - Need things to develop young people at different levels like arts and music, as well as non-academic avenues for growth and exploration.
 - Missing engagement opportunities for youth, like dance and music programs.
 - Need to develop workforce and places to work
 - Need entrepreneurs to restart economic engine and fill vacant spaces

Q4: How do you see the new station benefitting your community?

- **Group 1 Responses:**
 - The ability to live and work in the community – “live, work, play,” idea.
 - Bringing more career opportunities to allow more professionals who live in the community to be able to work in the community.
 - Encouragement of reinvestment and a potential landmark district
 - The opportunity to really build on the connection to Pullman.
 - To increase the focus on local businesses and how to develop them. The Chamber is strengthening its workshops and increasing focus on improving financial literacy of business owners.
- **Group 2 Responses:**
 - The addition of accessibility
 - The newly built youth facility does not have good bus transportation and this project would help the problem.

- **Group 3 Responses:**
 - There is a lot of land near the station and it would be beneficial to the community if it was developed into grocery stores, shopping, and job development.
 - By offering jobs and transportation security
 - As more people use the new stations, this will bring more development to the area, but the development should be community-based businesses and locally owned.
 - A new development near 115th would be beneficial for senior citizens who live at 117th/State.
- **Group 4 Responses:**
 - Economic development will increase safety elements by adding jobs and these stations will become the hubs in each community just as schools were. This understanding needs to be incorporated ... growth, community, connectivity, in addition to education expansion.
 - To bring about historic revitalization on Michigan Avenue to rebuild the corridor.
 - Creating a “work, live, play,” community and learn how to craft each and everyone’s future within the community.
 - Upgrading Michigan Avenue to see more resources near the station and an elevated station design that is better than some of the other stations along the Red Line. Envision this to be a nice and safe place to get on and off the train.
 - Would like to see this area partner with the Pullman National Monument and bring more people towards Michigan Avenue to enjoy the history of Michigan Avenue, including events and community gathering stations.
- **Group 5 Responses:**
 - We can’t go onto Michigan Avenue and enjoy coffee with a friend. If we extend the Red Line, why not bring some of those amenities back to the community? Get rid of terrible store owners who don’t care about or live in the community and put back in business owners who live in the community. Give them loans to survive and thrive in the community. I saw a news report about the donut store today and it was terrible. Where’s the money going to rebuild what our community should look like or used to look like? Now, I don’t want to go anywhere near Michigan Avenue. If you’re going to extend the line, bring everything that should go with it like bookstores, coffee shops, etc. by people who live in the community, believe in the community and strive to build up the community.
 - How can we bring back businesses for community members who want to open business but are scared to open businesses in the area? What can be done to stop the crime that goes on in Roseland? Why can’t people who actually live in the community be given opportunities to open businesses on Michigan Avenue/ in the area as opposed to those who don’t? Why aren’t

we giving the opportunities and funding to those in the community as opposed to someone else?

- Residents from this area should have special preferential selection to INVEST South/West – I strongly encourage we pay into this SSA component that’s supposed to provide these services. In addition to everything that another group member mentioned, we want community members that are applying to have preferential selections. People from the outside should not get preference over our community members. Everyone falls victim to the crime but there are initiatives to work at that because there is money available and we pay into it. However, it only works if we actually invest into those that live here to become providers in our own community.
- Underline SSA and policing. We only see police when crime happens.
- **Group 6 Responses:**
 - The creation of an accelerator or incubator with a retail and food focus, but still a relation to distribution and logistics.
 - Transit access to get people to the Loop and to jobs.
 - Access from transit to “Magnificent Mile South”
 - Transit-oriented development
 - Reduced travel times
 - Opportunities for growth and empowerment
 - Historic, revitalized, and centralized corridors
 - Access to opportunities for all ages (safety for all ages is part of access)

RED AHEAD
Moving Ahead to a Better Red



**Red Line
Extension**

Red Line Extension Project

Virtual Station Meetings Summary

April 2021

Prepared for:
Chicago Transit Authority
567 W. Lake Street
Chicago, IL 60661



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Section 1 Introduction

The Chicago Transit Authority (CTA) is proposing to extend the Red Line from the existing terminal at 95th/Dan Ryan to 130th Street, subject to the availability of funding. The proposed 5.6-mile extension would include four new stations near 103rd Street, 111th Street, Michigan Avenue, and 130th Street. Each new station would include park & ride facilities and bus connections.

Following two identical virtual community meetings held in early December 2020 to introduce the Supplemental Environmental Assessment (EA) and Transit-Supportive Development Comprehensive (TSD) Plan, the CTA received Federal Transit Administration (FTA) approval to enter the New Starts Project Development (PD) phase of the Capital Investment Grants (CIG) Program for the Red Line Extension (RLE) Project. The CIG Program requires the CTA to complete the RLE Project's Final Environmental Impact Statement (EIS) and preliminary engineering documents during the two-year PD phase to successfully meet the federal requirements. As a result, the project timeline was revised and now estimates the start of construction in 2025 and service beginning in 2029, all of which is dependent on securing project funding.

In January and February 2021, the CTA hosted a series of four virtual community meetings that focused on each of the proposed station areas to discuss details of the Supplemental EA, share the new project timeline, and gather input from community members on the needs and priorities for future development around each station for the TSD Plan. This Virtual Station Area Meetings Summary outlines the format, timing, attendance, topics covered, and outreach methods for all four meetings. Detailed summaries of topics and feedback from each individual meeting were also prepared.

Section 2

Virtual Station Meetings

The CTA hosted a series of four virtual community meetings specific to each proposed station area along the Red Line Extension corridor to discuss details in relation to each station, provide updates on RLE Project progress, and cover the TSD Plan overview, timeline, and planning efforts. The virtual station meetings provided the public with opportunities to ask questions about the station areas, provide input regarding the development they would like to see near the stations, and discuss other project details utilizing the Zoom meeting platform. The four meetings were also broadcasted simultaneously via Facebook Live on the RLE Project Facebook page. The project team solicited input and provided two-way communication opportunities through a series of polling and chat prompts, breakout sessions, and a message functionality via Zoom throughout the presentations' duration for questions and comments. Table 1 displays the subject, timing, and format for the virtual station meetings.

Table 1: Virtual Station Meetings Information

Station Meeting	Date and Time	Meeting Location
130th Street	January 27, 2021 6:00 - 7:30 PM	Zoom: online & telephone Facebook Live
111th Street	February 2, 2021 6:00 - 7:30 PM	Zoom: online & telephone Facebook Live
103rd Street	February 9, 2021 6:00 - 7:30 PM	Zoom: online & telephone Facebook Live
Michigan Avenue	February 16, 2021 6:00 - 7:30 PM	Zoom: online & telephone Facebook Live

The virtual community meetings were made accessible to people with disabilities by the use of American Sign Language interpretation and closed captioning. The virtual station meetings were held online with a telephone dial-in option due to COVID-19 public health guidelines. The virtual station meetings were publicized by flyer, postcard notices, eBlasts (mass emails), social media, and on the project website (see Section 3 for more details about promotion). Registration was promoted through the project engagement website, which is hosted on the Bang the Table platform. Community members who needed assistance registering were directed to contact the CTA's customer service phone number for help; four people were registered for the meeting by phone. The virtual station community meetings were scheduled on weekday evenings. Spanish interpretation was available for meeting attendees throughout the entirety of the meetings.

2.1 Virtual Station Meetings Format

The virtual station meetings provided attendees opportunities to learn about the RLE Project overview, benefits, and recent progress. The meeting presenters also reviewed station concept

plans and potential environmental and property impacts of particular interest in relation to each station area. In addition, the Transit-Supportive Development (TSD) Plan overview and timeline were covered.

The format included two to three engaging chat questions (the project team added an additional question during later meetings), interactive polling questions related to the station areas, and a message functionality via the Zoom platform during the entirety of meetings to receive questions. The breakout out sessions allowed the public to provide feedback, ask questions, and discuss concerns directly with project team members. Following the breakout out sessions, breakout out group moderators presented a brief summary of their group's discussion and common ideas shared among group participants. Each virtual station meeting was concluded with information presented regarding the RLE Project's interactive engagement website, transitchicago.com/RLE/engage, opportunities to stay involved, details on how to sign up for project updates, and digital and non-digital methods to contact the project team with questions. Digital methods for the public to ask questions included the RLE Facebook page and project team email. Non-digital methods included the CTA's customer service phone number.

2.2 Virtual Station Meetings Materials

The CTA prepared PowerPoints to supplement the project team's verbal presentation during the meetings. Each virtual station meeting presentation slides and recordings were made available via the project website and RLE Facebook page after the meetings concluded. The recordings were available in both English and Spanish. An online survey was added to the engagement website, hosted by the Bang the Table platform, that matched the polling questions asked during the meetings so that people who were not able to participate live could still provide their input.

2.3 Input Received

The CTA invited virtual station meeting attendees to submit comments to CTA during and after the meetings. CTA staff provided responses via the Zoom chat functionality to selected comments received through the Zoom meeting platform during the meeting and subsequently provided written responses on the CTA website to all comments received through the Zoom meeting platform as well as questions received as of February 16, 2021 in the comments section of the Facebook Live broadcasts. After the meetings, comments could also be submitted via email or U.S. mail. Emailed comments could be sent to a project-specific email address (RedExtension@transitchicago.com). This email address was available on the interactive project website, within the station meeting presentations, and on all meeting notification materials.

Main themes from the questions and comments included:

- Station design, features, and access
- Alternate transit options for the area in substitution or in addition to the Red Line Extension
- Frequency of bus service following project completion

- Requests for more information about displacement and property acquisition
- Concerns about parking lot locations, spaces, parking need, and impacts to surrounding residents
- Concerns about environmental impacts, safety/security, and other potential inconveniences to the community resulting from construction and revenue service
- Requests for the project to employ community members
- Opportunities to incorporate community attributes, designs, and artistic expression into the project design
- Potential for transit-oriented development

Input was also solicited during virtual station meetings through Zoom polls and instruction by the speaker to answer specific questions in the Zoom chat. Polling and chat responses from each individual meeting can be found in their respective summaries. Additional input was received through the engagement website.

2.4 Virtual Station Meeting Attendees

The public was offered a variety of methods to participate in the virtual station meetings. Each meeting had people listening by phone, joining online through the Zoom meeting platform, and others watching on Facebook Live. Phone participants' numbers and Zoom participants' emails were captured by the virtual meeting software and used to determine approximate attendance. The number of participants watching on Facebook Live fluctuated throughout each meeting and the number of unique participants for Facebook Live could not be determined. Table 2 displays meeting attendance by community members and stakeholders. The stakeholder counts include RLE and TSD Project consultants, CTA staff, and interpretation and captioning support staff for each meeting. Six to seven project team members served as presenters, sharing information about the project with the meetings' attendees. Additional project team members operated the meeting platform and polling, responded to questions in real time, and supported note taking during the breakout out rooms.

Table 2: Meeting Attendance

Station Meeting	Community Member Attendance	Other Project Team and Stakeholder Attendance
130th Street	80	52
111th Street	78	48
103rd Street	76	44
Michigan Avenue	81	46

Section 3

Virtual Station Meetings Notifications

The CTA used a variety of outreach and notification methods to announce and promote participation in RLE's virtual station meetings in January and February 2021 to interested parties. The CTA performed the following actions:

- Updated the project website's main page and engagement website to include meeting information and registration details
- Sent postcards to all mailing addresses within ½ mile radius around each station
- Sent eBlasts to all email addresses on the project contact list
- Posted a customer alert on selected South Side bus routes and at 95th Street/Dan Ryan station serving the project area
- Contracted a community organization to deliver hard copy flyers to surrounding homes
- Utilized CTA's social media platforms and the RLE Facebook page to send announcements
- Delivered leaflets to impacted property owners and tenants for Michigan Avenue station
- Offered entry to \$50 Visa gift card sweepstakes

3.1 Project Website

The CTA updated the RLE Project website and engagement website in advance of the meetings to include information on how to register and join. Additionally, the project website provides general information about the RLE Project, archived materials from public hearings, and information on the TSD Plan. Attendees were directed to register through a form on the engagement website. People could register for more than one meeting. The engagement website also included an opportunity to respond to the same polling questions as during the meeting. This enabled individuals who listened to the meeting by phone, those who wanted more time to respond, and people who listened to the recording to provide input to the project at a time that was convenient for them.

3.2 Postcard Notifications

The CTA mailed postcards in advance with information regarding the virtual station meetings to residential and business addresses within a 1/2 mile radius of each proposed station. The postcards were customized to highlight approximately 201 addresses. The postcards provided details about the public virtual community meetings, including how to virtually attend meetings, and contact information to request assistance at the virtual community meetings. The postcard

also included information regarding the availability of additional interpretation services in Spanish or sign language with advance notice.

Table 3: Postcard Mailing Recipients and Dates

Station	Approximate Residences	Approximate Businesses
130th Street	2,200	57
111th Street	3108	103
103rd Street	1931	106
Michigan Avenue	2476	132

3.3 eBlast Notifications

The CTA sent emails (eBlasts) to the approximately 1,200 email addresses on the RLE Project contact list to notify interested parties about the virtual station meetings. The eBlasts included information on the purpose of the virtual station meetings, dates, how to register, accessibility information, and details about the Visa gift card sweepstakes. Instructions in Spanish were provided for recipients to access the meeting information in Spanish.

Table 4: eBlast Notification Dates

Topic	eBlast Date
Station Meetings Announcement	January 14, 2021
130th Street Meeting Reminder	January 25, 2021
111th Street Meeting Reminder	February 1, 2021
103rd Street Meeting Reminder	February 8, 2021
Michigan Avenue Meeting Reminder	February 15, 2021

3.4 Customer Alert

The CTA created a customer alert promoting the four virtual station meetings and included information regarding when the meetings would be held, the importance of community engagement, and how to register for and attend the meetings. The customer alerts were posted at the 95th/Dan Ryan station and all buses out of 103rd garage to heighten awareness among local residents using transit within the project area.

3.5 Direct and Delivery Mailing

The CTA contracted a local community-based organization to pass out meeting announcements to community members within the project area. The community organization, Chicago CRED, was provided 1,000 flyers with meetings information to pass out to houses nearby 103rd, 111th, and

Michigan Avenue proposed station areas. The team canvassed up to four blocks, approximately 20 homes per block, in all directions around the three proposed station areas.

An additional 100 copies of the meetings announcement were mailed to TCA Health, a local healthcare provider, to handout at in-person events they hosted.

3.6 Social Media Announcements

The CTA used the Red Line Extension Facebook page to announce and promote the virtual station meetings. Facebook events were created for all four station meetings. All station meetings were also available to watch via Facebook Live and posts were published on each meeting date at the meetings’ start time to announce that the meetings were streaming for public viewing. People did not need to be logged in to watch the stream on Facebook. For the later three station meetings, a link to join the Zoom meeting was also added to the Facebook stream in order to facilitate access to interpretation, polling, and captioning for those who did not register for the meeting in advance. Part of the message posted on the stream was in Spanish.

Table 5: CTA RLE Facebook post dates

Topic	Date
Facebook events created for each meeting	January 8, 2021
Visa Sweepstakes Announcement	January 13, 2021
130th Station Meeting Reminder	January 15, 2021
111th Station Meeting Reminder	January 26, 2021
Live stream of 130th Station Meeting	January 27, 2021
Live stream of 111th Street Station Meeting	February 2, 2021
103rd Street Station Meeting Reminder	February 3, 2021
Michigan Avenue Meeting Reminder	February 9, 2021
Live stream of 103rd Street Station Meeting	February 9, 2021
Live stream of Michigan Avenue Station Meeting	February 16, 2021

Posts related to each virtual station meeting were also shared on the CTA’s main social media pages including Facebook, Twitter, and Instagram. These pages aren’t specific to the RLE Project and generally have a larger audience.

3.7 Impacted Property Owners and Tenants

In advance of the Michigan Avenue meeting, the CTA delivered notification leaflets to 30-35 properties (approximately 18-20 were thought to be inhabited) near the proposed Michigan Avenue station. In addition to information about how to participate in the Michigan Avenue virtual station meeting, this leaflet asked impacted property owners and tenants to get in touch with the CTA’s property relocation liaison in advance of the meeting. The CTA desired to share new information about potential property impacts with property owners and tenants in the south location prior to the meeting. The leaflet was provided in English and Spanish.

3.8 Visa Sweepstakes

In advance of the virtual station meetings, the CTA offered and advertised the opportunity to win a \$50 Visa gift card. To enter, community members were encouraged to share their project-related ideas on the Red Line Extension engagement website. Multiple prizes were available for those who participated. The sweepstakes was mentioned at each virtual station meeting, noted on the mailed postcards and meeting announcements, as well as advertised through dedicated Facebook posts. Up to three entries could be accrued after creating an account on transitchicago.com/RLE/engage, by filling out the survey (one entry), placing a pin on the map (one entry) and, adding a post to the ideas wall (one entry). 106 people participated by the deadline of February 19, 2021, and five winners were selected to each receive a \$50 Visa gift card.